

Standard Patterns 10c & 15c

# MOORE & McLEOD

Standard Patterns 10c & 15c

The Busiest Store on Charlottetown's Busiest Street

## Rummage Sale in The Bargain Basement

For example:

- Trimmed Hats, worth up to \$5.00 each, go for \$1.00
- Ladies untrimmed Hats, worth \$1.25 each for 35c.
- Print Cottons in all patterns, worth 14c. for 10c.
- 4 pieces Dress Goods, worth 70c. to \$1.25, now 35c.
- Ginghams in checks and stripes, regular 15c. for 10c.
- Fairly good Print Cottons 6c.
- Oxford Shirts, regular 14c. value, now 10c.

60 inch unbleached Table Linen, worth to 10c., 15c. bunch

Coats, Skirts, etc., at half price and less.

We have just fitted up the big basement under our store as a large extra salesroom. We are using it to dispose of odd lots, remnants—any sort of goods that has outlasted its time here. The prices in every case are **ridiculously low**. In fact any article offered in the "Bargain Basement" will be away under its value.

### These Men's Suits at \$15 Are Good Values



These \$15 suits for men are splendid values for the prices. They include a choice line of tweeds, serges and worsteds, made in the popular, three button, single breasted, sack style, with all the care, skillful tailoring and smart finish that expert tailors can produce.

The latest styles are displayed in this line, and the wide range of sizes assures you of getting a perfect fit. Call in and see the line—get a master tailored and perfect suit for... \$15

We have other styles priced at \$7.75 to \$20

## H. H. BROWN'S

180 QUEEN STREET.

### PLANT LINE.

Direct Route to Boston.

Commencing 7th May and following Tuesdays, steamer will leave for

Hawkesbury, Halifax and Boston.

Returning leave Boston every Saturday at noon.

For further information apply to

T. NICOLL, Agent, Ch'town.

July 26, 1912—1f

Job Printing at the Herald Office.

### Mail Contract.

SEALED TENDERS addressed to the Postmaster General will be received at Ottawa until noon on Friday, the 2nd August, 1912, for the conveyance of His Majesty's Mails on a proposed contract for four years, six times per week each way, between

Lake Verde and Pownal Circular Route

from the Postmaster General's pleasure. Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Office of Lake Verde, Pownal, Mount Allison and Village Green, and at the office of the Post Office Inspector.

JOHN F. WHEAR, Post Office Inspector.

Post Office Department, Mail Service Branch, Ottawa, 30th June, 1912. July 8, 1912—3f

### Terrible Railroad Accidents

Corning N. Y., July 4.—West-bound Lackawanna passenger train No. 9, from New York, due to arrive at Corning at 4:47 a. m. composed of two engineers a baggage car, three pullmans and two day coaches, in the order named, was demolished at Gibson three miles east of Corning, at 5:25 o'clock this morning by express No. 11, due at Corning at 5:10 a. m.

Eighty-one persons were killed and between fifty and sixty injured. Many of the victims were holiday excursionists bound to Niagara Falls, who had boarded the train at points along the Lackawanna from Hoboken to Buffalo.

The wreck was the worst in the history of the road. Its cause according to Engineer Schroeder of the express, was his failure to see the signals set against his train. The morning was a foggy one and he said he could not make them out.

The wrecked train stood on the main track blocked by a crippled extra freight train. There was no flag out according to Engineer Schroeder. All the signals which he declared it was too foggy to see were just around the curve.

The flying express plunged past them and crashed into the rear of No. 8, bringing death to more than two score of its passengers. Twenty have so far been identified.

Schroeder had taken train No. 11 at Elmira 15 minutes before it was due. The stretch of track from Elmira to Corning is fitted for fast running and he was sending his train along at the rate of 65 miles an hour. No. 8 was supposed to be half an hour ahead of him. He never had any warning until he made out the outline of the rear coach of No. 9, through the fog that was crawling up the mountain from the river below. He saw the lights ahead and threw on the reverse without shutting off steam. The shock threw the train of the track and the locomotive plunged on a few rods further to splinter the two day coaches filled with excursionists and tear through the last of the Pullmans. Schroeder said that the impact was so great that it threw him from the cab and threw him on his shoulder on the roadbed practically unhurt.

