

THE HERALD

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Laurier and The G. T. P.

It is noticeable that in all the reports of the speeches made by Sir Wilfrid Laurier and his touring party in the west no reference is made to the Grand Trunk Pacific, that white elephant which is eating away the millions of borrowed money. The Premier with consummate tact—a tact that oftentimes savors of deception—has failed to tell the people of the west where he got his famous "mountains of information" which led him to state that the cost of the entire road to the people of Canada would be only \$13,000,000. He omitted to explain why two years later from his seat in Parliament Mr. Fielding declared that the cost would be \$53,000,000, an estimate he added based on competent engineering authority. What are the real facts of the case. The National Transcontinental according to the admissions of the Minister of Railways last session will cost between \$225,000,000 and \$250,000,000, and the present indications foreshadow that this enormous sum will have been expended very largely in the interests of United States ports, such as Portland and Providence, and our own Canadian ports of Halifax and St. John will be sidetracked, and this in spite of the fact that the Maritime Provinces are doing their share towards providing the money to build the road.

The Grand Trunk Railway absolutely controls the Grand Trunk Pacific Railway, dictates its policy and governs its operation but the Grand Trunk is not obliged to seek an outlet to the sea far freight originating on the Grand Trunk Pacific via the ports of Canada. It will be cheaper for the Grand Trunk to carry freight to Portland and Providence than to St. John and Halifax and that course will undoubtedly be followed. Sir Wilfrid Laurier refused to have inserted in the contract a clause protecting the interests of the Maritime ports of Canada and once more have Canadian interests been sacrificed by reason of the sheer obstinate stupidity of the men now controlling the destinies of the country, from the Atlantic to the Pacific. "How long? How long?"

The eastern section of the National Transcontinental is being built with borrowed money. The credit of Canada has been pledged by this band of small politicians to build a Laurier monument. From the very commencement of the undertaking to the present moment there has been an attempt on the part of the government to deceive the people not only as to the cost of the road but the character of the country through which it would pass. Thus Sir Wilfrid Laurier in one of these airy flights of eloquence in which plain ordinary common every day horse sense is as scarce as the egg of the Great Auk painted a roseate picture of the line from Moncton to Winnipeg up in the northern wilds passing through a fertile country blossoming like a rose, a veritable promised land of milk and honey. The truth is the Winnipeg to Moncton section of the National Transcontinental will be a dead weight on the whole undertaking. There will be little milk and honey in the north, and Sir Wilfrid Laurier glowing des-

cription was a kind of narcotic applied to soothe the people of Canada into sweet dreams of future prosperity due to the building of the National Transcontinental. But the people are awaking from their dream. They went to be shown. It must surprise the Premier and his colleagues very much to have their words doubted, but the sight of some of that milk and honey and a smell of those roses which are said to bloom so luxuriantly on both sides of the northern steel, would be more satisfying than all the idle vapors of a discovered charlatan.

When the history of the Grand Trunk Pacific comes to be written the people of Canada will understand where their money has gone. The eastern section was given over to a commission made up of men who knew no more about the building of a railway than they did of the composition of Halley's comet. Politics has entered into every detail. The gravest possible charges of fraud have been stifled by the grip of the partisan majority of parliament. The light of day has been blocked from shining on the construction of this road. All the people have to do is to put up the money for Liberal hirelings to grow fat upon. For all of this Sir Wilfrid Laurier, that suave gentleman who tells the people he is proud of Canadians, is primarily responsible. But Sir Wilfrid can rest assured that the pride is confined entirely to one side.

The Stanley and Earl Grey, ice-breaking steamers, with which the people here are quite familiar, have both been testing the Hudson Bay route. The Earl Grey is still in Hudson Bay; but the Stanley has returned to Halifax and is now in Nova Scotian waters. From the reports of the Stanley's officers, the outlook for navigation in this northern region is not very encouraging. The Stanley was in this northern region about the most favorable season of the year—between the middle of July and the middle of August. She arrived at Port Churchill on the 27th of July and left on the 29th; but even at that season encountered much heavy ice. The thermometer, we are told, was all the time at the freezing point or lower. On her way in she found a schooner stuck in the ice and towed her to within fifteen miles of Nelson. A twelve inch hawser had to be used, and even this was broken. Much more ice was encountered on the return than in going. It extended for miles out into the bay and more than once brought the steamer to a sudden stop. It is said that new ice commences to form in September and this uniting with the old, navigation of any kind soon becomes impossible. From this brief account of the conditions in Hudson Bay, it may readily be seen that navigation in those waters is reduced to a minimum. What would be the sense of building a costly railway to connect Saskatchewan with a place like Hudson Bay?

