

The Charlottetown Herald.

NEW SERIES.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, WEDNESDAY, SEPT. 18, 1901.

Vol. XXX, No. 37

Calendar for Sept., 1901.

MOON'S CHANGES.
Last Quarter, 5th, 9h. 27m. m.
New Moon, 12th, 5h. 18m. evg.
First Quarter, 20th, 9h. 23m. m.
Full Moon, 28th, 1h. 38m. m.

Day of Week.	Sun	Morn	High Water
1 Sunday	5 30	6 28	12 47
2 Monday	31	26	11 34
3 Tuesday	32	24	14 23
4 Wednesday	33	22	15 31
5 Thursday	35	20	16 47
6 Friday	36	18	18 07
7 Saturday	37	16	19 27
8 Sunday	38	14	20 38
9 Monday	40	12	21 34
10 Tuesday	41	10	22 18
11 Wednesday	42	8	22 57
12 Thursday	43	6	23 32
13 Friday	44	4	24 05
14 Saturday	45	2	24 34
15 Sunday	47	1	25 00
16 Monday	48	59	25 24
17 Tuesday	50	57	25 43
18 Wednesday	51	55	25 58
19 Thursday	52	53	26 09
20 Friday	53	51	26 15
21 Saturday	55	49	26 17
22 Sunday	56	47	26 15
23 Monday	57	45	26 08
24 Tuesday	59	43	25 59
25 Wednesday	6	41	25 42
26 Thursday	1	39	25 21
27 Friday	2	38	25 03
28 Saturday	3	35	24 34
29 Sunday	4	33	24 01
30 Monday	6	31	23 18

"Imitation is the sincerest Form of Flattery."

The best proof that **MINARD'S LINIMENT** has extraordinary merit, and is in good repute with the public, is that **IT IS EXTENSIVELY IMITATED.** The imitations resemble the genuine article in appearance only. They lack the general excellence of the Genuine.

This notice is necessary, as imitations and dangerous imitations liable to produce chronic inflammation of the skin, are often substituted for MINARD'S LINIMENT by Dealers, because they pay a larger profit.

They all Sell on the Merits and advertising of MINARD'S.

One in particular claiming to be made by a former proprietor of MINARD'S LINIMENT, which simply is a lie.

INSIST UPON HAVING MINARD'S LINIMENT,

MADE BY **C. C. RICHARDS' & CO.,** YARMOUTH, N. S.

Farm for Sale!

On Bear River Line Road.

That very desirable farm consisting of fifty acres of land fronting on "The Bear River Line Road" and adjoining the property of Patrick Moriarty and formerly owned by John Pidgen. For further particulars apply to the subscribers, executors of the late William Pidgen, or to James H. Reddin, Solicitor, Cameron Block, Charlottetown.

JOHN F. JOHNSON, F. F. KELLY, Executors.

Jan. 31—If

JAMES H. REDDIN,

BARRISTER-AT-LAW

NOTARY PUBLIC, &c.

CAMERON BLOCK, CHARLOTTETOWN.

Special attention given to Collections

MONEY TO LOAN.

North British and Mercantile

INSURANCE COMPANY

ASSETS - SEVENTY MILLION DOLLARS.

The strongest Fire Insurance Company in the world.

This Company has done business on the island for forty years, and is well known for prompt and liberal settlement of its losses.

P. E. Agency, Charlottetown.

HYNDMAN & CO. Agents.

Queen St., Dec. 31, 1898.

FIRE

INSURANCE,

LIFE

INSURANCE.

The Royal Insurance Co. of Liverpool.

The Sun Fire office of London.

The Phoenix Insurance Co. of Brooklyn.

The Mutual Life Insurance Co. of New York.

Combined Assets of above Companies, \$300,000,000.

Lowest Rates. Prompt Settlements.

JOHN MCBACHERN, Agent.

FOR SALE.

The House and Lot at Head of St. Peter's Bay, lately occupied by Charles McLean, and adjoining the premises of Leacock Anderson, Esq.

This would be a good locality for a mechanic or for a boarding house. Terms easy. Apply to

ENEAS A. MACDONALD. CH/ town, April 10, 1901.

A. L. Fraser, B. A.

Attorney-at-Law.

SOURIS, P. E. ISLAND.

MONEY TO LOAN.

ENEAS A. MACDONALD,

BARRISTER AND ATTORNEY-AT-LAW.

Agent for Credit Foncier Franco-Canadien, Lancashire Fire Insurance Co., Great West Life Assurance Co.

Office, Great George St., Near Bank Nova Scotia, Charlottetown

Nov. 22—13

Going Out of the **Crockery - - Business.**

We will close out our entire stock of

Crockery, Glassware and General Merchandise

At Great Clearance Sale Prices.