The one hundred ton monster continued its plunge through the middle of the train, grinding everything in its path. It seemed as if it would cut through every car. Then when it was finally blocked by a mountain of debris piled in front of it, it remained on the road bed in the center of the desolation its plunge had created while thousands of persons rushed in every kind of vehicle to the scene to lift and pry the dead and injured from the tangled mass of wreckage.

Rescuers were quickly on the scene. There was plenty to do, and their work was difficult. In what seemed an incredibly short time hundreds of automobiles had lined the highway which led to the wreck, and the work of getting the injured to the hospitals and the dead to the morgues was impeded by the blocking of the road.

A detail of police from Corning did their best to keep the rescuers path clear and by 8 o'clock physicians, who had been rushed to the scene in motor cars had started all of the wounded on their way to the hospitals or were giving emergency attention to victims on the scene.

Most of the bodies found were badly mangled, their condition testifying to the terrific driving power of Schroeder's train as it crashed through the fatal train. The cars themselves were one heaped up mass of wreckage, telescoped into each other. The last two cars on train No. 21 remained on the track and later were used as hospital, coaches.

At Corning Hospital, which has accommodations for only forty patients, some of the injured had to lie upon the floors until the physicians could give them the necessary attention.

Those who visited the scene of the wreck before the hospital forces had had time to finish the work of removal, witnessed many scenes of horror. One man picked up a small white sheet which lay upon the ground only to draw back, aghast as he saw the body of a baby only a few months old. At a late hour the child had not been identified.

### TEMPORARY HOSPITALS

The people from Corning have opened their homes to the injured who could not find accommodations at the hospitals or whose injuries were too slight to warrant their crowding other persons from the institutions.

Although Engineer Schroeder of the express declared there was no flagman to warn him of the presence of the stalled train ahead, the Lackawanna officials declare tonight that a flagman had been sent back in the rear of No. 9 when she was held up.

Four of the unidentified died at the Corning Hospital where they were removed after the accident. Several of the injured who are unconscious had nothing about their persons by means of which they could be identified.

La Trobe, Pa., July 5.—Seventeen persons were killed, a number fatally injured and thirty others hurt at 4:30 this afternoon when a passenger train on the Ligonier Valley Railroad was smashed from behind by a double header freight train. Only one passenger escaped without injury.

The passenger train had started from Ligonier. It consisted of an engine and coach, the engine pushing the coach. The freight train was made up of many coal cars and was being pulled by two heavy locomotives.

The impact was terrific. The passenger coach was practically laid open and the passengers either crushed or thrown like shot through the air.

It was the first fatal accident it is said in the history of the Ligonier road for the past forty years.

A majority of the injured, thirty in all, were residents along the Wilpen branch. They were brought to a hospital here or sent to hospitals at Pittsburgh when it was found they were in a critical condition. Among them were Dr. J. B. Johnson, of Ligonier, hurt internally, will probably die.

Dr. C. A. Hamil, of Ligonier, crushed, may die.

Miss Esther M. Matthews, a nurse, employed at the home of George Snift, of Ligonier, President of the Ligonier Valley Railway.

Walter Serena, of McKeesport, Pa., clerk in a bank at that place, in a precarious condition. The injuries of the others were all severe, consisting of broken legs, arms and contusions.

The train was well crowded, every seat in the lone coach being occupied with persons returning from a Fourth of July holiday.

The freight engine ploughed through the wooden coach, crushing it as it would paper. The coach was ripped to pieces. All the occupants were hurled to the roadbed. Some fell in the path of the on-rushing engines, while others were imbedded partly in the cinders and crushed stones beside the rails.

The first engine of the freight train stopped soon after tearing through the passenger train, turned half around and fell over on its side. Engineer McConaughy was scalded to death, while his fireman, George Byers, jumped only to fall on the track and met death under the wheels. Engineer Smith P. Beatty, of the second engine, jumped and sustained a broken leg. His fireman, John Arkney, fell beneath a car. His legs were severed and he died en route to the hospital. Engineer Dunlap, of the passenger train, and his fireman remained at their posts and escaped with slight injuries.

