

THE HERALD

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Please send in your subscriptions.

The writs for the Provincial elections in Saskatchewan have been issued. The elections will be held on December 23rd, nominations a week earlier.

This is election day in the Fort Augustus district. Elections for the House of Commons are also held to-day in six constituencies in different parts of the Dominion.

We must once more remind our friends who have not yet sent in their subscriptions that the time for discharging this obligation has fully matured. It is drawing close to the end of the year and it is not good business to allow this matter to run into the next year. Lapses of this kind are the cause of accumulations of subscriptions that not infrequently become quite formidable. In order to prevent any such disagreeable occurrence, please remit now.

The storm of wind, rain and snow which raged during the latter days of last week, has evidently been extremely severe along the coast, judging from the accounts of losses, wrecks and hardships endured by steamers and sailing vessels. The casualties to navigation have not been confined to our coasts; but serious disasters have overtaken shipping on the Pacific coast and in the old country, as is shown by the news published in our columns to-day.

LATENT accounts place the number of lives lost in the wreck of the steamer Hilda at one hundred and twenty-eight. Of these twenty-one were saloon passengers, eighty French farmers, returning from England with the proceeds of sales of their summer's product of potatoes and onions, and twenty-seven members of the crew. All the crew of the ill-fated steamer belonged to Southampton, and most of them had wives and families. The most pitiful scenes were enacted at the offices of the London and South-western Railroad Co., throughout the day following the wreck.

A Minister's Spare Hours.

Mr. Aylesworth is opposed to pensions for retired ministers. He does not believe in waiting so long for his income. The report goes about that Mr. Aylesworth intends to continue his law practice while holding the office of postmaster general at \$7,000, plus \$2,500 indemnity. When the question is asked whether this is true Mr. Aylesworth wants to know why he should not get up early in the morning and practice law, even though he is a minister. Why should not any man accept an engagement from one employer at a paid salary and at the same time receive pay from another for daily services? Mr. Aylesworth may be able to earn ten thousand or twenty thousand dollars a year as a lawyer while drawing a salary from the country to which he is supposed to be giving his whole services. Dr. Borden might resume the practice of medicine and Mr. Fielding might write editorials for a consideration. Mr. Scott, Sir Richard Cartwright and Mr. Brodeur, who have sinecure departments, might devote their whole time to outside money making pursuits. A retiring allowance would not be necessary for ministers who attend to private professional work first and give their spare hours to the work of their department. Mr. Aylesworth is making it more clear than it was before that this country has far too many cabinet ministers. We would suggest that instead of devoting a part of his time to the practice of law the postmaster general take over the department of state, the department of trade and commerce, the position of president of the privy council, and the department of inland revenue. Each of these positions might occupy his attention one hour a week.—St. John Sun.

Norway's First King.

Prince Charles of Denmark is now King of Norway and on Saturday rejoicing was going on throughout the country. At the special session of the Norwegian parliament held that day, the name of Prince Charles was formally placed and he was elected to the throne by a unanimous vote of Storting. There were one hundred and sixteen members present, and not a discordant note was raised from start to finish. The delegation appointed by the Norwegian Storting to communicate to Prince Charles the formal announcement of his election as King of Norway, reached Copenhagen Sunday afternoon and was received by Premier Christensen, the president of the upper house of the Rigsdag, and the Norwegian minister. The members of the delegation, which is headed by President Berner of the Storting, were enthusiastically cheered by a great crowd. Prince Charles is the recipient of thousands of telegrams of congratulation from naval and military officers and all public bodies throughout Norway and from foreign countries, including messages from King Edward and other members of the British royal family and from friends in the United States. Referring to this matter the St. John Sun says: "Once more Norway has a king of her own. Prince Charles, or Karl, of Denmark, becomes King of Norway under another name, thus uniting the royal families of Denmark, Great Britain, Russia, Sweden, Greece, and Norway in close relationship. King Hakon, of that is to be his title, is the second son of Crown Prince Christian, who is the eldest child of King Christian of Denmark. He is both the nephew and the son-in-law of our King Edward, as Queen Alexandra is his father's sister, and he himself married his cousin the Princess Maud. Another sister of his father married the late Emperor of Germany. Another sister of his father married the late Tsar of Russia. Forty-two years ago his father's brother, then named William, and aged eighteen, was elected King of Greece, and took the name of George. A sister of the new king of Norway is married to the third son of King Oscar of Sweden. King Carl is thirty-three years old and his wife thirty-six.