Bargains in Tea Sets, Dinner Sets, Toilet Sets, Lemonade Sets, Table Sets, Cups and Saucers, Parlor Lamps, Hall Lamps, Fancy Goods, Silver Knives, Forks and Spoons, &c.

Many lines at half price. All at sweeping reductions.

Stock must be sold at once as I am going out of the Crockery business. Book accounts must be settled at once. All the above goods will be sold for spot cash, therefore you can depend on getting bargains.

P. MONAGHAN,

Queen Street.

CUSTOM

Tailor-Made Clothing

Is Best & Cheapest in the End.

WHY? Because we buy the best goods, and employ only Experienced Custom Tailors to make it; it is made on the premises under the supervision of Experienced Outfitters. There is no house in the trade more able to sell good clothing than we are, and we invite you to inspect our stock.

Big Reductions

On all Summer Suitings, Trouserings, etc.

Men's Furnishings

In soft Front Shirts, Underclothing and all Summer Goods at cost to make room for our Fall Goods.

GORDON & McLELLAN

Men's Outfitters.

WE ARE

Manufacturers and Importers

OF

Monuments

AND

Headstones

In all kinds of Marble,

All kinds of Granite,

All kinds of Freestone.

We have a nice assortment of finished work on hand. See us or write us before you place your order.

CAIRNS & McFADYEN,

Cairns & McLean's Old Stand, Kent Street Charlottetown.

To Niagara Falls and Back

August the 24th was a charming day, with clear blue sky, bright sun and a refreshing breeze. Passing from Charlottetown to Summerside, over the P. E. Island Railway, a delightful view of hill and dale is presented and interesting scenes in agricultural activity were viewed on every hand. The harvest was at different stages of progress; fields of golden grain still waved in the morning sunlight; other fields were just then falling before the sharp edge of the reaper, while in others the stacks proclaimed that the work of the reaper and binder was complete. But the parable appearance of the meadows showed the effects of continued drought. At Summerside the splendid steamer Northumberland and her gallant commander awaited the passengers. The crossing, on such a day, on the admirably appointed Northumberland in charge of the accomplished, portly and warm-hearted Captain Cameron, was an ideal one. The genial and courteous Passer Ryan lent his aid in making the trip agreeable, and the excellent dinner served on board proves that Seward Collins has lost none of his cunning as a connoisseur of choice viands. At Point du Chene a tremendous throng of men, women and children awaited the arrival of the steamer. It was soon learned that a picnic of the employees of the Intercolonial Railway, from Moncton, was on hand, and that the picnicers were to be taken out into the straits by the Northumberland for a couple of hours. It took some forty cars to convey the pleasure seekers from Moncton to Point du Chene. From Point du Chene to Moncton the distance is less than twenty miles.

Moncton derives its importance from being the headquarters of the Intercolonial Railway; the headquarters of the Canadian Government railways. Here are the mechanical shops and here the general offices. The Intercolonial, with the P. E. Island Railway embraces some sixteen hundred miles of railway. The general manager of Government railways, the accomplished and courteous D. Fittinger, Esq., resides at Moncton. All having business of any kind with the road may expect to receive at his hands the utmost courtesy and consideration. Under him is a large staff of competent officials. The efficient general passenger and ticket agent is Mr. J. M. Lyons, a gentleman of charming manners. Moncton has the distinction of being a point of vantage for the observation of the "Bore," as is called that peculiar tidal phenomenon that daily presents itself in the estuary of the Petitcodiac River. The ebb of the tide leaves the river bed almost completely devoid of water, and vessels astir while afloat are left high and dry on platforms many feet above low water mark. Presently the tide comes in as a wall of water many feet in height, making a tremendous roar as it moyses along. This noise is what gives it the name of "Bore." The total rise and fall of the tide is in the vicinity of thirty feet. The "Brunswick," conducted by Mr. McSweeney, is a well known and popular hotel; it is convenient to the railway station and is well patronized by Island visitors to Moncton. Mr. Boyd, editor of the Moncton Times, always has a friendly greeting for any Island friends that call upon him.