Taking it all in all, the farmers have found Sir Wilfrid a smooth sophist who, when confronted with the evidence that he has not kept a promise, undertakes to placate his accusers by making more promises. It is plain as anything can be that Sir Wilfrid on this tour, in which he has met the representatives of the great agricultural interests face to face, has lost prestige as no Premier of Canada ever did before. The domination of the West can scarcely retain confidence in a man who has no more to say to a direct accusation than that he has violated his

pledged word.—Edmonton Journal.

If imitation is the sincerest flattery the government of New Brunswick is to be congratulated on the fact that the forward step taken by the administration in procuring a reduction in the price of school books is to be followed by similar action on the part of the governments of Prince Edward Island and Nova Scotia. The island has already determined to make the change and Nova Scotia now has a committee investigating the subject in New Brunswick and Ontario. The policy adopted by the governments of the last named provinces is but a further illustration of the truth so long recognized in Canada, that the people must look to the Conservative party for the initiation of legislation tending to the protection and benefit of the people generally.—St. Croix Courier.

Joe Martin, now visiting in Vancouver, says the question most frequently asked him by the Liberals in England was, why did the Liberals of Canada, elected on a free trade platform, fail to carry it out? To which the Candid Joseph replied to all and several that the Canadian Liberals were out for a graft; that they threw down their constituents in order to get a big campaign fund from the Manufacturers' Association. Mr. Martin is not popular with Canadian Liberals: Maybe his remarkable theory that parties should adhere after election to the promises on which they were elected, has had something to do with it.—Regina Standard.

Hon. Frank Oliver ran into a fuselage of laughter Saturday evening when addressing the Laurier meeting in Calgary. He had been dining into the audience for a quarter of an hour the benefits of Liberal rule with an enology of Sir Wilfrid. "We do not come here," he went on, "to talk politics." He waited for applause, but in its place came a roar of laughter, in which even those on the platform joined. This was evidently an unbilled clown act in the Great Laurier Circus.—Stratford Herald.

5,000 Greet Mr. R. L. Borden.

Distinguished Leader Had the Most Successful Meeting of Year at Grand Bay—Predicts Victory for Candidates.

Glouce Bay, Aug. 21.—The political demonstration which took place here on Saturday in honor of Robert L. Borden, his lieutenants J. E. Doherty, M. P. of Montreal, J. W. Maddin, M. P. and others, was one of the most successful and enthusiastic of Mr. Borden's eastern tour. The weather was beautiful and during the late afternoon throng of people were in the field where the addresses took place.

The picnic was held in a large field at the rear of the town hall. Messrs. Borden and Doherty arrived shortly after 3 o'clock and after the leader and Mr. Doherty had been introduced to a large number of the gentlemen present, the meeting was formally opened. Messrs. Doherty and Maddin spoke in the afternoon and Mr. Borden at night when 5,000 people were present.

Mr. Maddin touched upon local politics largely, but made a forceful plea to the young men to stand by Mr. Borden as they had in the past.

Ex-Judge Doherty was the next speaker and received a hearty ovation.

Judge Doherty said that this was his first visit to Cape Breton, but he was coming again. "My trip through this island," said Judge Doherty, "has been one long admiration for these great industrial undertakings."

He had sat in the Hen for two years, he said, and had come to the conclusion that the present government of Canada, dominated by Sir Wilfrid Laurier, is controlled and carried on for the benefit of those in power and those who stand with open palms behind them. He dealt at considerable length on the Quebec

Bridge scandal, the shameful waste of the people's money for new post offices in villages where revenue does not exceed \$200 a year and other frauds.

MR. R. L. BORDEN.