Evidently the members of the Danish royal house are much sought after by nations which need kings, and by prospective kings who need good wives. King Christian of Denmark was not himself born to the throne. He was the fourth son of a head of a very little German duchy. He was thirty-four years old and most of his children were born before he had the slightest dream of becoming a sovereign. An accident called him to succession, just as other unexpected incidents brought crowns to his son and grandson. If this royal couple display the genius for reigning that belongs to their families, they will satisfy the people of Norway. They are described as a hearty and genial pair, whose marriage was a genuine love affair, and whose domestic life is singularly happy. There is already a crown prince two years old. Elected by popular ballot, and again by the unanimous vote of parliament, the young king enters upon his career under fair auspices. The strain in the relations of Norway and Sweden has relaxed, and if Oscar has any feeling of resentment it will not be toward his brother king.

One Hundred Lives Lost From Sunken Steamer.

With passengers and crew numbering more than 100, the South-western Railway's cross channel British steamer Hilda foundered Sunday morning and the majority of the persons on board were drowned. The Hilda left Southampton Friday night for St. John, on the north coast of France. Her passage was greatly delayed by a fog in the channel, and when nearing St. Malo she ran into a severe snow storm, apparently missed her course, and foundered on the rocks off Jardin lighthouse, three miles from St. Malo. The company's steamer Ada, outward from St. Malo, rescued five of the passenger and one of the crew. These are now on the way to Southampton and it is believed are the only survivors, though an unconfirmed report reached Paris that 70 had been saved. The crew numbered 26 and there were about a hundred passengers, all Frenchmen, the majority being onion dealers from St. Briac and neigh-

borhood. A telegram from Servan, adjoining the town of St. Malo, gives the few particulars yet available. The Hilda was near to St. Malo Saturday morning. She struck the rocks at four o'clock Sunday morning in the roadstead off the island of Cezembre. She had missed the tide owing to bad weather and fog. The majority of the crew and passengers were asleep at the time. Two boats were lowered, one of which, containing five men, arrived at Servan. The second boat was picked up empty at St. Cast, where thirteen bodies were washed ashore. The top of the Hilda's funnel and her mast are visible at low tide, according to the telegram from Servan. The Hilda was built at Glasgow in 1882 and registered 848 tons. She was a screw steamer of iron construction and was 235 feet in length. The exact number of lives lost on the Hilda is unknown at St. Malo. It is understood that there were about twenty first-class passengers including several English people. Among the latter were the Hon. Mrs. Butler, sister-in-law of Lord Lansborough, and Colonel Follet. Though it is not certain that these were actually on board, they were expected to travel by the Hilda, and it is known that all the first-class passengers were drowned. These passengers were English officers and others who were coming to rejoin their families or to spend the season at St. Malo and Dinard (opposite St. Malo). It appears to be certain that only six were saved, these being five onion sellers and an English seaman named Grinter, belonging to Guernsey, and that the total number on board, including the crew, was 105. The delay in the arrival of the Hilda at first inspired little anxiety, as there was dreadful weather in the channel and as every one had full confidence in her captain, Gregory, an experienced man, who was likely to exercise caution in approaching the dangerous coast of Brittany, which he had known for thirty years. The disaster was first suspected through the washing ashore of a body, and the port authorities immediately sent out a tug. It was then learned that the Hilda was wrecked on a treacherous reef close to the island of Cezembre, called "Les Portes." She had apparently struck, broken her back and immediately sunk, leaving no time to launch boats. The Jardin light is quite close to the spot. It cannot yet be explained at what time or how the disaster occurred. The entrance to St. Malo is dangerous, the currents and rocks needing the exercise of considerable caution at all times, but more especially in bad weather.

