

THE HERALD

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WHILE extremely thankful to those who have already paid their subscriptions, we must ask those who have not yet responded to kindly let us hear from them. We want the money, and shall esteem it a favor if they remit now. It would afford us pleasure next week to acknowledge receipt of subscriptions from at least one hundred. We would like to get our friends so much interested in this matter that each one would consider his remittance necessary to complete the hundred. We shall await with much interest the result of this call. Who will be the first to respond?

Federal Finances.

The annual statement of revenue and expenditure in the financial operations of the Dominion Government is now made public. The revenue is the largest in the history of the Dominion, being \$71,180,623. But the expenditure is proportionately greater still, reaching the enormous sum of \$78,850,708, in round numbers seventy-nine million dollars. This is more than twice the amount of the Federal expenditure in 1896, the last year for which the Conservatives are responsible. Yet the Finance Minister of the unbounded expenditures of today, Mr. Fielding "viewed with alarm," the modest expenditures of the Conservatives. The expenditure on current account last year reached \$63,309,305; but to this has to be added the expenditure on capital account amounting to \$15,441,403, bringing the total expenditure up to the figures given above, \$78,850,708. The current expenditure is \$1,059,000 more than the Finance Minister predicted in his budget speech towards the end of the session, and the capital expenditure is \$2,940,000 in excess of his calculation on that occasion. At the same time the current surplus is \$1,130,000 less than the Finance Minister anticipated. Mr. Fielding said he was only increasing the net debt of the country to the extent of \$1,250,000 during the fiscal term about closing. But the complete reports show that the net debt of the Dominion was increased last year to the extent of \$5,149,113. This increase of the debt and these enormous expenditures have occurred without any unusual public demands. But immediately following such lavish expenditure and debt increasing financing, the Government are now about to commence the construction of 1,800 miles of railway from Moncton to Winnipeg, and are heavily subsidizing a continuance of this road from Winnipeg to the Pacific Coast. What will the expenditure be next year? Are the people not justified in "viewing with alarm" this manner of conducting the financial operations of Canada?

Dominion Packing Company

PAYS OFF ITS CREDITORS WITH \$2.71 PER HUNDRED DOLLARS.

The liquidator's statement in the matter of the Dominion Packing Company, Ltd., is of public interest. It is as follows:

Table with columns for RECEIPTS and EXPENDITURE. RECEIPTS: Cash on hand \$334.87, Book Debts 223.79, Sales of Stock 9,572.94, Sundry Refunds 36.02, Interest on deposit 96.88. Total \$10,264.40. EXPENDITURE: Wages and general expense \$1,368.07, Legal and court expenses 696.25, Liquidator's commissions 675.00. Total \$2,739.32. Balance for distribution \$7,525.08. Total Liabilities \$191,432.96. Less preferred claims \$2,499.12. Total \$188,933.84.

Final Dividend 2.71 per cent. H. R. LONGUELL, Liquidator. Charlottetown, October 2nd, 1905.

This is the final result of the operations of the Dominion Packing Company in this Province. All remember the tremendous bullaboo that was made when this company was about to commence business here. The greatest possible expectations were held out to the people. We were told by the Government organ that no such avenue of prosperity had ever been opened to the people of this Province. It was simply a bonanza, we were told. So fascinating was the glamour flung around the business that all at once the Government of the Province were said to have agreed to guarantee the Company's bonds to the extent of \$150,000. Public opinion throughout the Province protested against the guaranteeing of the bonds of this Company, and forced the Government to back down. The statement herewith given shows the additional burden of debt that would have been saddled on the tax-payers of the Province if the Opposition had not warned the people against countenancing any action on the part of the Government that would lead to the guaranteeing of the Company's bonds. In this way the tax-payers were fortunately saved from the burden of the greater part of the \$150,000.

Large Wheat Shipments.

According to Montreal advices of the 5th, it is estimated that twenty million bushels of wheat will reach the Canadian Pacific and Canadian Northern elevators at Fort William and Port Arthur by December 5, at which date navigation closes on Lake Superior. Forty per cent of this quantity has already been marketed in the Northwest. Two and a half millions have reached the lake front, and the whole of it, with the exception of 200,000 or 300,000 bushels, has passed through the elevators and been shipped from these ports by lake and rail. Four million bushels of wheat is now moving east in the direction of Fort William, and it is passing Winnipeg at the rate of about 400 cars per day. Figures for the present season continue to be considerably in excess of the previous seasons. 8,095,891 bushels of wheat have been marketed since Sept. 1 as compared with 3,460,763 for the corresponding period of last year, and 6,321 cars have loaded and dispatched from the west as against 2,084 last year.