From Moncton to Montreal, a distance of about 340 miles, the Intercolonial traverses a most interesting country. In the vicinity of Bthurst, in New Brunswick, the road comes in sight of Baie de Chaleur along which it runs for some distance. Beyond this beautiful sheet of water, jets out the Gaspé Peninsula which is styled "the land of bold and impressive scenery." Now the road runs through the Metépédia valley and enters the famous salmon and trout fishing region. In this famed region is included the Metépédia River in the Province of Quebec, the Cascopegia and other streams in Gaspé, and Pestigouche, Méguit and Miramichi in New Brunswick. The Restigouche is the boundary line between New Brunswick and Quebec. A short distance below Rimouski, the St. Lawrence comes into view, and from there to Quebec the road skirts the banks of the mighty river. This is a most interesting country, towns and villages appear every six or eight miles and in every one of these the most noticeable object is the Catholic church, with its cross-topped spire. These churches are of stone for the most part, and in many cases are of magnificent proportions. They are built of granite boulders which are found in great abundance all along this region. In most cases the stone necessary for the edifice is found within a very small radius of where the church is built. On

the opposite side of the St. Lawrence, the scenery is for the most part bold and precipitous, here the mountains of the Laurentian range show themselves. Shortly before coming to Lewis, opposite Quebec, the falls of Montmorency come foaming down two hundred feet, just peeping out from behind the Island of Orleans. The dear old city of Quebec looms up proudly on its rocky bound eminence, a landmark indelibly fixed in the memory of everyone who has once seen it. After leaving Quebec the railway in a short time "pulls away from the river and traverses a, by no means uninteresting region of country. As it approaches Montreal, however, it passes through a most beautiful and fertile agricultural region. From St. Hyacinthe to Montreal seems to be a land of wealth it not of luxury. The crops seem to have been most abundant, and the second growth of clover appeared almost fit for cutting. The cattle feeding in this rich grass might well be said to be "in clover." The wonderful Victoria bridge is crossed and the traveller finds himself in the great city of Montreal. Before parting with the Intercolonial it is due to say that the service between Moncton and Montreal is splendid. It is a complete vestibule train, with sleepers, dining cars and everything complete. Excellent time is made and the officials are most courteous and attentive.

Of Montreal, the great commercial metropolis of Canada, it is impossible to speak at any length in this brief notice. Suffice it to say, that, as all who visit it know, it is second to no city on the American continent, in architectural magnificence, the grandeur of its churches, the number and equipment of its educational institutions and the growth and solidity of its commerce. Montreal is the head quarters of the G and Trunk Railway system. Passengers arriving by the Intercolonial Railway at Windsor street station, leave from the same station on the trains of the Grand Trunk Railway, for Toronto and all interesting stations in Ontario, for Chicago, Portland and numerous other places in the United States and Canada. A train called the "International Limited," leaves Montreal daily at 9 o'clock a. m. and runs through to Buffalo, N. Y., stopping at only the principal stations along the route. This is a magnificent train and travels at a very rapid rate of speed. It is a complete vestibule train, with palace cars, dining cars and everything complete. The trains on the Grand Trunk Railway for Toronto and other parts of Ontario cross the St. Lawrence on the great Victoria bridge, called since it has been remodelled, the Jubilee Victoria bridge. They then run along the northern bank of the St. Lawrence river, until it joins Lake Ontario at or near Kingston. The road then continues along the right bank of the lake till Toronto is reached. Thence follows the course of the lake into Hamilton at the head of Lake Ontario. From here the road comes back on the opposite side of the Lake to Niagara Falls. The distance from Montreal to Niagara Falls by this route is about 400 miles and by the "International Limited," the journey is made in 24 hours, a rate of about 42 miles an hour. From Charlottetown to Niagara Falls by the Intercolonial and Grand Trunk is about 1,140 miles. The scenery along the route from Montreal to Niagara Falls, although not of a very extraordinary character, is pleasing and interesting. The road, for the most part, traverses a fine farming country and at the same time passes through or comes in touch with a large number of the most important cities and towns of the Province of Ontario. Corn is grown much more abundantly all through the Province of Ontario than is the case with us. Rye wheat seems also to be cultivated to a very considerable extent. They would appear to have been much more favored with rains or moisture of some kind than this Province has been during the summer; for their meadows from which the hay has been cut have grown a beautiful and abundant second crop of clover. The luxuri-

ance of this second crop is most noticeable and the cattle feeding in these fields should certainly yield an abundant milk supply. With all this luxuriance of crop, the farmsteads, taken as a whole, do not present so attractive an appearance as those of Prince Edward Island. There seems to be an aversion to the white wash brush. The barns and out-buildings are almost invariably totally devoid of any appearance of paint or white wash. In many cases this holds good also of the houses. It is true that in many places there are fine brick farm houses, and sometimes stone houses; but even in these instances the barns seem to be left to the mercy of the weather, without paint or white wash. The first town of importance at which the limited stops is Cornwall. There is here a junction from which trains go to Ottawa and other places. Prescott is a town of considerable importance. Directly opposite Prescott on the other side of the St. Lawrence is the city of Ogdensburg, in the state of New York, a ferry connects the two cities. At Brockville there is a junction whence trains by the C. P. R. go to Ottawa. Historic Kingston is also touched, so are Billville, Port Hope and Coburg. The great city of Toronto, the capital of Ontario is passed through, and so is Hamilton at the head of Lake Ontario. From Hamilton to Niagara Falls the road traverses a most interesting section of country. This is the great fruit growing region of Ontario. For miles the train passes through the centre of orchards, where apples, peaches, pears, grapes and other fruits are cultivated in abundance. Reports say the yield of fruit this season is not good. That may be; but it does not detract from the interest and beauty attached to this charming section of country. After passing through this continuous orchard the train arrives at the town of Niagara Falls. The very name of this place conveys an idea of stupendous and magnificent natural scenery. Niagara Falls have often been described as follows: "It is as if a huge description have done, or can do, the scene justice. These stupendous cataracts, where the immense volumes of water forever tumble from their lofty abutments may well be set down as one of the great wonders of nature. More than that the writer will not say. The return to P. E. Island was by the same route as that traversed going to Niagara Falls. The writer begs to return his grateful thanks for courteous treatment on all the lines over which he traveled.

