

THE HERALD

WEDNESDAY, AUG. 31st, 1904.

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New Light on the Railway Deal.

(Mail and Empire.) Mr. Bole, who is the Liberal candidate in Winnipeg, has just published an interview, in which he says: "I think it a pity that the new transcontinental line could not have absorbed the Canadian Northern. Had this been done as was rumored, the Province of Manitoba would by that arrangement have been relieved of a contingent liability that will some day be a serious menace to the provincial credit. I think the proposed road will, or should, solve the transcontinental transportation problem for years to come. Surely two open to ocean highways are sufficient for a population of six millions."

The Canadian Northern is our second transcontinental road. The country has subsidized it liberally, and in the course of time it will be a completed work. In discussing the Grand Trunk Pacific this fact is often lost sight of. We were bonusing and paying for the Canadian Northern when the Grand Trunk Pacific scheme was launched at Ottawa as a third railway for the country to carry. Now, the Grand Trunk Pacific and the Canadian Northern will run side by side in the North-West. We are subsidizing one road—the Canadian Northern—and are guaranteeing the bonds of another to parallel it all the way from Winnipeg to the coast. From Winnipeg east to Port Arthur the Canadian Northern has a line which was bonused both by the Dominion and by the provinces. The condition upon which the bonuses were given was that the line when completed should be open for the use of the Grand Trunk if that company desired to run its trains over it. It was the Government policy that the Canadian Northern from Port Arthur to Winnipeg should be controlled in such a way as to permit all railways to use it on fair terms. Thus the Grand Trunk, the Both line, and even the Government system would find a way to Winnipeg via the Canadian Northern from Port Arthur. To-day instead of giving the Grand Trunk entrance to the West over the Canadian Northern by way of Port Arthur, as provided for by law, what is the Government making us do? It is compelling us to build at the public expense a new railway from Winnipeg east. Every cent of the cost the taxpayer has to bear. We pay through the Federal for this enormous line, and are required in addition to give out of the provincial possessions \$400,000 and 2,000,000 acres of land in order to make a branch to Port Arthur. The facts are deserving of re-iteration. Four years ago we were induced to give a large subsidy to the Canadian Northern on the ground that the Grand Trunk would have the use of that line between Port Arthur and Winnipeg. Provision was thus made for the entrance of the Grand Trunk to the West, and we were to pay nothing more under that head. Immediately after the line had been built the policy changed, and we were compelled to build another line for the Grand Trunk, paying from the Ottawa treasury every cent that it will cost. This line points to the north. It side-tracks Port Arthur, and threatens to carry business away from that port. In order to save Port Arthur the province has to come to the rescue, and to give \$400,000 and 2,000,000 acres of land to get a branch down to it. The remarks of the Liberal candidate in Winnipeg are a strong condemnation of the railway policy of the Government which he supports. It would be a surprise if the mass of the Liberals are not of the same way of thinking as this gentleman. Why did the Government change its policy? Why did it declare that the Grand Trunk, which could have got into the West at no large expense to the public, should be ruled out unless it would consent to a huge scheme, which, as we all know, has all the earmarks of a steal? Why should Mr. Sifton oppose the entrance of the company on the cheapest and speediest terms? Why should he stand out for a plan which calls for the expenditure of \$150,000,000 of public money when there was an easier and a quicker way of making the connection?

News of the War.

Tokio, Aug. 25.—The final assault on Port Arthur is imminent, and the Japanese guns continue to pour a destructive fire into the city and harbor along the line of forts and entrenchments preparatory to the infantry assault. It is evident that the Russian lines have been weakened and partly penetrated in the vicinity of the Antonov and Ileson forts. The entire line of Russian defenses immediately about the harbor within range of Japanese guns and a number of Russian forts and batteries continue a vigorous fire. The Japanese death toll will be heavily increased before they are captured. The direction of the Japanese attacks creates the impression that the city and its defenses on either side of the entrance of the harbor will fall first. The final stand will be made at Liao Tchen. Chaofoo, Aug. 25.—Golden Hill, White Marble Mountain and Lolo Mountain are now the only main forts secretly held by the Russians at Port Arthur. The others are held by them but are subjected to an artillery fire which renders their tenure uncertain. Fort No. 5, which has recently been reported to have been taken by the Japanese and retaken by the Russians is again declared to be in the hands of the Japanese. A report says that the new European section of Port Arthur is in flames. It is supposed that the Japanese are using 300 heavy calibre guns taken from the harbor defenses of Kobi, Nagasaki and Yokohama.

