

THE HERALD

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We would be much pleased to hear from a greater number of our subscribers who have been furnished with statements of their accounts. We do not wish them to imagine these statements were sent out just for fun. We are serious in this matter and would wish our friends to furnish substantial evidence of their seriousness. Don't delay.

R. L. BORDEN, Esq., Leader of the Conservative party, addressed a very large and enthusiastic meeting in St. John, N. B., on Thursday evening last. The brilliant leader was accorded a splendid reception, and for two hours dealt in a masterly manner with the great public questions of the day. He showed up the weakness and injustice of the Government in their trucking to the Grand Trunk Pacific Company in the matter of the Transcontinental Railway, which robbed the people of Canada of so many millions of dollars. The Government's injustice in the matter of the Auditor General's office and numerous other short-comings were dealt with most effectively to the delight of the large and intelligent audience. Excellent speeches were also made by J. D. Hazen, Esq., who presided, and by Dr. Daniel, who so valiently won his election in St. John last winter, and by Hon. George E. Foster, whose brilliant oratory delighted his many friends in St. John. It was a great meeting.

The position of the Ross Government is a subject of the deepest interest in Ontario politics at the present time. At the last session of the Legislature the Government had a majority of four including the speaker. The parties stood: 51 Liberals and 47 Conservatives. The elections of five Liberals and three Conservatives were protested and the trials were set down for an early date. But Premier Ross decided not to go on with the trials just then, but summoned the Legislature earlier than usual, so as to have the house meet the day before that set down for the hearing of the first case. As these cases could not be tried during the session, this move of the Premier's shut them off for a time. Time passed, but the trials began at last. The first case tried was that of John Brown, Liberal member for North Perth. Two hundred witnesses had been summoned; but after hearing two men, who swore to the receipt of money for the purchase of Liberal votes, Mr. John Brown, the Liberal member, was unseated and the election declared void. This reduces the Government's majority to two, with the speaker in the chair. The second protest tried was that against Mahaffy, Conservative member for Muskoka. It came up for hearing at Bracebridge on the 8th. After examining several witnesses, the protest was dismissed and Mahaffy was confirmed in his seat. This leaves four petitions against Liberals and two against Conservatives yet to be tried, and they were set down for trial as follows: The petitions against the members for Saint Ste. Marie and North Grey, both Liberals, were to be tried yesterday; the next two, one a Liberal and one a Conservative, are to come off on the 20th inst., and the last pair a week later. It is quite possible that when the trials are over the Ross Government may not have a majority. The unseated Liberal member, Brown, had a majority of 206 at the last election.

RUMOR was rife on Monday that the Dominion Parliament was to be immediately dissolved and the Federal elections were to be brought on forthwith. A meeting of the Cabinet was called for Tuesday, and the political dogs of war were expected to be released. The Cabinet met yesterday; but the news, so far ascertained is less like elections than that of Monday. An Ottawa despatch intimates that no announcement of dissolution is likely to be made until October. The reason given for this statement is the necessity of the Premier consulting with the Governor-General before announcing the dissolution. The Governor-General is absent and is not expected to return to the Capital till the end of the present month, or the beginning of October. This may or may not be the case; or the rumors first circulated

ed may not have had any foundation in fact. The Government may have first thought of bringing on the elections, and weakened at the eleventh hour. It looked as much like elections last year as it has at any time since the end of the last session; still the Government turned a sharp corner and put of the eventful day. No one can conjecture with any degree of certainty what the Government are liable to do in the matter of calling the elections.

Slid Smoothly Down the Ways.

(Providence Journal Sept. 1st.)

The new four-masted schooner Charles E. Wilbur, named after a well-known restaurant proprietor of this city, and in which Providence capital is largely interested, was successfully launched at the shipyard of M. B. McDonald & Son at Mystic, Conn., shortly after noon yesterday. The christening ceremony was performed by Mr. Wilbur's daughter Miss Ethel May Wilbur, and the launching was witnessed by a large crowd, several of the part owners and a party of guests climbed on the schooner's deck as she went into the water. The event was smooth and successful in every particular, and although the schooner swung off a little too far to the southeast after taking the water and grounded on the flats nothing was thought of this, as she rested gently on an even keel on a soft mud bottom and not the slightest damage was inflicted. Both the owners of the craft that were present and the management of the shipyard were highly pleased at the success of the event and said that the launching was an extremely satisfactory one in every respect.