Many bodies have been washed ashore at different points, some wearing life belts. Six of the survivors, according to a report in circulation, were rescued by the Ada from the rigging. The Southwestern Railroad Co. is as yet unable to give a list of the Hilda's passengers, but they say that a score booked passage at stations between London and Southampton, and that to the best of their knowledge ninety persons were drowned and only six saved. The company is still without reliable details as to how the disaster happened. Its agent at St. Malo only briefly reported "The Ada has put back and reports the Hilda is a total wreck at Les Portes Reef outside Jardin lighthouse. The Ada's boat saved five onion men and a seaman named Grinter out of the rigging. They appear to be the only survivors."

Balfour for Preference.

At the National Union of Conservative Associations' conference in London on the 14th inst., a resolution was passed declaring that closer union with the colonies is the greatest and most important, and, for reasons based on colonial sentiment, the most urgent of all the constructive problems, and the one which most pressing requires immediate consideration in every part of the empire. The conference declared that these national and imperial objects should be obtained by a readjustment of taxation as well, without increasing the cost of food to the poorer classes of the country, tend to secure a fairer treatment of British manufacturers by foreign nations, prevent the practice of dumping and largely increase the reciprocal preferential trade between the different parts of the British empire. The resolution was carried with only two dissentients. Speaking at a mass meeting at Newcastle on the occasion of the conservative conference, Mr. Balfour upheld his Sheffield views. He regretted that the fiscal question had caused divisions in the conservative party, but this was rather a question of the future and should not be allowed to interfere with constructive legislation. He did not think there should be or need be any disagreement over retaliation, which he advocated just as much on behalf of the con-

sumer as on behalf of the manufacturer and wage-earner. Premier Balfour said the government must be given a free hand to retaliate against unfair foreign competition and so readjust the fiscal policy of England as to encourage British manufacturers and draw the empire together by preferential treatment of colonial goods. In the course of his speech Mr. Balfour declared frankly that he was not afraid of opposition, but of his own friends, and with great deliberation and emphasis he added: "I am here to say exactly what I think about the situation, and I mean to say it. There is no use in having a leader unless you mean to follow him. I speak here as your leader for the time being, and my advice is to forget differences which are outside of practical politics of the hour. If you reject my advice, disaster will overtake our cause."

Regarding the colonial conference, Mr. Balfour said: "Some of my friends may think that when I advised them I advised the party, but in the forefront calling a free conference, and in an attempt to deal in a permanent and satisfactory fashion with the closest commercial union of the various members of the empire, I am too sanguine in supposing such arrangement possible or that I overrate the empire from carrying such arrangement into effect. "There may be differences among us on that point, but there is any man whose blood courses so slowly through his veins that he does not feel, if he would bring into some more organic union the disjointed members of this vast empire, we should in the eyes of our children and our grandchildren, have done the greatest and most patriotic work that was ever attempted (loud cheers), and which I believe to be growing among the citizens of the mother country? "Here again, it would be lack of courage and patriotism, which would discourage the sentiment grown up in the colonies, and which I believe is growing up among the citizens of the mother country. "Proceeding, Mr. Balfour admitted the party always had been disunited on what was strictly technical known as protection. He never had been nor was he on the protectionist side, but believed the government's future should have hands free, to do all they could to help the industries of the country."

The opposition extreme protectionist papers criticize Balfour's lack of clearness on the fiscal question. The Post says he is in danger of alienating both sections of his party. The Chronicle says he is foggy, and the Express that he is out of touch with his party. Both the Standard and the Times congratulate him on his qualities as a leader. Conservative free traders abstained from voting on the resolution.

Boston has Serious Fire.

A large five story brick building used for storage purposes by the Continental Storage Warehouse Company, 1,235 Washington street, south end, Boston, was ruined by fire which started at 9:30 Friday night. The building stood in the rear of the company's office and occupied a large space between Washington street and Shawmut avenue, near Waltham street. Showers of sparks endangered the congested tenement house district in the vicinity, and about a dozen families at 1,236 Washington street and adjoining buildings had to abandon their apartments. Three alarms were sounded, and although the fire was handicapped on account of the lack of entrances to the property, they were able to prevent the flames from causing heavy damage to nearby buildings. The warehouse was owned by Mary Schlessinger. During the progress of the fire the patients in the Washington Home for Dipomanics, situated near the warehouse, became alarmed. Dr. Ellsworth, the superintendent, succeeded in calming the inmates. The home was not damaged, but at one time the situation appeared so threatening that Dr. Ellsworth had the records removed for safe-keeping. In his haste to leave the apartments some of the occupants of tenements made their egress through windows, and were assisted to the ground by ladders. No one was injured. The loss on the warehouse is total, and although it is difficult to estimate the value of the contents, it is thought that the total on the building and goods will reach \$100,000. The building was insured, as was a portion of the contents.

