

THE HERALD

WEDNESDAY 9th AUG., 1905.

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The Vice Regal Visit.

The Vice Regal visit, which had been anticipated for some time, is now a thing of the past. But all who saw or came in contact with his Excellency the Governor-General and Lady Grey must have been impressed with their excellent common sense; their easy unaffected manners and their admirable bearing in the discharge of the functions devolving upon them in their exalted position.

In consequence of foggy weather the Minto, with their Excellencies on board, was delayed and did not reach here till near 8 o'clock Thursday evening. The party did not land that night; but shortly after arriving, Messrs. Arthur Newbery, I. S. O., R. N. McNeill and W. W. Clark, representing his Honor, the Lieut.-Governor, the Government and the City Council, boarded the steamer. Through these, the Lieut. Governor, the Premier and the Mayor were invited to luncheon that evening.

At 10.30 Friday morning his Excellency and party landed. The party consisted of his Excellency, Earl Grey, Lady Grey and daughter, Lady Evelyn Grey, Col. Hanbury Williams, Military Secretary, Major Paske, Comptroller, Capt. Newton, A. D. C., and A. F. Sladen, Private Secretary. Besides these there were Lady Morley, Lady Grey's sister, and her daughter Lady Parker; these latter remained on board the steamer. After landing the Vice-Regal party were escorted, by the Charlottetown Light Horse and the 4th Regiment with band, to the Provincial Building. They were received at the entrance by his Honor, the Lieut. Governor, the Premier of the Province and the Mayor of Charlottetown, and conducted to the Executive Council Chamber. Here addresses on behalf of the Province and the City were read and presented to his Excellency, by the Premier and Mayor respectively.

To these addresses his Excellency made most appropriate replies and then members of the Government and City Council, his Lordship, the Bishop of Charlottetown and a few others were presented. The building was appropriately decorated and there was an immense throng of people in attendance. After these functions his Excellency inspected the Military and then returned to the steamer. Shortly afterwards he, in company with the Government, Civic and Educational authorities proceeded to the McDonald Consolidated School at Hillsborough. After returning their Excellencies held a reception at Government House when a large number of ladies and gentlemen were presented. Afterwards they proceeded to the tennis grounds where 5 o'clock tea was served. Later they visited the golf links and then returned to the steamer. They left for Pictou, early Saturday morning. From Pictou they went to Chatham, and from there they proceeded to Quebec.

The Minto is the head quarters of his Excellency, Lady Grey and part of the suite during this cruise to the Maritime Provinces. The other members of the Vice-Regal suite are quartered on board the Government steamer Champlain. The last named steamer is from the St. Lawrence. She is smaller than the Minto and not so fast. The Vice Regal visit, although necessarily brief, was most agreeable an can leave nothing but pleasant memories.

Ominous Reports.

News comes from the west that not only has no construction work been done on the G. T. P., through that country but a large number of the surveying engineers whose work is by no means completed have been called in and are loafing. The company's officials decline to give any explanation of this state of affairs but reliable report has it that the G. T. P., is negotiating a deal

with McKenzie & Mann for the purchase of the Canadian Northern, a line which runs south of the C. P. R., from Lake Superior to Winnipeg and crossing the C. P. R., there cuts northward across the wheat-belt toward the Pacific coast. If the road can be secured the G. T. P., will utilize it instead of building a new line. Of course this means a new deal with the government but the promoters have good reason to know how easily that will be accomplished.

These increasing reports concerning radical changes in the construction plans cannot be wholly without foundation and, considering the result of changes which have already been made in connection with their enterprise, are disquieting. Every alteration which has been made in the original contract has been enormously for the benefit of the company and has cost the country much money. The same government which allowed those alterations is still in power.

Meanwhile the crisis which Sir Wilfrid two years ago prayed heaven it might not be too late to avert has not yet been averted, unless the planting of a few trees by wandering gangs of surveyors could do it, and there is no word, either from the government or the company as to the date when the actual construction of the transcontinental will be begun. It would not be surprising if the G. T. P., would be the main issue in another election.—St. John Star.

A convention of Liberals of Alberta has been held at Calgary and the decision has been reached that the impending Provincial election in that Province should be run on party lines, with the view of securing for the party the control of the Legislature and Government. Mr. Haultain, who is still premier of the whole Northwest, is now and always has been opposed to party lines in the local administration of that region. He has always retained Liberals in his Government and says he would do so still if he were entrusted with the government of one of the Provinces. The decision reached at the Calgary meeting, no doubt, grew out of the desire to make use of the machinery and influence of the Federal Government and especially of the department of the Interior for campaign purposes.