The spectators were also highly pleased, and, as usual, the launching was more or less of a gala event for Mystic.

No better day for giving a new boat her maiden dip in the water could have been desired. The bright sunshine and warm air made the conditions very enjoyable for the launching party, and the climate surroundings were in strong contrast to the day when the Quinsbang was launched at the same yard last November. The sponsor of the craft and the other members of the launching party from this city left here on the 9.15 o'clock train yesterday morning, arriving at Mystic shortly after, others from various points joining them there. The new schooner was decked out in gay style for her brief trip into the water. The big masts had not been stepped as yet, but two long poles had been temporarily erected and securely guyed, and over the tops of these from stem to stern was a long line of flags and pennants of various kinds, a national ensign floating over the stern and the long name pennant of the craft floating out lazily over the after deck. The underbody had received its paint up to the water line, but the topsides had received only a priming coat. The name of the vessel appeared on both sides of the bow rails and the gilded name plates were also in position on each quarter.

The members of the launching party ascended to the deck of the schooner as soon as they arrived, and after walking about and inspecting things forward and aft they sat around and chatted sociably while waiting for the shipyard people to get the final details in readiness for the slide into the water. Twelve o'clock was the hour set for the event, and shortly before this Mr. Wilbur and his daughter, with the christening bottle of wine in her hand, and her sister, Miss Carrie Wilbur, and Capt. C. A. Davis, the managing owner of the fleet, went forward to the extreme bow to be ready when the craft should start to move. A large part of the other guests also went forward and the space around the windlass became too crowded for the convenience of the workmen. The windlass had to be left clear for action, and as there was some difficulty in getting the "snub" lines and other appliances about the bow arranged satisfactorily it was thought best, in view of the possibility of something giving way, for everyone, even including the sponsor of the craft, to get aft and out of the way. Thus it came to pass that the Charles E. Wilbur was christened in a fashion that has been unusual, the bottle of wine being broken over the starboard quarter instead of on the bow.

No one seemed to think that this departure from the ordinary procedure would bring ill luck, and some enthusiastically declared that it ought to give the best of luck. Capt. Davis said, as with his maritime experience he ought to be an authority, that as a matter of fact the quarter ought to be the proper place for christening any boat, as the craft always goes into the water stern foremost, and the only reason that the bow had come to be regarded as the traditional place for the bottle-breaking was that the ceremony is so often done from a stand, which obviously can be erected only at the bow. Anyway, the Wilbur was christened on her quarter and everyone was satisfied.

It was just 12.35 o'clock when the last obstructing block was knocked out by the windlass and the schooner began to move down the well-sloped ways. Miss Wilbur broke the bottle of wine against the quarter rail and said: "I christen thee Charles E. Wilbur!" There were several hundred people in the shipyard as spectators, and several hundred more were gathered along the wharves on the opposite side of the narrow river, while a score of sailboats, rowboats and launches with other spectators floated near by, but at a safe distance from the descending vessel. These set up a cheer as the schooner started down the ways, and all the steam whistles in the neighborhood set up a din of salute that lasted until the boat was afloat.

lose his hat and nearly lose his balance, giving him something of a surprise. The schooner after entering the water bore a kink to the southeast, getting out of the channel, and when the snub lines and cables had brought her to a stop it was found that she had grounded gently on the flats. She went on to the mud so gently, in fact, that none of the guests aboard knew anything about it until they were told. The tug engaged for the launching made one or two attempts to pull the schooner off, but without success, and as the tide was falling all the time it was decided not to float her until high tide at noon today. She rested easily on an even keel and the matter did not occasion a moment's uneasiness.

A dainty luncheon, the first meal to be handed out from the galley of the schooner, was served to the guests by Morgan Brothers, caterers of Mystic, and after rounds of cheers had been given for the new vessel, Mr. Wilbur and Capt. Davis, the guests began to depart. The tug took one load ashore, and the Providence people in this party succeeded in catching the 1.40 p. m. train back to town, while the others returned later in the afternoon. The launching was considered a complete success, and everyone concerned in the event expressed great pleasure with the smoothness with which it had been carried out.