Curzon Explains Why He Resigned.

At a banquet given in his honor at Bombay on the 16th, Lord Curzon of Kedleston, the retiring viceroy of India, made a frank avowal of the reasons for his resignation. Beginning with the declaration that he considered the office of viceroy the noblest in the gift of the British nation and that it ought to be looked upon as a prize to be awarded only to its greatest statesmen, he said it could not be supposed that he would without the strongest reasons resign a position which had been the dream of his childhood and the ambition of his manhood. He resigned, he said, on no personal grounds but in defense of two great principles—first, that there should be an indestructible subordi-

nation of the military to the civil authority; and second, the necessity of paying becoming regard to the Indian authority in determining the needs of India. Lord Curzon contended that in sacrificing himself in defense of these principles he had the great preponderance of India opinion behind him, and predicted that, should the day ever come when the Viceroy would be treated as the mere puppet of the home government the justification for the post would cease to exist. He said he did not believe that the administrative wisdom of his countrymen would ever tolerate such a blunder.

Steamer Halifax Injured.

The steamer Halifax from this port to Boston, was caught in a bad storm, after leaving Halifax on Thursday last, and considerably damaged. Her Captain and second officer were injured, the latter severely. Following is an account of the accident from one of the Halifax papers of Friday: With the pilot house smashed into kindling wood, the third officer, Charles Glenn, seriously and probably fatally injured, and her commander, Capt. Ellis, cut and very badly bruised, the Plant liner Halifax, which sailed for Boston at nine o'clock yesterday morning, returned to port two hours later, having been struck by a tremendous sea off Sambro. As soon as the steamer was tied up at the pier, the ambulance was summoned, and the third officer, who was unconscious, was speedily removed to the Victoria General Hospital. Medical aid was also promptly secured for the captain, who, though suffering considerably, was able to move about. There was a heavy sea running off the harbor during the morning, and when the steamer shaped her course for Boston, a tremendous comber boarded her, completely wrecking the pilot house, leaving only the supports standing, and burying those inside in the debris. Capt. Ellis was the first to extricate himself, and he fortunately escaped without serious injuries, but the third officer was covered with blood. Assistance was soon at hand, and it was found that he had severe gashes near the temple, another on the back of the head, while his shoulders and hip were bruised, and it is feared that he is internally injured. Capt. Ellis's injuries were a cut on the cheek, and his right leg somewhat twisted. The sea also broke in a portion of the woodwork in the smoking room, and flooded the social hall and forward cabin.

An Extraordinary Funeral.

A funeral without a parallel in Philadelphia, took place on Sunday at the Midvale Steel Works, where a forty ton ingot of steel permeated with the flesh, blood and bones of two workmen was buried with the solemn rites of the Catholic Church. The workmen who were so strangely laid away were John Forkin and Joseph Gazis, two laborers who met a terrible death a week ago. They were in a pit near a copola containing many tons of molten steel. A plug gave way and 80,000 pounds of the fiery liquid poured from the copola and overwhelmed them. The men were completely incinerated and not a trace of themselves or their clothing was left. The Midvale Steel Company was averse to selling the steel or using it for the purpose it was intended, and it was decided to bury it with the rites of the church to which the unfortunate man belonged. Accordingly the forty ton ingot, 28 feet long, six feet wide and five feet thick, was moved last week by a travelling crane to the rear of the machine shop, where a grave ten feet deep had been made. The great mass of metal was laid in the hole and a platform built over it so that the burial service would be better performed. In the centre of the platform was an opening six feet in diameter. A great crowd sought admission to the works Sunday, but only the two sisters of Gazis, who depended upon him for support, and about 100 workmen who were on Sunday duty were permitted to attend the services along with the officials of the company. Forkin had no relatives in this country. The graves of the men will be appropriately marked by the company.