Now that the Minister of Railways and the Minister of Finance are here, we trust the matter of the new Railway Station for Charlottetown will be settled. We trust, too, the Great George Street site will be chosen. This is where the people want the station to be built; this is the most central and convenient site. Let us see now whether the wishes and convenience of the people will prevail with the Ministers, or whether all these considerations will be thrown to the wind, and the new Station built on a site from which some favorites will make a scoop. The Hillsborough bridge was built away up the river; its approach is a long way from the centre of the city and a matter of grave inconvenience for pedestrians. It was so placed because some one who had a pull with the Government had land to sell in that locality. Shall the new Station be placed in an equally inconvenient and undesirable situation because some Government favorite will benefit thereby? Is it the Liberal Government's motto to disregard the wishes of the people in all things? We shall see.

Gold Mining Interests Consolidating.

Recent advices from Rossland, B. C., say there is a movement on foot to consolidate the White Bear and the Oshawa Mining Companies. The management of the former company is taking the initiative in the matter. The White Bear has reached a depth of 900 feet, and should the deal go through it is proposed to extend a cross-cut from the lowermost level of the White Bear into the territory of the Oshawa, and from this cross-cut to explore the ground with diamond drills. There is an eighteen-foot iron capping on the California, and it is thought that somewhere in this ground there are some good ore shoots. As the California has been idle for the past four or five years, it would seem that an alliance that would result in restoring it to activity would be advantageous to its stockholders. The shipments for the week were: Le Roi, 1,975 tons; Le Roi milled 310; Centre Star 2,310; War Eagle 1,500; Le Roi No. 2, 601; Jumbo 300; Spitzee 60. Total for week 6,415, and for the year to date 195,193 tons.

Yellow Fever.

New Orleans, Aug. 7.—Official yellow fever report up to six o'clock p. m.: New cases today, 32; total cases to date, 565. Deaths today, 8; total deaths to date, 113. New sub-foci to-day, 4; total sub-foci to date, 97.

New Orleans, Aug. 7.—With the marine hospital service placed in control at noon of the scientific fight to eradicate Yellow fever from New Orleans before frost, the campaign against the scourge to-day took fresh life. With ample funds, the best available medical talent and an army of willing workers at his back, Dr. J. H. White, surgeon in charge, hopes for a successful termination of the struggle. During the day Dr. White received formal orders from Surgeon General Wyman informing him that the federal government had decided to assume the task prepared for it. Dr. White then visited the state and the city board of health, where he arranged for the transfer of control of the work.

A false impression has prevailed in some quarters that all the cases occurring were not made public, and in order that there may be perfect confidence throughout the country, Dr. White desires that hereafter statistical announcements of the situation shall be made under federal supervision. Dr. White says that the figures on the yellow fever situation carried daily by the Associated Press have been correct. There was a prompt response to-day in the appeal of Chairman Janvier of the citizens' committee for additional subscriptions to the citizens' fund toward the \$250,000 desired by the government. In addition Mr. Janvier to-day telegraphed to Governor Blanchard asking the state's assistance in securing the money desired to fight the fever. Unsolicited checks have been sent from other parts of the country, and the whole fund will be fully subscribed. The death reported on the Bell plantation in Jefferson parish, across the Missouri river from New Orleans, is the fifth that has occurred there, showing the heavy mortality from the fever where adequate attention is not given. Five Italians fled from New Orleans to the Bell plantation, and all have died of yellow fever. The vicinity has been thoroughly isolated and disinfected. It will probably never be possible to estimate the losses which New Orleans has suffered financially through the diversion of business, but the heavy tax on the people by the present visitation is shown by the fact that besides the money already spent by the board of health and the \$250,000 to be raised for the government, thousands of dollars have been subscribed and expended in ward sanitation.

Wolves Prowl Ripton Streets.

Rutland, Vt., Aug. 6.—The two wolves, the first seen in the state in more than half a century, which attacked Edward Harrington at Ripton, July 25, have since made their appearance at several places on the outskirts of the woods, and, although they are becoming exceedingly obnoxious, no hunter has been sharp enough to kill them. Visits from the animals in other parts of the country lead to the belief that the pack has been augmented since first seen. Ford Maderson of Ripton, found one of the wolves among his cows one day, but had no gun, and it got away. Joe Caswell, in another part of the town, saw one of them prowling around his barnyard. The last account of the wolves is from Bread Loaf Inn, where two of them trotted slowly along the road one evening, seen distinctly by many of the summer guests. Several bear traps have been baited with choice morsels, but so far the only catch has been a cub. There are no dogs in the vicinity which will hurt wolves, the ordinary fox hound being afraid of the scent. Hence, the hunters are greatly handicapped.

Excurrence and Elegance.