There were nearly 100 guests aboard the schooner when she took her first plunge into the water. Beside Miss Ethel May Wilbur, the sponsor, her sister, Miss Carrie A. Wilbur, and their father, Charles E. Wilbur, for whom the craft is named, were Capt. C. A. Davis of Somerset, the managing owner, and Miss Alma Davis, the sponsor of the Quinsbang, launched last November, and Capt. M. L. Gilbert, formerly master of the Hope Sherwood, who is now the skipper of the master Catherine M. Monahan, soon to be launched from the same yard. Others in the party were Oscar Swanson, G. T. and J. F. Malmes, Dr. and Mrs. G. E. Burton, William Johnson and Frank Manton of Providence, the latter of the American Ship Windlass Company; Capt. Jones, of Tuxbury, Mr. Miner, Capt. Charles H. Hamlingway and wife and Dr. and Mrs. J. C. Thomas of New York, Miss Maud Phipps, Mr. and Mrs. M. B. Clements, Joseph La Croix and Arthur J. La Croix of Southbridge, Mass.; James Cocks, Miss Emily I. Cocks, Edward Rock, Mrs. A. H. Davis, Mr. and Mrs. Charles Shumway, Dr. McBurnett, John B. Prescott, Mr. and Mrs. Howard Webster, Mass.; Miss May Cristy, Worcester; Mrs. Thomas Wilson, Hyde Park; O. J. Egan, Somerset, Mass.; C. W. Ridgeway, Scranton, Pa.; Mr. and Mrs. Henry H. Tift and Masters H. H. Jr., Wingham and Amos Tift of Tilton, Ga.; Miss Florence Pickard of Lynchburg, Va.; Mr. and Mrs. E. H. Bacon of Eastman, Ga.; Mrs. Ben Smith of Matrose, Mass.; Miss Minnie G. Scott of Los Angeles, Cal.; Miss Elsie D. Northam of Hartford, Dr. Stephen Hasbrouck of West Mystic, Miss Lucy Healy and Miss M. M. Reed, Mrs. E. R. Road, Miss Annie M. Packer, Bertha Foote, Alice Lyverges and Margaret Bindus of Mystic, Mrs. J. O. B. Wood, Mrs. W. L. McDonald and Capt. Ernest Aray.

The Charles E. Wilbur is a four-masted schooner of the "baldhead" type, that is to say, without topmasts, similar to her sister ship, the Quinsbang of the same fleet. She is about the same size, 175 feet long, 33 feet beam and 13 1/2 feet depth. The Quinsbang has given great satisfaction and has encouraged the owners to extend their experiment with the baldhead type, the Wilbur being the second craft of this sort to be built on the Atlantic coast. She is of stout construction throughout and her ample freeboard and high bows give her an appearance of great seaworthiness. She has a cargo capacity of 1100 tons of coal or 575,000 feet of lumber and will be used in that trade, with Providence as her home port. She has a particularly commodious cabin, handsomely finished in hard wood and similar in plan to the Quinsbang. She will be commanded by Capt. Cook, former skipper of the Quinsbang. Her masts are not stepped yet, but the finishing work and the rigging will be completed in about three weeks, when she will sail for a southern port for her first cargo of lumber.

The Wilbur's windlass was made by the American Ship Windlass Company of this city, the engine and steam outfit was put in by E. W. Garrison of Cambridgeport, Mass., and the masts and other spars are by the Sutton Spar Company of Mystic. A W. Butler of the firm and master builder of the vessel, built the ways and had charge of the launching.

The Charles E. Wilbur is the fifth schooner of the fleet of which Capt. Davis is managing owner and Mr. Wilbur and other Providence people owners. The other four of the fleet are the five-masted Governor Ames and four-masted Benjamin F. Foote, Hope Sherwood and Quinsbang. The keel of the next schooner to be added to the fleet was laid a week or so ago at the McDonald yard at Mystic. This will also be a four-masted, probably a "baldhead," a little longer and broader than the Charles E. Wilbur, and she will be named Clara Davis, after one of Capt. Davis's daughters.

Where the Wilbur left the yard yesterday a keel will be laid at once for a four-masted schooner for E. P. Bzags of Boston, of about the same dimensions. Three other four-masted are now in the yard in various stages of completion. The one furthest along is the Catherine M. Monahan, building for Providence people, Thomas F. Monahan being the principal owner, and she will be launched in about three weeks. Another is the Gorge F. Scamuel for Capt. E. H. Jones of New York, and others of Central Falls, for which a name has not yet been chosen. (The keel of the firm of M. B. McDonald and Son, Inc., as many of our readers are aware, a native of St. Peter's Bay in this Province. All Islanders will rejoice in his eminent success.)