Tokio, Aug. 25.—Japanese official channels of information remain closed and the Navy Department's announcement of the striking of a mine by the battleship Sebastopol, and the firing upon the Russian forts by the cruisers Nishin and Kauga yesterday are the only disclosures made for several days. It is believed here that both mines have suffered by the explosion, and that the final record will make the siege the bloodiest since Sedan. The Japanese are supremely confident of the ultimate result. The leaders of the Government await the outcome in calm assurance. The people are everywhere decorating streets and houses and awaiting arches and flagstaffs in preparation for the national celebration of the expected victory. Further details of the disabling of the Russian battleship Sebastopol have been received here. It seems that on Tuesday after Japanese landed forces from a position outside of Port Arthur, the battleship struck a mine and was disabled by the explosion. She was towed into Port Arthur. The Japanese battleship Asahi was detailed to watch the Sebastopol. Her commander reports that the Russian battleship emerged from Port Arthur Tuesday morning and co-operated with certain Russian batteries in bombarding the Japanese forces on shore. This firing had been kept up for several hours, when the Sebastopol suddenly struck a submerged mine. The explosion caused her to list heavily to starboard and at the same time she lurched forward, almost burying her bow under water. She was towed back into Port Arthur by the Admiral Katsuka. Reports that the Japanese cruiser Nishin and Kauga fired upon the Russian forts on Tuesday. They discovered that the Russians were shelling the Japanese land forces from a position near Lungtze. The Nishin and the Kauga steamed in silence the Russian guns. Kantszrin, Aug. 27.—Contrary to the expectations of the Russians, the Japanese are beginning to advance along the whole line of the Russian eastern front. On the morning of August 24th there was a rifle skirmish and on the next day the Japanese artillery opened fire. On both days the firing ceased at dusk and the small enemy displayed by the Japanese might be taken to indicate that it was merely a demonstration on reconnaissance in force. On the morning of the 26th, however, rifle and artillery fire was renewed with an energy that left no doubt that a severe battle was intended. The Japanese pushed the attack against the Russian right flank and centre concentrating the fire upon the first battery of the third brigade. Three officers and several men were wounded early in the day, but the battery held the position and repelled the Japanese fire with such a marked effect that General Iwasaki sent a congratulatory message to its commander. The Japanese several times attempted to cross Liao River but only a few succeeded and these were forced to hide in the fields of corn. At two o'clock in the afternoon the artillery fire became as hot as it was at Vafangou but it fluctuated considerably and occasionally the Russian fire almost silenced that of the Japanese. The rain fell in torrents but it did not stop firing and later in the evening several Russian companies moved forward to the attack. It is not yet possible to state definitely the result of the battle, but it is claimed that the Russians were successful.

London, August 29.—The correspondent of the London Chronicle, with General Kuroki cabling under date of August 25th, says:—The fall of Port Arthur is imminent. The Japs are now within the main defenses and their guns command it down. Desperate fighting occurs day and night, and the losses on both sides are enormous. The Russians are making furious attacks, but the Japs are clinging to the positions they have won as so great a cost. There is a report this morning that the fortress has fallen but it is not confirmed. The correspondent at Tian Sin of the Standard, cabling Saturday says: Confirmatory details have arrived and represent the Japs as having reached a point within twelve hundred yards from the new town at Port Arthur—the west side and being within a mile of East Dock basin on the East side. Strong reinforcements are hurrying from Dalny and Pitswo leaving the reserves at both places.

St. Petersburg, August 30.—A decisive battle opened at ten o'clock this morning near Liao Yang, the Japanese attacking the Russians on the latter's chosen ground.

MARRIED.

At St. Mary's Church, Montague, on Tuesday, the 23rd inst., by Rev. Stephen P. Phelps, P. P. William Ellsworth Bagall, of Brooklyn, New York, to Winnifred Macdonald, second daughter of Ansel C. Macdonald, Montague.

At St. Bonaventure's Church, Tracadie Cross, by the Rev. P. D. McQuigan, on Tuesday, 30th August 1904, Rosa A. Macdonald, of Charlottetown, Barrister, to Margaret J. Macdonald, of Glenfalls, Township 36.

At St. Dunstan's Cathedral, Charlottetown, on the 29th inst., by Rev. Dr. Curran, Mr. John Trainor of Haddisey & Trainor, to Miss Josephine Smith, daughter of Mr. Henry B. Smith.

Obituary.

On Thursday 25th ult., an Emery Wheel in the factory of J. M. Clark, Summerside, burst causing the instant death of Thomas Hickey. The funeral was one of the largest ever seen in Summerside and was in charge of Branch 215 C. M. B. A., of which Branch Bro. Hickey was an honored member. The members of above Branch marched from their Hall on Saturday morning, 27th ult., accompanied by members from the neighboring Branches, to the home of the deceased, where they were joined by three fire companies, Bro. Hickey having been an engineer of the Steam Fire Engine "Beaver," and proceeded to St. Paul's Church where a High Mass of Requiem was sung by Rev. J. C. McLean.