Oyster Beds Require Restocking.

According to the statement of a Montreal fish dealer, the oyster beds of Malpeque, from which that city draws the major portion of its supply, will be totally barren ten years hence unless some steps are taken to have them restocked. There has always been a strong demand for the Malpeques in the upper Provinces. The Malpeque fishermen have made little or no improvement in their methods of fishing, for many years their entire outfit consisting of a small boat or dory, manned by two or three men, and a few long racks, by means of which the oysters are removed from their beds. In this manner but two or three barrels can be gathered in a day. In the United States steam dredges are used for fishing, but the United States fishermen are constantly renewing their beds, large quantities of the oysters being shelled on the shore and the shells used in restocking the depleted beds.

Remarkable Experiments.

According to Paris advices a series of remarkable experiments with a view to testing the utility of the balloon as a fighting machine will be conducted at Toul in one of the Lebaudy airships. The tests are to be carried out under the direct supervision of representatives of the French War Office. The experiments will be made on the basis of a theoretical attack by a fleet of ten war balloons stationed about thirty miles in the rear of an army. In two hours such a fleet could cross above the lines of opposing armies, and each ship could drop ten shells loaded with 25 pounds of melinite, or any other explosive, on the enemy.

M. Julliot, who is mainly responsible for the schemes, points out that such an adventure would be risking only thirty lives and £120,000, while a cruiser, which is liable to destruction by a single torpedo, risks 800 lives and £1,200,000. This, he claims, renders the atrophy of the peace conference to the war balloon illogical. A balloon, he says, is practically invulnerable at a height of 2,000 feet, owing to the difficulties of sighting. Whether these difficulties would be as great for the gunner in the balloon remains to be proved by experiments.

Canada and Australia.

The action of the Australian government in determining to add inland transportation charges to the value of goods for custom duties purposes may, it is feared, result in the discontinuance of a direct steamship line between Canada and Australia on the Pacific. The new regulations will compel manufacturers in Eastern Canada as well as in the Eastern States to ship via New York, and the Canadian-Australian steamship line will therefore lose almost the whole of this business. To the service, Canada now contributes £37,091, Australia £26,563, and the Fiji Islands £2,346, making a total of £66,000 given for a monthly service now performed. When the contract was renewed, the company compelled Canada and Australia to each put an extra £3,000 for a renewal. It can be terminated however, in August 1, 1906, by giving three months' notice. It is possible that the Dominion government may, instead, endeavor to arrange for a monthly freight service on the Pacific between Canada and New Zealand. Premier Seddon has expressed his willingness to join with Canada in such an enterprise, and the Dominion parliament at its last session voted \$50,000 for this purpose. Probably overtures will immediately be made in New Zealand. The government has this object in view.

C. P. R. Shareholders Meet.

At the annual meeting of the shareholders of the Canadian Pacific Railway Company in Montreal on the 4th, the report of the directors was unanimously adopted. The retiring directors, Charles R. Hooper, Hon. Robert McKay, David McNicoll and Robert G. Reid, were re-elected. Resolutions were passed authorizing the construction of the Wolsely Rexton branch and the issue of four per cent, consolidated debentures stock in aid thereof; the lease of the Nicolas, Kamloops and Samlaken Coal and Railway Company; the issue of eight hundred thousand pounds four per cent, consolidated debenture stock to defray the cost of the two new Atlantic steamships; approving the agreement with British Columbia Electric Railway for the working of the Vancouver and Lulu Island Railway; approving the traffic agreement with the Spokane International Railway Co., authorizing the lease of the Equilmalt and Nanaimo Railway; approving the acquisition of the property of the St. John Bridge and Railway Extension Co. A resolution was also passed authorizing the expenditure on capital account of \$750,000 for additional locomotives, passenger and freight cars. In moving the adoption of the report the president said: "The twenty-fourth annual report, now submitted to your consideration for approval, gives evidence of the strong and satisfactory position of the company. Your gross revenue from traffic during the fiscal year was over fifty millions of dollars, and even this large sum should be exceeded by a considerable amount in current year. The business conditions throughout Canada are at the moment more favorable than at any other time in the history of the company, and there would appear to be no reason for apprehending a change in the near future. While in all the agricultural territory served by your lines the crops have been excellent, those of Manitoba and the two new provinces were most striking, insuring a handsome return to the farmers of continued activity in every branch of trade and manufacture and a large traffic to pour into as a result of expenditure made during the past three or four years for the elimination of curvature, reduction of gradients and general improvements. I think that it may now be fairly claimed that in physical condition and capacity for the movement of traffic your railway between Montreal and the Pacific coast is at least in the front rank of the transcontinental lines. With an eye to the future it will be necessary to provide additional cars and locomotives, and for this purpose a resolution will be submitted authorizing the directors to make further capital expenditures the amount not exceeding \$7,500,000. The success attending the company's operations is in no small degree due to the