In an interview with a representative of the "Echo de Paris," the superior of the Abbaye de Ligues, in the vicinity of Poitiers, Dum Bosse, declared that the Benedictines were firmly resolved never to demand the authorization of the State. He was quite sure that the Benedictines of the Abbey de Solennes and all the Benedictines established in France would adopt the same attitude. As for the date of their departure it was uncertain, but Dum Bosse had warned the workmen of the Benedictine printing office that in two months their services would no longer be required and that they must seek employment elsewhere. Being asked to what country the Benedictines would emigrate, Dum Bosse said that though they possessed establishments in Spain, the situation there was too uncertain, and they would go to either Belgium or England. In any case it would not be difficult for them to find a home. If France exiled her sons, there were numerous foreign governments that would welcome them. The Benedictines had already received various offers and could make their choice. In conclusion, Dum Bosse affirmed that the Benedictines were not in despair, because the persecution on religion was a sure pledge of its prosperity.

The Paris correspondent of the "London Daily Chronicle" has had an interview with a prominent Jesuit, the general drift of which he has just put before the readers of that paper. Reference was made to the Associations' bill, but evidently the Jesuit Order has no fear of it. At least the father in this case is said to have declared that even if the French Government decided to banish the society, the expulsion would be merely formal. In fact, the effect of expulsion would seem to be that the order grows in influence and numbers. On a certain memorable occasion, when the order was disbanded, its members were received by Frederick the Great of Prussia and even by the terrible Catherine of Russia. M. Jules Ferry declared the society off the face of the earth, with the result that the number of novices belonging to it in France has doubled since his time. The Jesuit father claimed that the members of his order are essentially patriotic and of the soil. Thus he maintains that the members of the British province are essentially "John Bullish," while no more typical smart Americans can well be found than the Jesuits of the United States. The brégoles of the Irish Jesuits is of the richest. As regards the Jesuits in France, the father ventured to prophesy that they would neither decrease nor depart. "We began," he said, "on the hill of Montmartre, and we shall remain within the sound of the 'Savinoyards'."

An interesting item of information to Irish Catholics is the announcement that the canon's vision of Oliver Plunkett, Archbishop of Armagh and primate of Ireland, is

King's Evil

That is Scrofula. No disease is older. No disease is really responsible for a larger mortality. Consumption is commonly its outgrowth. There is no excuse for neglecting it, it makes its presence known by so many signs, such as glandular tumors, cutaneous eruptions, inflamed eyelids, sore ears, rickets, catarrh, wasting and general debility.

Children of J. W. McElnis, Woodstock, Ont., had scrofula sores so bad they could not attend school for three months. When different kinds of medicines had been used to no purpose whatever, these scrofula sores were cured, according to Dr. McElnis's voluntary testimony.

Hood's Sarsaparilla

which has effected the most wonderful radical and permanent cures of scrofula in old and young.

Richard's Herdache Cure, 12 doses, 10 cts.

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PURE

Parafine Wax

IS THE BEST THING IN EXISTENCE

TO SEAL UP

JAMS,

JELLIES and PRESERVES.

This Wax seals

Absolutely Air Tight,

and is a sure protection

against mould or insects.

Sod in 1 Pound Cakes

with full directions for use.

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Moore,

Sunnyside, Charlottetown.

If all Furniture Were the same

It would not matter where you buy. But the kind you find in **THIS STORE** is different. Different in appearance and finish; different in construction and design; different in workmanship and materials used; and different (that is a lot lower) in price. Call and see our large line of bedroom furniture.

John Newson

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Barristers, Solicitors, etc.

(Late of the firms of Charles Rennie & Co., and F. V. Knox, London, Eng.)

OFFICES - Cameron Block, Charlottetown.

Aug. 20, 1899—7

JOHN T. MELLISH, M. A., LL. B.

Barrister & Attorney-at-Law,

NOTARY PUBLIC, etc.

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