The church was filled by a large congregation of all denominations. The pall-bearers were, Bro. Mayor McNeill, Fiddell Perry, Joseph McCullough, J. R. Kenny, J. M. Noonan, and S. G. Cameron. After the last rites were performed, the procession reformed, and marched to the Catholic Cemetery, where all that was mortal of Bro. Hickey, was laid to rest, to await the resurrection morn. R. I. P. I. B. S.

We deeply regret to be obliged to record in our obituary column today the death of Mr. Johnston, wife of Mr. John Johnston of this City. The sad event occurred on Saturday morning the 20th inst., at the residence of her son, Rev. J. F. Johnston, P. P. St. Margaret's, whether the deceased had gone on a visit. Her illness was pneumonia, and was of just a week's duration. She died in her 70th year, and on the 50th anniversary of her marriage, after devoutly receiving the last Sacraments at the hands of her son. Her remains were brought to the City by train on Saturday afternoon, and the interment took place on Monday morning. The funeral from her late residence to St. Dunstan's Cathedral on Monday morning, was very largely attended by all classes of the community, who turned out to pay their tribute of respect to the memory of the deceased. The High Mass of Requiem was celebrated by her son, Rev. J. F. Johnston, who also performed the service at the grave. She leaves to mourn, a disconsolate husband, four sons and one daughter. The sons are Rev. J. F. Johnston, J. J. Johnston, Barrister of this City, William Johnston, M. D., of Boston, and Richard E. Barrister, also of Boston. The two last named were present, with the other members at the funeral, having arrived home Saturday night. Mrs. Johnston was an exemplary Christian woman, who unquestionably devoted her life to the duties of her station and to the welfare of her family. She was a good neighbor, kind and charitable, and was much esteemed by her acquaintances. To her husband, and the other members of the family we tender our sincere sympathy in their sore bereavement.

Emperor Nicholas' Manifesto.

The manifesto of the Emperor Nicholas on the birth of an heir to the throne, published recently, abolishes corporal punishment among the rural classes and for first offences among sea and land forces. It also remits all arrears owing to the State for purchases of land and other direct imports, and sets apart \$1,500,000 from the state funds for the purpose of forming an insalubrious fund for the benefit of indigent people. As to Finland it grants amnesty to those Finlanders who emigrated without authorization and remits fines imposed upon the rural and urban communes of Finland who refused to submit to military conscription. It also remits the fines imposed upon Jewish communes in cases of Jews avoiding military service. The manifesto provides for an all round reduction in the sentences of persons convicted for common law offences while a general amnesty is accorded in the case of all political offences, with the exception of those in which murder has been done.

Wedding Bells.

MORNING—KERR.—A pleasant social event took place at St. Peter's Bay on Tuesday, the 16th inst., when Mr. Joseph Morrison, of St. Peter's, was united in marriage to Miss Mattie Kerr, of Glenoe. The bride was attended by her cousin, Miss Castle Sutherland, while Mr. Seymour McAlay supported the groom. Both bride and bridegroom were appropriately gowned for the occasion and looked charming in their stylish bridal robes. The marriage ceremony was performed by Father Gillis, and at its conclusion the party drove to Souris, where they took dinner at Hotel Imperial. Returning in the afternoon they drove to their future home where a number of friends had assembled in honor of the occasion. The bride and groom received many useful and valuable presents. After spending a pleasant evening the guests departed wishing Mr. and Mrs. Morrison happiness and prosperity in their journey through life.—Com.

DIED.

At Bloomfield on Saturday August 13th the death occurred of Miss Fanny McWilliam at the comparatively early age of 18 years. R. I. P. At the residence of her son, Rev. J. Johnston, P. P. St. Margaret's on the 20th inst., Mrs. John Johnston of this city, aged 70 years. May her soul rest in peace. At Kinkora, Sunday, 21st, Minnie Monaghan, eldest daughter of Mr. Patrick Monaghan, Kinkora, at the youthful age of 18 years. R. I. P.

At noon, on the 25th of August, 1904, Miss Susan McCourt, Kinkora, passed peacefully away, after a lingering illness, in the 52nd year of her age. R. I. P. In this city Aug. 27th, Ellen beloved wife of George Moran, in the 68th year of her age. R. I. P.

At Bear River L. Road, on July 24th, Mrs. Mary (Charles) McDonald widow of the late Stephen McDonald, of Grand Tracadie, aged 73 years. She bore a long and painful illness and many labors, with Christian patience, and resignation, and died as she lived, a devout and practical Catholic. She leaves two daughters, Mrs. Alex. W. McDonald, of Bear River, and Mrs. John McRae, of Rollo Bay, who will cherish her memory as a kind and Christian mother. May her soul rest in peace.—(Other papers please copy.)

LOCAL AND OTHER ITEMS.

Rev. Dr. Morrison has been appointed by His Lordship the Bishop, Vicar-General of the diocese of Charlottetown. Congratulations.