excellent staff of officers and men in all the departments from vice president down, whose intelligence in the performance of their respective duties and whose loyalty and devotion to the company could not be excelled. At the meeting of the board, subsequently held, Sir Wm. O. VanHorne was re-elected chairman of the board; Sir Thos. G. Shaughnessy, president, and David McNicoll, vice-president of the company.

Sad Drowning Accident.

A drowning accident occurred Thursday at Black Beach, the Narrows, Musquash, N. B., under peculiarly sad circumstances, involving the death of a bride whose marital day was scarcely two months past, and nearly taking the young husband to a like fate. The accident by which Mrs. Robert McGuire was taken away from her distracted husband occurred Thursday a little after the noon hour. Mr. and Mrs. Robert McGuire were stopping at the home of Mrs. McGuire's father, Wm. P. Cunningham, during their vacation, and about a quarter to one started out from Black Beach for a sail. In the boat with them was Miss Katie McGuire, sister of Robert McGuire. The three sailed out to the leeward of the ledges on this point, when suddenly a squall struck them with such force as to capsize the craft, and fling Mr. and Mrs. McGuire clear of the boat. Kate McGuire managed to cling to the bow of the boat, which floated easily on the water. She watched the agonized struggles of her brother and his wife, as only a few feet from safety they vainly endeavored to reach and clutch the boat. Mrs. McGuire clung desperately to her husband, and both had gone down twice when a boat propelled by Wm. Downey and his son, who had witnessed the accident, drew near. They dashed up to the boat and rescued Mr. McGuire and his sister. As the former was in an unconscious state they took him to the beach and revived him. He immediately asked for his wife, and when told that she was lost he was almost frantic. He was under the impression that they had clung together, and the last thing he remembered was his wife clutching his arm in a death-like grasp. Between their second rising and the actual rescue by the boatmen Mrs. McGuire must have relaxed her grip and sunk. He husband was, however, too far gone to notice this, and she had disappeared beneath the waves before help arrived. Mr. McGuire is quartermaster on the Galvin Austin, and this trip to Musquash was the first vacation he and his wife had taken since their marriage two months ago. They were to reside on their return at 206 Sydney street, and in fact a considerable amount of furnishing had been already effected. Mrs. Cunningham, who is a daughter of Wm. P. Cunningham, was one of a family of eight children. Besides herself there were four girls and three boys, all residing at the homestead. One of the sisters is at present visiting Mrs. Robert McAfee, Union street. St. John Sun.

Tremendous Dynamite Explosion.

The Suez canal dynamite explosion for the purpose of clearing out a wrecked vessel about a week ago, was easily the most tremendous event of its kind on record. The firing point was over three miles from the location of the discharge and the smoke and water which arose when the electric connection was made that fired the explosive, could be seen more than five miles. Pieces of iron weighing eight tons each sailed into the air nearly half a mile. First a column of water rose 300 feet in a single second. In eight seconds more it had risen to 1,400 feet and at the end of 12 seconds, it was 2,000 feet high. Then pieces of wreckage, including huge masses of wood and iron from the hull of the sunken ship, kept on rising for 35 seconds in all. The water of the canal was scattered over the surrounding country for the space of a mile in all directions. Thousands of dead fish strewn the ground. The vegetation in the vicinity was all killed and one bank of the canal was destroyed for a distance of 200 yards. The canal is temporarily blocked but no serious damage to life or property other than to the ship carrying the explosive, was done. It is easy to imagine how appalling the results would have been had the explosion taken place inadvertently.

"The Gull of the Wild."

Those interested in a place to go hunting this fall should write for a copy of "Haunts of Fish and Game," a publication issued by the Grand Trunk Railway System telling where all kinds of game may be found, list of game laws, descriptive matter regarding the several hunting districts, maps, etc., sent free to any address on application to J. Quinlan, District Passenger Agent, Bonaventure Station Montreal.