Amid enthusiastic cheers Mr. Borden stepped on the platform round which they passed to hear his address. The leader spoke for upwards of an hour and gave one of the most masterly arrangements of the maladministration of the Liberal government ever heard in this part of the country. The distinguished speaker was in fine form and excellent voice, every sentence ringing out sharp and clear and could be heard at the distant outskirts of the great crowd. As a prelude to his criticism of the Liberal administration which followed Mr. Borden spent some time in the discussion of local affairs and concluded this part of his address with an earnest appeal for thorough organization and a generous spirit of optimism. He added a confident prophecy that when the coming local contest had closed Mr. Dodgins and Mr. Butts would be the representatives of the county of Cape Breton in the legislature.

Through 400 Miles of Ice.

The Halifax Acadian Recorder gives the following account of the voyage of the Steamer Stanley to Hudson Bay and return:

The Government steamer Stanley arrived back from Hudson Bay last evening (Thursday 18) after a quick trip. She left Halifax on July 2, and Sydney on July 7, and was the earliest ship to pass through the Hudson Straits for years. During the passage they went through about 400 miles of ice. The officers were: Captain W. J. Dalton, first officer R. O. Rhude, second officer Kenny, chief engineer J. T. Meredith. A story of the trip was obtained from the officers this morning:

After encountering thick fogs they met the first iceberg at the east entrance to the Straits of Belle Isle on July 16, and two days later they anchored off Port Berrell. The next day (the 19th) they ran into drift ice in the bay. On the same night they met heavy ice, and on the 20th the field ice was very thick and continued so through the Hudson Straits. On the 21st scattering ice was met. On the 22nd, very heavy ice was run into, and the Stanley was obliged to cut her way through by the usual method of running ahead and then astern, thus breaking up a passage way for herself and her tow, the three-masted schooner Christie G. Thomey. It was on July 19th, that the Thomey was met and taken in tow to Port Churchill, which place they reached on July 25, and landed the surveying party and discharged the provisions and supplies. On the evening of the 27th the Stanley started for Port Nelson with the Thomey still in tow and anchored on July 28th, 15 miles off land. The water was very shallow, being only 94 fathoms. On July 30th the Stanley left Nelson for their homeward trip, July 31st, they met heavy ice, which continued to August 3rd, when they met the auxiliary schooner Jennie, also chartered by the Dominion government, on her way up. On August 4th, they passed large icebergs and were enveloped in fog. The same night they anchored at Port Berrell, where Capt. J. Miles, R. N., went out surveying with some of the ship's crew.

They remained at Port Berrell for three or four days awaiting the arrival of the C.G.S. Earl Grey. On August 7th heavy ice came into the harbor. The next afternoon the Earl Grey arrived at Berrell and pilots were exchanged, pilot Samuel Bartlett going on the Earl Grey on her way to Nelson, and pilot Harry T. Bartlett transferring to the Stanley.

The Earl Grey sailed for Nelson on Aug. 9th, at 4 a. m., and on the same afternoon the Stanley left for Halifax via Sydney. An hour after the start was made they ran into heavy ice and on the next day they met a very large iceberg, and owing to the fog the Stanley had to steam slow.

On August 13th she arrived at Sydney, and reached here last evening. During the entire trip the lowest temperature of the water was 50 degrees above zero, and the lowest temperature of the air was 31 degrees. All those on board purchased souvenirs of the trip, in the way of skins, Esquimaux gloves, etc.

From the reports of those on board the Stanley as to the shoal water at Nelson, it is probable, unless the surveying party can

find a proper channel, that Churchill will be selected as the shipping port of the Hudson Bay Railway.—Halifax Recorder.

The Battle of Cardigan Plains.