At the market yesterday hay brought from 65 to 80 cts per cent. New oats were 38 to 40 cts a bushel and white oats old were 45 cts. Potatoes were, wholesales, about 30 cts, retail 55 to 60 cts.

Minard's Liniment cures Distemper.

The Harvest Excursions.

The Canadian Pacific Railway announce two Harvest Excursions, tickets for which will be on sale from points in Nova Scotia East of New Glasgow September 16th and 23rd, from other points in Nova Scotia and from points in New Brunswick, September 17th and 24th. Round trip second class tickets will be issued to principal points in the Canadian North West, good for return within sixty days. Rate St. John to Winnipeg and return \$30.00 to Regina and return \$33.75, to Calgary and return \$38.50, to Edmonton and return \$40.50, equally low rates to other points. From points on the Intercolonial and Prince Edward Island Railway tickets will be issued at rate made by adding two second class one way fares from starting point to St. John to the rates quoted from St. John. From points on the Dominion Atlantic Railway tickets will be issued at rate made by adding the round trip to St. John to the rates quoted from St. John.

Keep Minard's Liniment in the House.



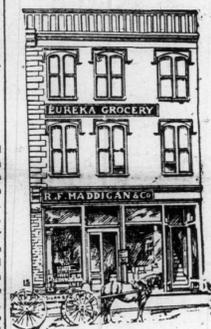
Going to Business College This Year?

If so you want to attend the Union Commercial College. Why?

- Because its teachers are up-to-date, practical men,
Because students waste no time,
Because students receive personal instruction,
Because our students receive a practical training that fit them to do all forms of office work,
Because the work done at our College last term was unsurpassed.

Write for our new prospectus. Address W. MORAN, Prin. Offer's Building, Queen St., Charlottetown.

Tea Party Supplies!



We are headquarters for Teaparty AND Picnic Supplies

We manufacture several lines of Drinks and have special agencies. We have supplied most of the large Teas so far this season. Satisfaction Guaranteed. Write us for prices.

R. F. Maddigan & Co., Eureka Grocery, QUEEN STREET, CHARLOTTETOWN, P. E. I.

CANADIAN PACIFIC

TORONTO Exhibition IN COMFORT BY THE Canada Pacific Short Line.

Rates from St. John, N. B. \$20.55 Going August 30th to September 8th, 1904. \$16.50 Going September 1st and 6th, 1904.

All Tickets Good to Leave Toronto not Later than September 13th, 1904. For Tickets, Sleeping Car, etc., Call on nearest Can. Pac. Agent or write to C. B. FOSTER, D. P. A., C. P. R., ST. JOHN, N. B.

Farm Laborers Excursion!

Thursday, September 1st, from P. E. Island. \$13.50 GOING, \$19.50 RETURNING.

In order to provide better accommodation for the Farm Laborers, special trains, and a special trip of the S. S. Northumberland will be arranged for, as follows:

Table with columns: STATION, TRAIN DEPTS., STATION, TRAIN DEPTS. listing routes and fares for Farm Laborers Excursion.

STEAMER NORTHUMBERLAND LEAVES 9 P. M.

- (1) Going and returning rates apply to and from all stations.
(2) Tickets will be on sale at above stations.
(3) Laborers must get tickets before boarding train.
(4) Laborers should take train from above stations.
(5) See that you have verification certificate as well as passage ticket to Winnipeg.
(6) Baggage must be marked with owner's name, and home address before checking.
(7) Hand grips should not be checked.
(8) Farm Laborers Tickets will not be good on regular morning trains of Thursday, September 1st, 1904.
(9) Farm Laborers will not be carried on 10.15 a. m. trip of S. S. Northumberland, Thursday, Sept. 1st, 1904.
(10) Passengers will not be allowed on S. S. Northumberland special trip, 9 p. m., Thursday, Sept. 1st, without tickets, which will be lifted at gangway.

C. B. FOSTER, D. P. A., C. P. R., St. John, N. B. F. W. HALES, Mgr. C. S. Nav. Co., Ch'town, P. E. I. G. A. SHARPE, Supt. F. E. I. R., Ch'town, P. E. I.

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. Signed in the presence of H. H. Hyndman.

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. Witness, H. H. Hyndman. Aug. 27.

MEET ME AT THE ALWAYS BUSY STORE

Trunks

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.

Special Sale OF

Washable Silks!

At 25c. per yard.

Saturday morning we place on sale a line of very pretty wash silks suitable for waists, at the very low price of 25c. per yd.

New Kid Gloves!

We are now showing our new kid gloves in all the New & Leading Shades

\$1.10 and \$1.35.

SPECIAL SHOWING OF

Ready-to-Wear

HATS!

On Saturday morning. Besure and see them

F. Perkins & Co.