Minard's Liniment for sale everywhere.

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Prizes at Bazaar.

The results of the drawing for the prizes at the Cathedral Bazaar are as follows: Three story guest cake, donated by Notre Dame Convent, won by J. Quilly, South Shore. Gold Watch, donated by Michael Duffy, won by Miss Katie Croken, Brookvale, Lot 30. Chair, donated by Mark Wright & Co., won by Miss Katie Croken. Gold Watch, from the ice cream table, won by Ouss. Muttart, Summerside. Parlor Table, donated by Dr. Jenkins, won by Mrs. Jenkins. Parlor Lamp, won by Walter Higgins. Barrel of Flour, won by Joseph Carter. Statue of Sacred Heart, donated by Mrs. Henry Woods, Summerside, won by Mrs. J. T. Clarkin. Gentleman's Overcoat, donated by Prowse Bros., won by Mr. Dooley, at the People's Cemetery. Two Story Cake, donated by Mr. Murray, won by Mr. Andrew Hennessy. One Story Fruit Cake, won by Edgar Walker. Baby Sleigh, donated by Nelson Bros., City, won by Mr. Robert Mooney, Boston. Parlor lamp, won by Mr. Daniel Reilly. Patchwork quilt, won by Mrs. Perry, of the Perry House. Enlarged picture, donated by Mr. Perry, won by Mr. William Leonard of Cornwall. Hand painted cushion, donated by Notre Dame Convent, won by Mr. James Brown of this City. Guess Cake, weighing 7 lbs, 10 ounces, won by Mr. Thomas Ronaghan, City.

Subscriptions Acknowledged.

- J.J. Horne, Sonria 1.00
Alexander Martin, Valleyfield 2.00
A.A. McDonald Bro., Georgetown 2.00
Rev. D.M. McNeil, Tignish 2.00
James McCormack, Rollo Bay Cross 2.00
D.A. McDonald, Goose River 1.00
D.W. Fisher, South Lake 1.00
Joseph S. Hickey, West Point 2.00
L. McDonald, East Point 2.75
Joseph Lawless, Northport 1.00
John J. Kilbride, Lot 21 1.00
Jas. A. O'Halloran, O'Leary Station 1.00
James Lannon, Montague Bridge 1.00
S. Arsenault, Morell Station 1.00
Angus Shea, Waterford 1.00
M. McCarron, Sturgeon 1.00
John Collins, Alberton 1.00
John J. McNeil, Fairbairn 1.00
Fred. Deagle, Rollo Bay Cross 2.00
Michael Murphy, Vernon River 1.00
Joseph J. DeRoche, Micoche 2.00
Dr. Darrach, Kensington 1.00
Rev. Dr. Walker, Rollo Bay 1.00
Michael Fitzsimon, St. Georges 1.00
John R. McDonald, Vernon River 1.00
John Finlay, Vernon River Bridge 2.00
Patrick DeConroy, Middel, P. O. 1.00
J.F. Chaisson, Tignish 1.00
John Johnston, Charlottetown 1.00
John McNeil, Westport Cove 1.00
John Goodman, Lincoln 1.00
Mrs. Jas. V. McDonald, Lot 56 1.00
William Cady, Newtown Cross 1.00
Andrew Bradley, Blooming Point 1.00
Thomas Daley, St. Mary's Road 1.00
William Ahearn, Skinner's Pond 1.00
Michael McNeil, St. Georges 2.00
S.E. Gallant, Abrams's Village 2.00
John H. Fraught, McDougall 4.00
John Clark, Palmer Road 1.00
Edward McDonald, St. George's 2.00
John T. Gill, Elliotville 1.00
George O'Connell, Kildare 1.00
John McDonald, Westport River 1.00
Richard Maher, Pleasant Grove 1.00
Mrs. D. Currie, Richmond Lot 14 1.00
James O'Farrell, Rose Hill Lot 16 1.00
Joseph Gallant, Kingston 1.00
Thomas Mansfield, Sea Cow Pond 1.00
John R. Brant, Johnson's River 1.00
Patrick Mahon, St. Georges 1.00
Joseph F. Doyle, French Village 1.00
Mrs. Michael Gavin, Sea Cow Pond 2.00
Rev. F.X. Morrison, D.D., Berkeley, Cal 1.00

Canadian Forestry Convention.