Rejoice honest freemen and lead me your way, For something has happened your spirits to cheer; The big Grit Gollish who long ruled our Isle By Graft and by Boodle and by Arts that were vile On Cardigan Plains is now lying low Where on August the tenth he received his death blow At the hands of the free honest Cardigan men Who could not be bought for a five or a ten. Chorus. Then Hip! Hip! Hurrah! for the Cardigan men!!! Cheer them and toast them and cheer them again! The free men who fought for the right un-dimmed And laid in the dust the black Boodle Brigade. But a few weeks ago the big Breggart wrote To our valiant leader this proud haughty note: "As Cardigan meet me or henceforth cease To dish out with your ever dry my well-deserved peace." Quick answered our Leader: "Our cause is just, And soon your loss misdeeds shall all bite the dust; Proud Tyrant, you're warned for your fate To prepare For your losses we shall give to the birds of the air." Chorus. Then the big Belly blew a shrill bugle call To his henchmen and grafters and bootlers all To muster their forces on Cardigan Plains For the greatest and fiercest of all their campaigns. "All, all is at stake, for the Tories declare If the battle they win no man will they spare, Each man will they punish for his crimes per degree From the Premier down to his faithful Cook and Cook's Cook. From all points there swarmed men of all shapes and sizes, Hoodlums and Grafters and Road Supervisors, All primed to the throat and with blood in their eyes For their party to fight and for booties to die. If the battle they win they were all of them told This land would be theirs with its wealth and its gold, And each swore by his beard he never would yield Till every vile Tory lay dead on the field. Chorus. Baron Rothchild was wired and in piping haste came With a wad of the needful to finance the game, And a bevy of lawyers buzzed about like horn-flies Who, if Justice could see them, would open her eyes. The famed "Printer's Devil," as fitting, was there To see all was done on the level and square, Cook by jove with "Sly James" the Governor's Cook. Who wears a brass medal for doping the soap. Chorus. Then the great Nelson spoke: "Friends, Boodle's, All, Let this be the day of the Tories' downfall, Blood loyal Grits for Boodle and me, From the Premier right down to our faithful Cooks!" Then "Sly James" made answer: "The great cooking art Is a noble profession, we swear to my heart, But we'll go further there in a favor or two Which if you will grant me your bidding I'll do. Chorus. The first thing I saw is a roadway to meet My well beloved henchman my good "Little Pat," So that I may send him the goods piping hot For the men of Lorne Valley who need the hot shot." "Thy already granted," replied good Sir James, "And besides honest cook to still further your aims In our wisdom we've opened an underground pass To meet with the Vet who is working Dundas." Chorus. "Many thanks," cried the Cook, but before I begin At all hazards save me from big Paddy Flynn Who has threatened to break every bone in my skin Till I give me the shivers to hear "Paddy Flynn." "Fear not," quoth His Highness, I'll get Scotland Yard To send you by wireless a strong body-guard. So forget Paddy Flynn my good gentle cook, Pursue your high calling and laud the soap." Chorus. "Alright noble Master, I'm an expert you know In larding the soap or in handling the dough; Provide me a candle and plenty of fat, A little of this and a little of that, And I'll mix a delicious in every way fit To tickle the palate of Tory or Grit. It is fall to bring victory," declared the honest cook, May I down in a vat of my own deppy soap. Chorus. Then T. L. reviewed the great glibbed host, And addressed to each Captain his duty and post; The center to James and his skilled super-visors, Flashed right and left by the grand organizers. While "J. J." and "Langley" were given command Of the Soap's outposts a most motley band, And a speaker from Town spanned up a tall tale To signal the news to the faithful Cooks. Chorus. At nine o'clock the great battle began

And for hours 'tween a struggle of man against man; When the hand of the clock reached the hour of noon All stands hushed and the Grit Boodle's' doom; The faster and faster the battle went round Still faster the Boodle's were steering the ground, While above all the din could be heard the fierce cheer Of the bootlers still yelling for "Soup, more Soup!" Chorus. Just as five of the clock the cheering news right— That at Baldwin's steep heights the Gollish was slain, And his henchmen all doomed, as each pass and gleam Was held by John A. and his valiant men. Then the Cardigan men with a loud ringing cheer Charged the centre now reeling and quaking with fear, And the Boodle Brigade fell in headlong dismay For the Cardigan men had now gained the day. Chorus. In the panic which followed 'tis said that the Cook Was seized with the shivers and abandoned the soap; In the confusion which followed what happened the dough To none but the Elect it is given to know; But what's more important to me and to you Gollish has met with his grand Waterloo, And our fair Isle so long that was robbed and betrayed Shall soon be relieved of the Boodle Brigade. Chorus. Now Hurrah for our Leader, his praises proclaim! For Dewar, McDonald, McKinnon, McLean, Moloney and Fraser who stood for the right And the Breggart men—in the thick of the fight! And Hip! Hip! Hurrah! for the Cardigan men Who could not be bought for a five or a ten, And gave to the gutter the Government soap. So unannounced by the wily old Cook. Chorus. Then a cheer and a toast for the Cardigan men! Silets, and Silets, and Silets again! Long may you live for your strong arm to aid In ridding the land of the Boodle Brigade. Baldwin's Road, Aug. 1910. P. C.