Mr. G. T. Bell, General Passenger and Ticket Agent of the Grand Trunk Railway System, is frequently in receipt of communications from patrons, extolling the service that is found on Canada's great double track railway. An unsolicited letter of recent date, reads as follows: "I have just returned from the Pacific coast and it may interest you to know that my wife and I immensely enjoyed the run over your road, and you must admit that when a woman is pleased and delighted the reserves something that has the classic touch of excellence and elegance. I am inclined to think that the railroad that pleases a woman is pretty near perfection."

Intercolonial Railway!

Commencing June 6th. Ocean Limited

Intercolonial Railway!

Leave Halifax 8.00 a. m. (daily except Sunday) Arrive Montreal 7.00 a. m. (daily except Monday) Connecting with Grand Trunk International Limited. Arrive Toronto 4.30 p. m. Through Sleeping Cars Halifax, St. John and Montreal. DINING CAR SERVICE UNEQUALLED.

ONLY ONE NIGHT ON THE ROAD

Saving Hours in Time for OTTAWA, TORONTO, HAMPTON, LONDON.

Through the Famed MATAPEDIA VALLEY in Daylight.

Passengers by S. S. Northumberland leaving Summerside after arrival of morning train from Tignish, Souris, Georgetown and Charlottetown, make connection with "Ocean Limited" at Moncton, N. B.

Collision Between Train and Street Car.

The fast Pittsburg flyer, No. 560, on the Cleveland and Pittsburg Railway, crashed into an east bound St. Clair Street Car in Cleveland at 9.30 o'clock last Sunday night, killed a child instantly and fatally injured six people, while fifteen others sustained injuries. The accident happened without warning as the conductor had just crossed the railroad tracks to see that the line was clear and had thrown the safety detainer switch to permit the car to pass. The headlight of the train was not visible, nor was its rumbling heard until it was close to the crossing. The conductor let go the detainer switch in time to throw the rear truck of his car off the track, but not in time to prevent the front end from being struck, and the car was hurled from the track. The car contained forty passengers who were bound for their homes from amusement resorts along the car line. Only a few persons escaped uninjured being the persons occupying the rear seats.

Acetylene Explosion.

At 8.50 Saturday evening a heavy explosion occurred in the bakery of A. E. Jones, Caledonia, Ont. The entire front of the building, also that of Geo. E. Oulp's jewelry store immediately adjoining, were blown into the street. The Bell telephone office was located within the former shop, and it was known that a large number of people had been within at the time of the explosion. Contrary to the usual event no fire followed and the work of rescuing those within the wrecked buildings had to be done in darkness or by lanterns. Twenty-two people were taken out in an incredibly short time by ready volunteers assisted by members of the fire brigade. Nearly all of them required immediate medical aid. Several are so severely injured that at present their recovery is doubtful. The most severely injured are A. E. Jones, proprietor of the bakery; Geo. Murray, Caledonia; Gerard Delacherois, surveyor, Toronto; Thos. Draper, clerk in the bakery. The remainder escape with sprains, bruises from falling debris and cuts from flying glass. Delacherois was taken to the Hamilton hospital. The remainder are being taken care of in their homes by local doctors. Both stores are completely wrecked. The cause of the explosion is supposed to have been a leak in the pipe leading from an acetylene gas machine in the cellar of the bakery.

DIED

In this city on the 7th, inst., Annie Henrietta, fourth daughter of D. A., and Annie Bruce, aged 17 years. At Bay Fortune on the 7th, inst., John A. Dingwell, aged 74 years. In the sixties he resided at Charlottetown for some years, where he was Registrar of Deeds under the Government of the day. A widow, two brothers and two sisters are left to mourn.

Minard's Liniment cures Burns, etc.

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leaving Summerside after arrival of morning train from Tignish, Souris, Georgetown and Charlottetown, make connection with "Ocean Limited" at Moncton, N. B.

In Stock All Sizes Boys' Chocolate Kid Laced Boots

A boot with style and character in it, the leather is soft and beautifully coloured. The shape and quality are good. Small boys' sizes 8 to 10, \$1.50. Boys' sizes 11 to 13, \$1.85. Boys' sizes 1 to 5, \$2.10.