News of the War.

St. Petersburg, Sept. 7.—There has been no news from Kropotkin since Monday afternoon. This is attributed to the interruption of direct communication with the Commander in Chief, owing to the transfer of the Telegraph Office to Mukden whither messages are now sent by courier. The utmost confidence prevails at the War Office that the Russian army is slowly but surely effecting a retreat without serious risk of being off.

Chefoo, Sept. 7.—Chinese who arrived here yesterday from Port Arthur, declare that the Russian garrison expects a general and sea attack on Sept. 7th. On Sept. 2nd and 3rd the Japanese bombarded the fortification severely, and two Russian guns on the front near Rihulanban were dismantled. The recent entrance into Port Arthur of a large steamship carrying provisions chiefly flour, resulted in a reduction of the price of flour.

London, Sept. 7.—The morning papers have no late war news. All speculation is as to how Kropotkin will run. The general belief is that another big battle will soon be fought. Paris, Sept. 8.—The St. Petersburg correspondent of the Echo de Paris says: A great battle is going on before Mukden. The first and seven-thirty corps are engaged against General Kuroki. General Kropotkin with the bulk of his troops is moving towards Tieling.

Chefoo, Sept. 9.—A Japanese column numbering 700 men while marching along at night was met and destroyed between Long Plain and Division Hill met with a frightful disaster through the explosion of an electric land mine. The mine was carefully laid by the Russians three weeks ago and covered nearly a mile of the available marching space. An explosive was placed at the end of the column and set in top of these and they packed so carefully that the ground gave no impression of being disturbed. Indications of Japanese activity in this vicinity put the Russians on their guard. At near midnight, outposts rushed in and reported that the Japanese were approaching.

The Russian line was broken for some time and then suddenly they threw a search light up the valley. The Japanese opened with rifle fire. The Russians waited until apparently the whole Japanese column was in danger and then the mine was exploded. The force of the explosion knocked a number of Russians down and wounded others. The Japanese were driven back and some of their arms which were hurled through the lighted space made by the search light, landed inside the Russian lines. There was one appalling moment during which the garrison itself was stunned and then followed a death like silence. The following day the Russians buried the dead but owing to their disorganized and mutilated condition, the Russians were unable accurately to estimate the number killed. Few Japanese escaped.

St. Petersburg, Sept. 10.—It seems definitely established that Oyam's tired troops practically abandoned on Mukden during the evening of yesterday. The Japanese army has arrived safely at Mukden after a frightful experience floundering through mud and mire over the Mandchurian road. Some descriptions of scenes along the line of retreat are almost incredible. They tell how the men lay down in the mud and slept in the dripping rain without shelter. It is evident that the last determined effort of the Japanese to bring Kropotkin to bay was made on Tuesday, but the Russian Commander in chief faced about and two corps with artillery beat off the Japanese while the remainder of the troops continued the march to Mukden. After that the Japanese could only hang on to their flanks and try to shell the retreating columns from the hills and outposts. They are still in contact but not even exchanging shots.

St. Petersburg, Sept. 9.—General Kropotkin's official report sent from Mukden during the evening of yesterday announces that the whole of his army had arrived at Mukden and was taking up positions around the city, and aiding that the army had not lost a gun during the retreat, relieved the public anxiety and put an end to the many alarmist reports which had been current here. From the General's report it seems evident that Kropotkin is tentatively preparing to meet the Japanese again should Field Marshal Oyama continue to press northward. Nothing more important than rear guard actions marked the march to Mukden. The region south of that city is now clear of Russians. It is evident from Kropotkin's report that the Japanese are actively scouting wide on his flanks. The Japanese are reported to be moving up about thirty miles on either side of the Railroad with the view of surrounding Mukden, but whether Kropotkin will place the Japanese in a position to do so northward will probably depend at the decisive moment upon the temper and condition of his troops, who doubtless have been much shaken by the long fight and the hardships attendant upon the retreat.