Lives Lost in Forest Fires in Montana.

Eighteen known dead and hundreds missing in Great Northern State has experienced.

Minneapolis, Mont., Aug. 21.—Merrillously and relentlessly the forest fires in Western Montana are sweeping over a vast area, driving hundreds of fugitives before them, destroying small settlements and ripping out of existence millions of dollars worth of property. The situation tonight is more serious than it was in the early morning, except as to Wallace, Idaho, where it is believed that nearly half of the city will be leveled. Communication with Wallace to the west has been possible at intervals today, but outward it is entirely cut off. It is known that the entire east half of the town above seventh street has been burned. West of this a hard fight is being made, and with an improvement in the water supply there is some chance that the flames may be driven back. For a few minutes this afternoon the Daily Missourian's reporter at Wallace had a wire. He summarized the situation as follows: "Thirteen lives have been lost; property loss one million; five still threatened." Elsewhere in the fire zone, the situation has gone from bad to worse today. The most serious incident was reported late today from the St. Joe county, where 150 men engaged in the forestry service are missing and it is feared they have been burned to death. When the fire approached the camp where there were 200, two of the fighters took a horse, and, riding the animal to death, reached another camp and organized a rescue party, which penetrated the fire at Eldred.

About a thousand refugees have been brought into Missoula today. There is much distress among them. Their wants are supplied by Missoula people and they have given temporary homes.

The first of the train came in over the Northern Pacific's "Over 12 Miles" branch and brought the passengers who had been in the stater's hospital at Wallace, and as many refugees as could find place on the small train. There were 200 on this train, a second train at noon brought as many more. These people came from the small towns along the line between here and Wallace. Many of them had been rescued from their sleep by the people on the train, whose summons had been the first intimation that the fire was near; there had been no signs of it when the people went to bed Saturday night. In some instances these people occupied only scantily clad.

Local hospitals are caring for the sick. Missoula homes have been opened freely, and the homeless are comfortable for the present. Another train with 400 persons on board is expected over the Chicago, Milwaukee and Puget Sound Railway.

A dense pall of smoke hangs all over Eldred's Montana. In Missoula it was as dark as midnight at five, laid his which had all the semblance of the glow of fire, but which was probably due to the sun.

The town of Tula, near the Idaho line, was destroyed by fire before daylight this morning. Selma, just below Tula, has been abandoned by its inhabitants and known to be surrounded by fire. Dalgelle is threatened and one man is missing. At St. Regis the fire has consumed the river and threatened outlying buildings, though no lives are endangered for the town.

Langley is reported to be deserted. The last word from there was that the fire was dangerously near and the telephone operator was preparing to flee. The area covered by the fire has consumed the river and threatened outlying buildings, though no lives are endangered for the town.

This is a possibility that there has been serious loss of life for any sleeping parties and henchmen all through the mountains.



Flat Top Japanned and Marbelized, Sheet Iron, Birch Slats, Heavy Brass Yale Lock, 3-ply Leather Handles.

28 inches long \$2.85, 32 inches long 2.60, Same as above except has round top, 28 inches \$2.75, 32 inches 3.00

Plain Waterproof Canvas, Edges of ends sheet iron bound, 3-8 inch Hardwood Slats, 3-ply Leather Handles, 30 inches \$3.25, 32 inches 3.75, 34 inches 4.15

Stanley Bros.

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Being the tenth open to the Maritime Provinces, and the second open to all Canada. At Charlottetown Sept. 19, 20, 21, 22, 23, 1910

This will be the greatest ever held on the Island. \$14,000.00 in Exhibition Prizes.

Three Days Horse Racing 9 Classes—3 Classes each day. \$2,400.00 in Race Purse.

Grand attractions in front of Grand Strand. Low rates by railway and steamboat lines.