A pathetic feature of the wreck was the injury of Miss Esther M. Matthews, a nurse, and the death of two and the injury of four children she was taking to the woods near Wilpen for an afternoon's outing.

Farmers near the scene of the accident and workmen employed at a race track in the vicinity were at the wreck within a few minutes. Messengers were started at once to Ligonier, while the others, assisted by Engineer Dunlap and his fireman were busy getting the dead and injured out of the wreckage. An hour and a half after the accident physicians, nurses and railroad officials had reached the scene. From that time on the work of rescue and tending to the suffering was effective.

Our store has gained a reputation for reliable Groceries. Our trade during 1911 has been very satisfactory. We shall put forth every effort during the present year to give our customers the best possible service.—R. F. Madigan.

### LOCAL & OTHER ITEMS

The price of beef is up fifteen per cent in London owing to the foot and mouth disease in England, and in Ireland.

Thomas Moor a balloonist, while making a parachute drop at Newark N. J., on the 4th fell 800 feet, and was killed.

A violent earth quake occurred at Philadelphia last Sunday night. One man was suffocated by a fall of earth.

While drifting with a companion off Escuminac, N. B. Wm. Dutcher fell over board and was drowned. He was 22 years of age.

Julia Connors aged 12 years, while on her return from confession last Saturday afternoon in New York, was attacked and murdered.

Cyrus Scahobon of Beach Point, fell dead on board his vessel shortly after noon July 8th. Heart disease was pronounced the cause.

Rev. Father O'Brien of Seattle now on a visit to his native Province was celebrant of the high Mass in St. Dunstan's Cathedral on Sunday last.

According to a cable from St. Petersburg to New York, sixty persons were burned to death in a fire which destroyed the sugar factory near Lepsk.

The Australian crew defeated the New College Oxford, in the contest for the grand challenge cup at Henley on the Thames near London on the 5th inst.

Four little girls while picking berries were drowned in a clay pit near Perth, Amboy, N. J., on the 3rd inst. Their shoes and stockings were found on the edge.

A Portuguese woman of Welland Ont., weighing less than a hundred pounds employed in the factory has given birth to quadruplets. This makes 5 children in ten months.

Gerald R. Curran aged 16, who was struck by a train at Halifax on Saturday died in the hospital Monday morning. He was the son of Chas. Curran of the Canada Sugar Refinery Staff.

A fire at Bedford about eight miles from Halifax, destroyed four houses on Thursday night last. The houses burned were of a group belonging to J. E. Roy, and built about seven years ago.

The last financial statement issued by the Federal Government shows the net debt of Canada was reduced on the 31st March—the end of the financial year—by \$159,255. The net debt of Canada was then \$339,882,796.

On Thursday last the house of Joseph Martin, Lower Harcourt, N. B. caught fire while he was out working and Mrs. Martin was attending to the cows. The house was burned to the ground and a three year old child asleep upstairs lost its life.

The latest scheme to reduce high living cost in the city made of paper. A London firm is experimenting and has already found paper towels, paper hats, paper shirts at 12 cents each, paper handkerchiefs, blinds, toilet mats and table covers to fill the bill.

Three drowning accidents occurred Monday in the vicinity of Quebec. A young man named Rousseau was drowned at Lottinier wharf. Daniel McDermott, a sailor on steamer Brain of Canada, was drowned in Louis Basin. Albert Gannon was drowned at Lorette. All three were bathing when they met their deaths.

The lamentable death of Charles Wynn took place at Truro Thursday last. He had been employed in coal trucking and after delivering a load to a customer had been brought to a standstill a short time before at the entrance to a neighboring house. Wynn's horse on coming out from the rear took fright at the machine. After a brief run in which the cart and driver were overturned, the unfortunate man was found quite dead having had his neck broken.

May McNeill, six year old daughter of John McNeill, a Farmer of Kingmora, Wright Co., Ontario, near Ottawa, was struck by lightning on Saturday and instantly killed while her father and mother and three brothers were sitting in same room had narrow escapes. A bolt tore away part of the walls of the house and split in half the chair on which the little girl was sitting. The father was rendered unconscious for several hours and is suffering great agony from burns received.

