

THE HERALD

WEDNESDAY, 20th SEPT., 1905. SUBSCRIPTION—\$1.00 A YEAR, PUBLISHED EVERY WEDNESDAY JAMES MCISAAC, Editor & Proprietor.

A Word to Our Subscribers.

While extremely thankful to those of our friends who have remembered us in a substantial manner within the past couple of weeks by remitting their subscriptions, we must confess our disappointment that the number who responded to our call was not larger. We really want the money and we assure our friends that it affords us no pleasure to be obliged to ask for it.

His Majesty's Ship Drake.

The flag-ship Drake, of the second cruiser squadron, with the Admiral, his Serene Highness Prince Louis Alexander of Battenberg on board, and accompanied by her consort cruisers Bedford, Essex and Cumberland, came into Charlottetown Sunday afternoon and left again at 11 o'clock yesterday forenoon.

THE PRINCE

His Serene Highness, Prince Louis Alexander of Battenberg, G. C. B., G. C. V. O., personal A. D. C. to the King; Rear Admiral, Director of the Naval Intelligence since 1902, was born at Grotz, Austria, on May 24, 1854, and is the eldest son of Prince Alexander of Hesse, and grand son of Louis II, Grand Duke of Hesse.

Navy as naval cadet in 1868, when between 13 and 14 years of age, his brother joining the army. From the first Prince Louis showed his great capacity and real enthusiasm for his profession.

He became sub-lieut. in 1874; Lieut. in 1876; Commander in 1885; Captain in 1891. Then came the news of his appointment to the important and responsible post of a director of naval intelligence at the Admiralty.

In November, 1902, he took over his new duties at the Admiralty and was still filling his appointment when the war in the Far East and the Dogger Bank incident occurred. The Prince at the critical time amply justified the trust reposed in him, and won golden opinions on all hands, not least among his admirers being Mr. Balfour himself.

THE SHIPS.

The Second Cruiser Squadron consisting of four ships now in port and the two which have just left us is the swiftest fleet in the world. Before coming to Canada in the Mediterranean the flag-ship Drake, with full stores, and coal and crew on board, maintained a speed exceeding twenty-four knots an hour, the highest rate of speed under ordinary service conditions ever secured.

The consorts of the Drake, the belted cruisers Bedford, Essex, Cumberland, Cornwall and Berwick are sister vessels of the "County" class, considerably smaller than the Drake and less heavily armored, but equally swift, several of them having attained 24 knots, and all of them having exceeded 23 knots for a period of at least eight hours.

All of the ships have two submerged tubes for the discharge of torpedoes. From here the ships went to Halifax, where the Berwick and Cornwall awaited them. They all remain there for about six weeks.

France and Germany.

Paris advices say the Franco-German negotiations relative to the Moroccan conference have again taken an unfavorable turn, causing anxiety in official and diplomatic circles, and renewing the depression of the Bourse. This is due to the insistence by both sides on points which were considered to be susceptible of compromise.

Wonderful If True.

A New York despatch reports: When Mary Gaffney, twelve years old, flaxen haired and blue eyed, was discharged from Flower Hospital, neither she nor her parents knew that she was minus more than an ounce of brain tissue, lost during an operation performed by the skilled surgeons of that institution.

When taken to the hospital on August 20, Mary was believed to be beyond the aid of surgery. Her injury was diagnosed as compound fracture of the skull. Dr. Dominic, the house surgeon, and Dr. Genier, trepanned the skull. Some of the brain tissues had escaped through the wound, and a portion weighing nearly two ounces was so mutilated that it was severed by the surgeon and the wound closed.

For many days the surgeons watched the progress of the child's case to see whether any of Mary's faculties would leave her on account of the loss of a part of her brain. The child's recovery was notable for its rapidity. Mary appeared to be none the worse for her terrible experience and last Thursday Superintendent Honby notified her family that she could be taken to the country, where she would doubtless regain her usual health in a few weeks.

Aeronaut Falls Two Thousand Feet.

Thousands of people in all parts of Baltimore besides the crowds at the carnival of the Trades Alliance at Highlandtown saw John August, the aeronaut and gymnast, who had been making parachute drops daily from a big balloon, fall from his trapeze bar on Thursday last at a height of nearly two thousand feet. He fell in a yard a mile away from the point of ascension. From the carnival grounds, the show managers and others saw that the gymnast, who in the ascent hung feet downward from the bar, was weakening as the balloon shot upward. They saw him try to double and draw himself up on the bar, but he could only catch it by one hand. Finally, after frantic clutches at the air with one hand, he raised himself, got both hands around the bar, tried once more to get over it, raised the body till the waist line touched the bar, and then let go. August's home was in Lancaster, Penn. He was twenty-five years of age.

Trotting at Halifax.