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Elegant Silk Waists in white, cream, fawn and black of louisette, tulle and merveilleux silk elegantly finished and elaborately trimmed. Sizes 32, 34, 36 only, regular prices \$8.90 to \$10.25, all reduced to the one price.....\$4.50 A line of very pretty Japan taffeta silk waists in black and white, sizes 34, 36 only, pretty tucked and box pleated front and back. Regular selling price \$4.75. Reduced to special price.....\$2.90 Pretty waists of fine quality, many lustre. Front shoulder straps, and cuffs effectively trimmed with silk piping—some green, some green, some red, pretty fancy enamel buttons to match, sizes 34, 36, 38 only, regular prices \$3.25 special reduced price.....\$2.20

Beautifully embroidered white and cream Japn taffeta silk waists, very prettily made, tucked and trimmed with wide silk insertion, sizes 34, 36 only, regular prices \$5.30 to \$7.20, all reduced to one price.....\$3.15 This lot consists of waists of lustre and Jap taffeta silk, colors and white, cream, pink and brown, mostly finished with strapping and tucks, some insertion trimmed, sizes 34, 36, 38 only, regular price \$3.95, special reduced price \$2.50 Waists of fair quality lustre in golden brown and black. Plainly but neatly made, box pleats front and back, tucked sleeves, self collar, sizes 34, 36, 38, 40 and 42, regular price \$2.50 special reduction price.....\$1.58

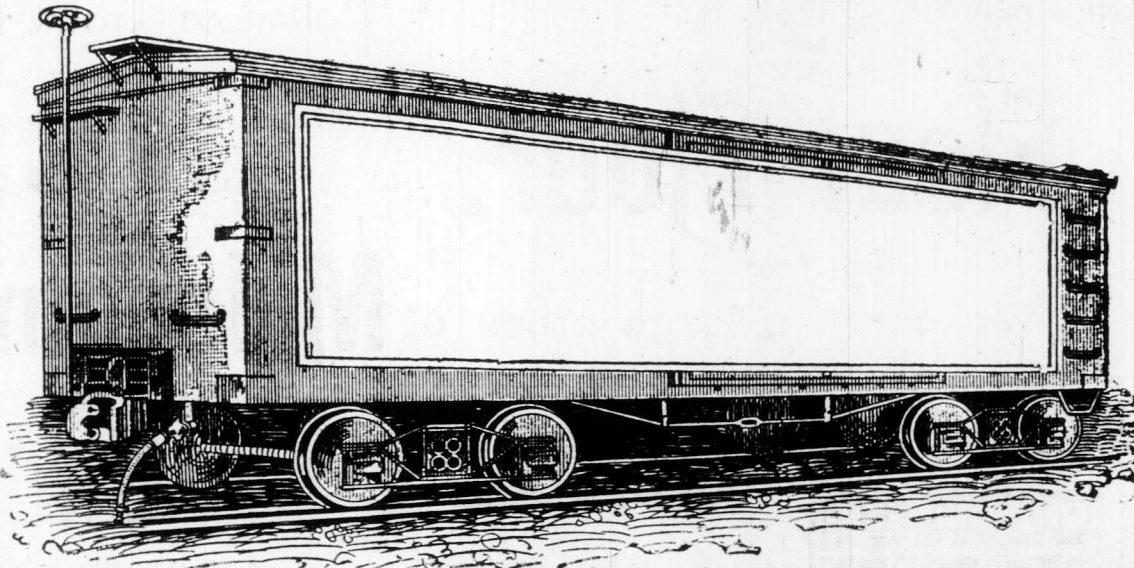
WEEKS, Wholesale and Retail.

New Caps!

50 DOZEN Men's and Boys' Caps, The Very Newest Styles. These caps were delayed at Pictou and will now be cleared at small advance on cost—Get one.

J. B. McDONALD & CO. May 17, 1905.

Cut this Car Out



It is worth \$1.00 to you On any FURNITURE purchase over \$10.00 at the Biggest Dry Goods and Furnishing Store in Charlottetown.

Jas. Paton & Co. No. 33.

When in Need of Suits, Pants, Coats, Vests, Overcoats, for yourself or your son, in made-to-order or ready-to-wear, OR If you need Tweeds, Home-spun, Flannels, Blanketing, Yarns, Stockinette, Raincoats, Showerproof Coats, Horse Blanketing and Carriage Wraps

TRY The Humphrey Clothing Store, Opera House Building, City. A. WINFIELD SCOTT, Manager. Phone 63. P. O. Box 417.

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IN GOLDFIELD Our engineer on the ground reports that the high grade, gold bearing veins running through some of the Richest Mines ever Discovered in Goldfield Are bound to pass through our properties!

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Stock, Per Value, \$1.00 Per Share for Only 10 Cents a Share, And you may pay for it in monthly instalments. For example, 1,000 shares at 10 cents a share is \$100. Send \$10 with your order and \$10 a month for 9 months. Send for prospectus, mention this paper, and a booklet of facts about Goldfield will be sent you free.

THE MONARCH MINING AND MILLING CO. 262 Washington St. - Boston, Mass. Aug. 9, 1905-41