### LOCAL & OTHER ITEMS.

The price of cheese at the board meeting Friday last was 12 1/2 cents.

Chamberlain was 78 years of age on Monday last. A great birthday dinner was given by the tariff reformers.

Robert Sutherland, M. P. for East Middlesex, Ont. died in a hospital at Ingersoll last Friday night following an operation for appendicitis.

At Ford's mill, Kent County, N. B. on Saturday last a large fly wheel suddenly burst into fragments, one of which struck John Dunn 30 feet away, killing him instantly.

At Hamilton Ont. yesterday, Mrs. John McConnel 40 years of age, while talking to a neighbor in her yard, was overcome by heat and died in a few minutes.

Thomas McClure of Glasgow, while boarding the British steamer Pomeranian at Philadelphia fell from the gang plank. Thomas Gorman, a shipmate, jumped overboard to rescue him. Both were drowned.

The men Davey, O'Brien and Gregory, found guilty, at the present term of the Supreme Court, of attempted burglary on the store of E. A. Foster, were Monday afternoon, sentenced by the Chief Justice to the Penitentiary. Davey the leader got three years and the other two two years each.

Jabes Tupper of New London went out to his lobster traps in an eighteen foot motor boat, on Friday last. About noon he was observed apparently moving from one position to another. That was the last seen of him, as the boat was unaccounted for. The boat was found in about nine fathoms of water but the body was not discovered. Deceased was about 40 years of age and leaves a wife and three children.

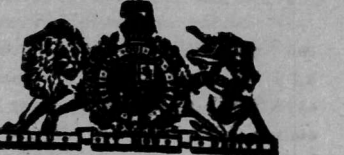
A miniature cyclone accompanied by heavy rain passed over the north end of Sackatook, Sask. last Sunday morning. A number of buildings were wrecked but most of the damage was done in the neighborhood of the Western Canada Saw Mills, large portions of lumber in these yards being whirled in a vortex to a height of between one and two hundred feet before being thrown to the ground and smashed to splintering wood. No personal injuries are recorded.

The five twin screw passenger steamer Evangeline, built for the Plant Steamship company for service between Boston, Halifax and Prince Edward Island, was successfully launched at four o'clock July 1st, at the Middlesex shipyard, Devon Scotland. The christening ceremony was performed by Mrs. H. U. Chipman wife of Lieutenant Colonel H. U. Chipman, manager of the Plant Company at Halifax, and was witnessed by a large company of friends of the builders and owners including a number of Canadians.

Messrs. McLean and Nicholson Charlottetown, received a communication from the Deputy Minister of Trade and Commerce stating that in answer to a communication he has arranged to have apples and other freight carried on the Manchester boats from Charlottetown at the same rates as from Montreal. Last year apples from Charlottetown were carried at a higher rate. They also received assurance that all future shipments from Charlottetown will be handled as carefully as possible. This should stimulate further shipments to the Old Colony from this Province direct.

An exceedingly hot wave is passing over the country at the present time, and an unusual feature of the heat wave is that the maritime Provinces show the highest thermometer readings. Yesterday and the day before the mercury registered 90 here in Charlottetown, and today will equal or go beyond that mark. From Richibouctou, N. B., comes the intelligence of 104 in the shade; Halifax reports 100 and over, Moncton 90 and over. In Montreal the bulb is sliding back and forth between 90 and 100. New York reported 98 a couple of days ago with a higher tendency. All will admit that this is warm weather.

A very severe thunder storm prevailed in New Brunswick on Thursday last. The section where the storm was heaviest and which suffered most therefrom, was between Bathurst and Campbellton. At least four men were killed by the lightning several others suffered severely from electric shock and a number of buildings were set on fire and destroyed and other damage resulted. On the Tobique Road, not far from Campbellton, three young men were overtaken by the storm. One of them was killed instantly, another died after being brought to the hospital at Campbellton and the third is on the road to recovery. Two other men were killed not far away.



### Mail Contract.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until Noon, on Friday, the 10th August, 1912, for the conveyance of His Majesty's Mails, on a proposed contract for four years, six times per week each way, between

Heatherdale and Montague (Rural Delivery)

from the Postmaster General's pleasure. Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Office of Montague, Valleyfield, Heatherdale, Whim Road Cross, and at the office of the Post Office Inspector.