Two thousand people on Thursday afternoon saw guilty and Bennet W. take two races on the first regular programme of the Exhibition. The mixed 2.15 class, the fastest class on the Provincial tracks outside the free-for-all, was a drawing card and although ten entries dwindled down to five starters, each of the three heats was a horse race, from wire to wire. Gilly's victory in three straight heats, defeating the American gelding 'General Fiske that won the same class at Springhill and Moncton, was a big surprise to the knowing ones. Guilty was brought to Nova Scotia from Illinois last summer by E. Leroy Willis, of Sidney and soon after his arrival took the free-for-all at Springhill, pacing the winning heat in 2.15 flat. Since then however, he has got but a small end of the prizes and lately passed over to a stable at Newton, Mass. Ada Mac was fourth in the 2.15 class.

Unconscious Two Months.

Miss Ethel B. Cram, daughter of the late Henry B. Cram, a prominent New York lawyer, died just before midnight last Wednesday night at her mother's summer home, at Lenox after lying for two months in an unconscious condition with a fractured skull received on July 13th, last from a kick by a pony. The skull was crushed over the left ear, and although some of the most eminent physicians in the country attempted to relieve her, she never spoke after receiving the blow. Within the past few days cerebral spinal meningitis set in, and death was expected at any time.

American Vessel Seized.

The American fishing schooner Glendale of Eastport, Me., was seized Monday at Campobello by collector Clark for violation of the customs regulations in failing to clear when sailing from Campobello last summer. General orders to seize the Glendale were issued about two weeks ago to all customs offices. As Collector Clarke said he feared an attempt might be made from Eastport to cut the schooner out instructions were telegraphed him by Inspector Jones to strip and tow her to St. Andrew's if necessary. Captain Pratt of the cruiser Curlew, now at Campobello, had been asked to render assistance in the case an attempt to retake the Glendale is made.

Minard's Liniment cures Colds etc.

Injury to Canadian Trade.

The officials of the department of trade and commerce, Ottawa, received somewhat of a rude jar Monday, when they read the latest report of Edgar Tripp, Canadian agent in Trinidad. For years past, as is well known, the Canadian government has been subsidizing a direct line of steamships to the West Indies with a view to developing trade. Tripp reports that the chamber of commerce of the Port of Spain is urging the Trinidad government to grant a subsidy of \$75,000 per annum to a royal mail steam packet company for a steamship line between Trinidad and New York. For fifty or sixty years past the British government subsidized this particular company for a service between Southampton, England, and the British West Indies, but the grant was withdrawn last June. The company is therefore looking around for compensating advantages, and has transferred its headquarters from Barbadoes to Trinidad and expects to secure this subsidy of \$15,000 per annum for the Trinidad New York service, calling at Colon, Jamaica, each way. In connection with the Canadian West Indian service, the only island which has assisted Canada is Bermuda, which gives \$6,000 per annum. Neither Trinidad, Barbadoes, nor any other island in the West Indian group has given a cent for the direct service from the Dominion. In official circles it is regarded as the somewhat strange upon Canada that Trinidad should now propose to subsidize a line which would compete seriously with the existing Canadian service.

Suspected Murder.

A reward of \$1,000 was offered on Monday by the New York Times for information leading to the arrest and conviction of the murderer or murderers of Jacob H. Thompson, the exchange editor of that paper, who was fatally assaulted on the evening of Sept. 7, in his room at the Hotel St. James. The police are now convinced that the motive of the crime was robbery. An examination of the box in which Mr. Thompson kept his valuables in a safe deposit vault showed that his watch and about \$700 in cash he was known to have in his possession, and which it was thought he might have placed in the box, are missing.

Liberal M. P.'s Denounced Laurier Government.

Intelligence of the 19th from Montmagny, Quebec records the following: Before over two thousand people congregated here yesterday from Quebec and neighboring parishes, as well as this town, Messrs. Bonrassa and Lavergne, Liberal M. P.'s, denounced the French Liberal ministers and members for what they called their cowardice and treachery to the sacred interest of their race and religion in the matter of the Northwest schools. Lavergne declared that Laurier adhered to the original clause sixteen it would have passed the house. The English members of parliament were not to blame for the change, he said, although it had been dictated by Sifton. Sifton, however, was a disgraced man at that time and his removal from the Government was necessary. Laurier had depended on the advice given him by his French colleagues and supporters, who, for fear of losing some patronage, had abandoned the poor French settlers of the Northwest. Bonrassa was even more severe and declared that the Hindoos in India and the Boers after their capitulation to the British, had been granted better terms than were the descendants of the pioneers of Canada in a country where both races and creeds were supposed to be on an equal footing. He continued the agitation in order that the people might awake to the treachery of their representatives and send to parliament men who would lay aside questions of patronage and private gain to serve the interests of their country and of their race. Men even the greatest, will pass away, he declared, but principles must remain and if they wished to be respected by others must respect themselves. The English people were broad minded but they could not be expected to do more than people of flesh and blood of the French Catholics, and Orangemen and French Catholics had joined hands to persecute the minority in the Northwest. It remained for French Catholics to show that they condemned such methods if they wished reform of the new provinces to administer the school law with any degree of favor to the minority. Dr. Emile Paquet, conservative M. P. for L'Islet spoke a few words endorsing the stand taken by the other two. Rain fell during the meeting, but the people stayed and listened in the open air and hoofs of teams accompanied the denunciation of the French Liberals. Among those who attended the meeting were Senator Landry and J. E. Bejard, K. C. while Senator Choquette, though his home is Montmagny, was conspicuous by his absence.