For prize list and all information write C. R. SMALLWOOD, Sec'y Treasurer, Ch'town, P. E. I., Aug. 24, 1910-41

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Lowest rates and prompt settlement of Losses. JOHN MACRACHERN AGENT. Telephone No. 362. Mar. 22nd, 1906

Canadian-Pacific Railway.

Eucharistic Congress. MONTREAL, QUE., SEPT. 7th-10th, 1910.

For the above memorable event, the Canadian Pacific Railway Company and its Canadian connections will issue excursion return tickets to Montreal at One-Way-First-Class-Fare for the round trip, except that 25 cts. will be added where each one way first class fare exceeds \$2.50 as follows:

ONTARIO—From stations west of Kingston, Sherbrooke and Renfrew, including intervening locations, tickets on sale September 2nd to 10th, inclusive. From Kingston, Sherbrooke, Renfrew and east, also intervening branches, tickets on sale Sept. 5th to 11th.

QUEBEC—From Quebec City, Levis, St. Charles, and stations west thereof in the Province of Quebec, also intervening locations, tickets on sale Sept. 5th to 11th.

MARITIME PROVINCES—From stations in New Brunswick, Nova Scotia and Prince Edward Island, tickets on sale Sept. 2nd to 10th. VERMONT—From stations in the State of Vermont, tickets on sale from Sept. 5th to 11th, inclusive.

MICHIGAN—From Detroit, Muskegon, and Sault Ste. Marie, Mich., tickets on sale Sept. 2nd to 11th, inclusive. All the tickets good to return on September 15th, 1910. Ask for ticket by Canadian Pacific Railway or communicate with nearest Canadian Pacific Agent. August 17th, 1910-31

LOCAL & OT

A fire in the warehouse, Jersey City, N. J., resulted in one mill.

The southern train Columbia South Co. derailed near W. persons were killed.

Dr. Crispin and taken from jail at board the steamer return to London.

Bartholme dist fully ten seconds, out N. S. on the 17th property has been re-

President Pedro M. de all Bremen on the York on the steamer. His death occurred at about that night.

Reports received at from the steamer George's Bay incident killed and two others by an explosion of the

Every first and second the steamer of the Al from England are to September. Even the Newfoundland and H of passengers.

Margaret Murray, was visiting at Locks the home of her uncle, as a result of taking cin, derailed in a drugist. Miss Murray old.

The extraordinary passengers bound was monstered at Montre the arrival of over 3,600 four ocean steamers. week for the St. Lawrence

Canada's Trade Co. Havana, Dr. Kirkpatrik his resignation to Out been accepted. His w factory, but he found client as the place when expensive.

Emperor Francis Jo the oldest European ed his 80th birthday the 19th. In accord custom the Emperor in retirement in the villa at Ischl near V-

The Orion, Britain's c out battle-ship was last day. Compared with t of 30,350 tons just last displaces only 22,000 te guns and an equipment torpedoes render her t fit battleship afloat.

The new Allan Line for which tenders were will not be launched t 1911. The tenders w England by Harp / found them unsuit contract has yet been liners are to be 22 ka than any vessels in the

Daniel Chisholm, ag at St. Francis Xavier Co last and a noted rural time Province was i ville Mass, by a train and Maine Railroad. employed as a scrivener for the summer and v his studies in Septembe

Three former executi Illinois Central Railway arrested in Chicago o connection with fraud Railroad was defrauded 000. The men arreste Hartman, formerly G. Chas. Ewing, formerly lines North, and John J general store-keeper.

Turner Browning, w) perfect health for 115 the 15th, on a farm i Dunham, N. C. He b' of the second war betw States and Great Bri' recollections of Wash Madison and Jefferson in 1787. His son, m killed in the civil war

A mysterious shooting near in the village of V. Dr. Empey, a promi was summoned to the friend named Blenda. Ing the stairs Blenda shot gun as the doctor, shortly after, but provi made a statement the 'him deliberately. Bl shooting was accident and other prelim tion was sent up to the for trial.

A coal mine from Chi the World's Congress Colorado Springs, one mit of Pike's Peak, 14, the sea, felt a peculiar case. He declared i that he heard all son and distinguished; any in the noise of transp' and an engine and car of a train when a ty descended the pa Tancy, and at 8,000 ft as deaf as ear.