Fatal Conflagration in Glasgow.

The most terrible fire that has occurred in Great Britain for many years broke out in Glasgow Sunday morning in a cheap lodging house for men in Watson Street, and resulted in the loss of thirty-nine lives and the severe injury of many others. The flames were first noticed at 6 o'clock that morning on the fourth floor of the building, which was occupied by 330 men. An alarm was raised and the firemen were speedily in attendance, but flames and smoke were then issuing from most of the windows on the fourth floor. An extraordinary scene was created by a procession of almost naked men issuing from the door of the building, and against their frantic efforts to escape the firemen had actually to fight for admission. Reaching the upper floor the firemen found that the narrow passages were becoming congested with men who dropped to the floor overcome by smoke. Fortunately the fire was confined to the fourth floor, and as soon as the firemen were able to get to work it was speedily extinguished. The flames had been fed by the wooden partitions of the cubicles, which threw off volumes of smoke, resulting in the suffocation of the inmates. Many on being brought to the street rallied in a few minutes, but others had to be taken to the hospitals. The dead were mostly workmen in the prime of life. They presented a horrible spectacle, their blackened faces bearing evidence of their struggles to escape. Many men were sleeping in the attic floor above the burning fourth floor and these had nar-

row escapes. The flames burst through the floor and it was impossible for the men to descend. The windows were merely fastened and their men had to break them so that they could climb through to neighboring roofs. By ten o'clock a search of the building was made and a complete list of the victims obtained, which showed that thirty-nine were dead and thirty-two injured. The march of the survivors to the police station was a fantastic one. Some had snatched the covers of the beds and others their trousers, while many wore nothing. The local authorities had to be called upon to supply the men with clothing and warm meals. Owing to their migratory habits and the absence of permanent homes, many of the dead will never be identified. The identification of others is rendered difficult by the absence of clothing.

Exodus From Canada.

According to the Lowell Citizen the exodus from Canada is not yet a thing of the past. The Citizen says: "One hears from time to time that the tide has turned and that Canadians are no longer coming to the states, but that Americans are flocking to the Canadian west and other Canadian new lands, to which are also headed Canadians themselves. "French business men in this city claim the contrary, however, and say that they have daily to deal with new arrivals from up north. Furniture dealers in Little Canada say that no week passes but they sell some 'message' to an incoming family, and even several in a week, occasionally. One dealer says that since last spring he has not had a single week without selling a household outfit to some newly landed Canadian family, and for that reason says he can take no stock in the oft-repeated assertion that Canadians have entirely ceased looking upon manufacturing New England as the land of promise, and are now completely headed another way. Little Canada, he says, is full of new people, and for his part he could point to a score of families who have come in within the past year."

DIED

At Clear Spring, Lt 44, on the 9th, inst., Flora Gillis, aged 83 years. May her soul rest in peace. In this city on the 15th, inst., Thomas Hagan, aged 59 years. May his soul rest in peace. At Charlottetown on Friday, Nov. 17th, Geoffrey Golell, son of Francis Golell, Georgetown. In this city Nov. 20th, May Alice, aged 18 years, daughter of Epiphane and Rachael Gaudet, R. I. P. Suddenly at Morrell Rear, on Sunday the 19th, inst., James Mallally, aged 80 years. Deceased had been in good health up to within two hours of his death, when he took suddenly ill and died as above stated. He was a much respected resident and was highly esteemed in the neighborhood in which he lived. He leaves to mourn, a widow and two children. May his soul rest in peace.

Obituary.

There passed peacefully away at Sellick Station, Lot 42, on Nov. 11th, Neil E. McPhee aged 83 years. Through a long and painful illness he was never heard to murmur or complain but bore his suffering with perfect resignation to will of his Master. The large number who attended the funeral to St. Margaret's Church on Monday 13th inst., bore testimony to the esteem in which the deceased was held in the community. The funeral services were performed by Rev. Kenneth J. McPherson, F. P., after which the remains were consigned to their last resting place in St. Margaret's cemetery. The pall-bearers were: Archibald C. McPhee, Alex. McDonald, John V. McDonald, Archibald McCormack, Peter McKinnon and Angus A. McDonald. To the bereaved relatives we extend our sincere sympathy. R. I. P. Com.