The Prices.

Table listing various goods and their prices: Butter (fresh) 0.20 to 0.22, Butter (tab) 0.00 to 0.20, Cabbage 0.02 to 0.03, etc.

The Prince Edward Island Agricultural & Industrial EXHIBITION!

AT CHARLOTTETOWN, Sept. 26, 27, 28 and 29, 1905. Open to the Maritime Provinces.

This will be the Greatest Fair ever held on P. E. Island.

Over \$6,000 in Premiums. Grand Display of Exhibits

Entries in Live Stock close 15th September. Entries in all other classes close 22nd September. Illustrated lectures by experts under auspices of F. W. Hodgson, Esq., Dominion Live Stock Commissioner, and the Exhibition Association, will be held at the close of the judging of each class, and also each evening at 7.30 o'clock, in the Farmer's Pavilion.

Two days' Horse Racing, liberal purses. Magnificent attractions in front of the Grand Stand on the afternoons and evenings of Wednesday and Thursday, 27th and 28th September. For entry forms, prize lists, race programmes and all information write F. L. HASZARD, President. C. R. SMALLWOOD, Sec.-Treas.

Aug. 9th, 1905-71

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A. E. McEACHEN, THE SHOE MAN, QUEEN STREET

The Charlottetown Steam Navigation Co., Ltd.

Steamers Princess and Northumberland, Leave as below every day, Sundays excepted.

FOR POINTS WEST. From Point Du Chene, on arrival of train leaving St. John 11.00 a. m. for Summerside, connecting there with express train for Charlottetown and Tignish.

From Summerside, on arrival of morning train from Charlottetown and all stations of P. E. I. R., for Point Du Chene, connecting with day train for St. John, Boston and Montreal. Connecting at Point Du Chene during the summer months with cars of Boston and Maine Railway so that no change of cars is required for Portland or Boston; thence for all points in U. S.

Connections at Pansac and Moncton with trains for all stations on I. C. R. and its connections. Connections at St. John with C. P. R. and its connections, and with Eastern S. S. Co.'s steamers for Eastport, Portland and Boston.

FOR POINTS EAST. From Pictou about 4 p. m. for Charlottetown on arrival of morning trains from Halifax and Sydney.

From Charlottetown for Pictou at 8.30 a. m., connecting there with day train for Cape Breton, Sydney and Halifax. At North Sydney with steamer Bruce for New foundland.

Connection at Halifax with C. A. and Plant Line for Boston. Through Tickets to be had at Grand Trunk, Canadian Pacific Intercolonial and P. E. I. Railways and on the Company's steamers and connecting lines in United States and Canada.

F. W. HALES, Ch'town, P. E. I. Sec'y.

MEET ME AT THE ALWAYS BUSY STORE. Trunks, Suit Cases, Club Bags, TELESCOPE VALISES, Trunk Straps, Rug Straps, Stanley Bros. Here is a complete stock for you; all sizes, all grades, direct from the manufacturers, perfect in finish and workmanship, at prices that appeal to all judges of good value.

LADIES' Genuine German Jackets. The Germans make the prettiest Jackets—there is no doubt of it. We Bought 1,000. We have just about a thousand of the prettiest, snappiest, most stylish garments we could find among the German makers. They are ready now for your choosing. Black German Beaver, \$5.00 up to \$24.00, Blue German Beaver, 5.50 up to 13.50, etc.

Honest goods, Unexcelled, Made-to order or ready-to-wear, Prices the lowest in the city, Heavy and durable, Real good goods, Every transaction warranted, You will make a profit, Cost you little, Let us serve you, Once worn always worn, Truth is mighty and shall prevail, Here is where you get your money's worth, Insist on getting Humphrey's, Nothing but PURE WOOL used, Guarantee on every piece, Sole agents on P. E. Island, Tell your neighbors, One trial and you're convicted, Right in the Opera House Building, Everybody come to, The Humphrey Clothing Store, Opera House Building, City. Wholesale and Retail. A. WINFIELD SCOTT, Manager. Phone 63. P. O. Box 417.