Tokio, Sept. 9.—Estimates of the Russian forces defeated at Liao Yang place the number as follows: One hundred and eighty-four battalions of infantry, one hundred and twenty-eight squadrons of cavalry and five hundred and seventy-two guns.

Tokio, Sept. 9.—The officers commanding the Japanese expedition sent to examine the wreck of the Russian cruiser Novik report that she is beached 900 yards southeast of Korakvok lighthouse. She has a thirty degree list to starboard, and with the exception of a small portion of her bow, she is only submerged. Even on her upper deck water is knee deep in the most shallow places. Her conning tower and upper works were badly damaged by the Japanese shells. It is impossible to ascertain the extent of the damage under water, but evidently it is considerable. Russian land forces fired on the Japanese expedition while the examination was being made, but the expedition retired without sustaining any casualties.

Tokio, Sept. 12.—An approximation of the Japanese casualties in the battle of Liao Yang concluded today shows the Japanese killed and wounded amounted to 17,830 men divided as follows: In the right army under Commander General

The Prices.

Table listing various commodities and their prices, including Butter, Eggs, Flour, and other goods.

CANADIAN PACIFIC Can. Pac. Wabash Railways SHORT LINE Will Take You Direct to the Main Gates of the World's Fair!

WANTED. Wanted, permanently established agent or firm to handle Reid's original Putz Metal Polish for P. E. I. address. W. W. REID Mfg. Co. Boston Mass. Aug. 17th, 1904-4i

Notice of Dissolution of Partnership.

Take notice that the partnership heretofore existing between the undersigned carrying on business under the style and firm of Sentner, Trainor & Co., has on this twenty-seventh day of August, A. D. 1904 been dissolved by mutual consent. Dated this twenty-seventh day of August A. D. 1904. L. J. SENTNER, MICHAEL TRAINOR.

All debts due the late firm of Sentner, Trainor & Co., are now payable to the said Michael Trainor who is authorized to collect and grant receipts and discharges for the same. L. J. SENTNER, MICHAEL TRAINOR, H. H. Hyndman. Aug. 27

McLean & McKinnon Barristers, Attorneys-at-Law, Brown's Block, Charlottetown

To Our Patrons.

Owing to continued ill-health I have this day withdrawn from the firm of Sentner, Trainor & Co., and bespeak for the new firm a continuance of the patronage so generously bestowed in the past. LEMUEL J. SENTNER. The undersigned have this day taken over the assets and liabilities of the late firm of Sentner, Trainor & Co., and will continue the business under the style and name of M. Trainor & Co. While thanking you most heartily for the liberal patronage given to the old firm, we respectfully solicit a continuance of the same, assuring you, that it shall be our constant aim to merit your confidence. M. TRAINOR & Co. Aug. 27.

50 DOZEN - NEW - AMERICAN CAPS. All came in yesterday Golf Caps, Yacht Caps, Outing Caps, And Caps of all kinds for all purposes. Caps for Men, Caps for Boys, Caps for Children. Fancy and plain styles. Don't think there's a good style wanting in this new summer lot. Boys' Summer Suits. Broken lots and odd sizes in Boys' and Youths' Suits are now being sold at big reductions at the big store. Rough and Ready Suits. That will allow the boys to run and jump to their heart's content. No need of care. Costs For Two-piece Suits \$2.75 For Three-piece Suits \$3.75 You better look this up for the holidays. Prowse Bros. The Wonderful Cheap Men.

MEET ME AT THE ALWAYS BUSY STORE Trunks AT STANLEY BROS. We have a well assorted stock of Trunks, GOOD TRUNKS, STRONGLY MADE AND SIGHTLY, Patent Locks, Brass Corners, Iron Bottoms, And everything in the shape of strength and workmanship, put into them. Sizes from 28 to 42 inch. All prices. Dress Suit Cases, Club Bags & Telescope Valises. Lots of them in all sizes at the right prices. Stanley Bros. MORE NEW FALL COATS - AND - WATERPROOFS. Recently we opened up another large lot of New Fall Coats direct from Germany. Also a swell line of NEW WATERPROOFS. The Coats we are showing this fall come direct from the best coat makers in Canada and Germany. The coats are radically different from any previous season—there's a finish and style to them that's most becoming. We didn't have a coat left over from last fall—all the coats are new. We have a large stock—and we know no one can beat our prices. F. Perkins & Co., The Millinery Leaders, SUNNYSIDE.