LOCAL AND OTHER ITEMS

The Elder Dempster steamer "Angola," outward bound from Montreal for Mexico, went yesterday ashore at Longue Point, below Montreal. Attend the Union Commercial College for an up-to-date business training. Write today for particulars. W. Moran, Prin. Ch'town. Every young person desirous of obtaining an up-to-date business education, should attend the Union Commercial College. Write for new prospectus. Address W. Moran, Prin. Ch'town. The Gloucester schooner "Maud M. Story," on her way to P. E. I., for produce, struck a rock off Sambro on Monday evening, and sank. All the crew were rescued and brought to Halifax. Most of the grain elevators in the Province of Saskatchewan are now full and the farmers, after hauling in their wheat are compelled to take it home again. A shortage of cars is the cause of the congestion and great inconvenience is experienced. The population of Toronto has grown at the rate 10,000 each year for the past four years, and is now 267,749. This is the result of the Police Census taken last month, and the figures given by the householders in answer to the question: "How many people slept there on the night of October 29th." Captain Bernier last Monday evening addressed the members of the Canadian Club in Montreal on the discovery of the North Pole. To begin with he is so firmly convinced that the North Pole belongs to Canada and consequently that Montreal must be deeply interested in the quest of its discovery. Although today people are sailing in fine vessels, these vessels are not altogether perfect. Captain Bernier says that he would much rather trust my self to a ship than a balloon. The Allan liner Corson, which was due to arrive at Halifax on Sunday morning from Glasgow, Liverpool and St. John's, Nfld., only reached there at four o'clock Monday afternoon, having experienced terrific weather on Saturday and part of Sunday. The Corson sailed from St. John's on Friday morning, and when off Cape Race met heavy weather, a gale prevailing with tremendous heavy seas into which the ship pitched and labored heavily, shipping much water. So heavy was the gale which was dead ahead, that for several hours the steamer practically made no progress.

MEET ME AT THE ALWAYS BUSY STORE

BARGAINS IN LADIES' CLOTH COATS

Stanley Bros.

This week's bargain is Cloth Coats. They are the best of material, perfect in fit, finish and workmanship; they have the last year sleeve, but very little alteration will change them into the very newest styles.

- LOT 1.—Principally black, worth up to \$5.50 each, Now \$1.95 each
LOT 2.—Assorted Colors and Black, worth up to \$6.00 each, Now \$2.95 each
LOT 3.—Assorted Colors and Black, worth up to \$8.50 each, Now \$3.95 each
LOT 4.—Worth \$9.50 to \$13.00 each, Now \$4.95 each

STANLEY BROS

SENSATIONAL Slaughter Sale OF Men's High-Class FURNISHING GOODS.

Discounts from 33 1-3 to 50 per cent.

We want to reduce our large and magnificent range of Men's Furnishings and convert same into cash. In order to do so we have decided to place our entire stock on sale at less than the Manufacturers' prices.

33 1-3 off the following lines:

- White Dress Shirts
Fancy Dress Shirts
Collars and Cuffs
Neckwear
Dent's lined Gloves
Perrin's lined Gloves
Wool Knit Gloves
Men's half Hose
Men's long Stockings
Scotch knit Underwear
Stanfield's Underwear
Fleece lined Underwear
Sweaters
Night Shirts
Rainproof Coats
Umbrellas
Linen and Silk Handkerchiefs
Suspenders

50 per cent. off

Men's and Boys' Caps and Waterproof Coats; job lot Fancy Shirts, worth \$1 to \$1.25, on sale at 50c each; 25 dozen Ties worth 25c to 50c, on sale for 10c each; job lot Linen Collars, 5c each. This is a grand opportunity to secure your fall and winter supply of Underclothing, Gloves, etc. Sale now on. For cash only.

GORDON & MACLELLAN, Upper Queen Street, Charlottetown.