JOHN F. WHEAR, Post Office Inspector. Ch'town, July 8th, 1912. July 10th, 1912—3f



### Mail Contract.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until Noon, on Friday, the 16th August, 1912, for the conveyance of His Majesty's Mails, on a proposed contract for four years, six times per week each way, between

Byrnes' Road and Morrell Station (Rural Delivery)

from the Postmaster General's pleasure. Printed notices containing further information as to conditions of proposed contract may be seen and blank forms of Tender may be obtained at the Post Office of Byrnes' Road, Morrell Station, Pease's Station, Bristol, Sinoott's Road, and at the office of the Post Office Inspector.

JOHN F. WHEAR, Post Office Inspector. Ch'town, July 9th, 1912. July 10th, 1912—3f



### Synopsis of Canadian North-West Land Regulations.

Any person who is the sole head of a family, or any male over 18 years old, may homestead a quarter section of available Dominion land in Manitoba, Saskatchewan or Alberta. The applicant must appear in person at the Dominion Lands Agency or Sub-agency for the district. Entry by proxy may be made at any agency, on certain conditions by father, mother, son, daughter, brother or sister of intending homesteader.

Duties—Six months' residence upon and cultivation of the land in each of three years. A homesteader may live within nine miles of his homestead on a farm of at least 80 acres solely owned and occupied by him or by his father, mother, son, daughter, brother or sister.

In certain districts a homesteader in good standing may pre-empt a quarter section alongside his homestead. Price \$3.00 per acre.

Duties—Must reside upon the homestead or pre-emption six months in each of six years from date of homestead entry (including the time required to earn homestead patent) and cultivate fifty acres extra.

A homesteader who has exhausted his homestead right and cannot obtain a pre-emption may enter for a purchased homestead in certain districts. Price \$5.00 per acre. Duties—Must reside six months in each of three years, cultivate fifty acres and erect a house worth \$300.00.

W. W. COBY, Deputy of the Minister of the Interior.

Interest in Foreign Missions Reacts strongly on our work for the Church at home.

American Catholics are beginning to realize the principles of Christian Democracy in touch with the Acts of present day Apostles among heathen peoples.

Read: The Field Afar, ORGAN OF THE NEW Catholic Foreign Missionary Seminary.

Subscription: Fifty Cents a Year. Send in stamps if preferred. Associate Subscription: 1 Dollar. Enclose a One Dollar Bill.

THE FIELD AFAR, HAWTHORNE, N. Y.

July 8, 1912—3f

J. A. Mathieson, E. C. & A. MacDonald, J. S. Stewart.

Mathieson, MacDonald & Stewart, Newson's Block, Charlottetown.

Barristers, Solicitors, etc. McDonald Bros. Building, Georgetown.

### The Market Prices

Butter	0.22 to 0.24
Eggs, per doz.	0.20 to 0.22
Powder	1.00 to 1.50
Chickens per pair	0.90 to 1.25
Flour (per cwt.)	1.00 to 0.00
Beef (small)	0.10 to 0.14
Beef (quarter)	0.08 to 0.9
Mutton, per lb.	0.08 to 0.9
Fork	0.9 to 1.04
Porkloins (back)	0.49 to 3.00
Hay, per 100 lbs.	0.65 to 0.70
Bk Oats	0.80 to 2.65
Hides (per lb.)	0.10 to 0.60
Calf Skins	0.00 to 0.12
Sheep pelts	0.35 to 0.50
Onion (per cwt.)	0.60 to 0.60
Turkeys	0.12 to 0.15
Turkeys (per lb.)	0.20 to 0.21
Geese	1.35 to 1.75
Pressed hay	12.00 to 15.00
Straw	0.35 to 0.40
Ducks per pair	1.00 to 1.50
Lamb Pelts	0.25 to 0.30

### Morson & Duffy

Barristers & Attorneys  
Brown's Block, Charlottetown, P.E.I.  
MONEY TO LOAN.  
Solicitors for Royal Bank of Canada