In accordance with the official summons of the Premier of the Dominion, arrangements have been made for a Canadian Forestry Convention to be held in Ottawa on the 10th, 11th and 12th of January next, to consider the forests of the Dominion and their national importance. This Convention is held under the auspices of the Canadian Forestry Association and the organization and carrying out of the project has been placed in the hands of the Association. The Convention will be composed of: Lieutenant Governors of the Provinces; Members of the Senate and the House of Commons; Members of the Legislative Councils and Legislative Assemblies of the Provinces; Dominion and Provincial Forestry officials; Members of the Canadian Forestry Association; Representatives of Lumbermen's Associations; Representatives of Boards of Trade; Representatives of Railway Companies; Representatives of Universities; Representatives of Agricultural Colleges; Representatives of Farmers' Institutes; Representatives of the Canadian Society of Civil Engineers; Representatives of the Canadian Mining Institute; Representatives of Associations of Land Surveyors; Representatives of Fish and Game Associations; Representatives of the Bureau of Forestry of the United States; Representatives of the American Forestry Association; Representatives of State Foresters and Associations and all others who are interested in Forestry. The subjects to be considered at the

Convention will be discussed under the following divisions: The Nation and the Forest. Forestry in relation to Agriculture and Irrigation. The Forest and the Lumber and Pulp Industries. The Relation of our Forests to our other industries: railways, water powers, mining, building trades, wood working manufactures. Scientific Forestry and Forestry Education. By the kindness of the Canadian Railway Companies a single fare rate over their roads on the certificate plan will probably be allowed delegates, regardless of the number in attendance. In regard to rates on railways in the United States, announcement will be made later. Fuller announcement will be made later and for further particulars applications may be made to the Secretary of the Convention, R. H. Campbell, Department of the Interior, Ottawa. The official circular issued by the Premier says: Canada possesses one of the largest areas of virgin forest of any country in the world and is ranked by European experts first, or among the first, of the important sources of the world's timber supply for the future. The preservation of the streams in perennial and constant flow, which is largely controlled by the forests on the watersheds, will have an important influence on the industrial and agricultural development of the Dominion. The expansion of our electrical and mechanical industries will be regulated to a great extent by water, which forms the greatest source of power in all countries, and some of our western districts are dependent on irrigation to ensure the success of agricultural operations. In the older provinces the clearing of the soil has been carried to such an extent that the effects on the water supply and on agriculture are clearly marked, while on the western prairies the need of sheltering trees for houses and fields is seriously felt by the settlers. The early construction of the Transcontinental Railway, and of other railways, through our northern forested districts, and the consequent opening of those districts to general traffic, will increase the danger from fire which has already been a most active agent of destruction. These conditions are not new; they have from time to time received public attention, and during the session just closed Parliament authorized the summoning of a convention for the more thorough discussion of the same.

DIED.

At Ennville, Lot 85, on the 30th, ult., Catherine Trainor, relict of the late Andrew Egan, in the 83rd year of her age, leaving a large family of sons and daughters. Her funeral took place at St. Ann's on Monday 2nd, inst. Requiem Mass was celebrated by the pastor, Rev. Father Campbell. May her soul rest in peace. Suddenly at Tignish on the 4th, Capt. Frank Gallant, Postmaster. He had been unwell for a few weeks; but was able to attend to his duties until Tuesday when he took a bad turn and he passed away on Wednesday. His funeral took place on Friday and was very largely attended. Requiem Mass was sung by the pastor Rev. Donald McDonald, and the interment took place at the cemetery adjoining. Deceased was well and favorably known in the town and the Province. He was for years engaged in the coasting trade, afterwards he kept store, and was at one time a representative in the Legislature. Some years ago he was appointed Postmaster and held the office up to the time of his death. He leaves to Thomas Lannon and three daughters. May his soul rest in peace. At Avondale on the 5th, inst, Patrick O'Donnell. May his soul rest in peace. At Dorchester, Mass, Sept. 18th, Mrs. Mary A. Hunter, (nee) MacAnlay, formerly of Stanhope. The funeral took place from the residence of her son, Jas. D. Hunter, 118 Elm, Wednesday, Sept. 20th, at 8.30 a.m. Requiem High Mass was celebrated at St. Leo church, Ramond St, a 9 o'clock. May she rest in peace. In this City on Sunday, Oct. 8th, Rose Fall, aged 88 years. R. I. P. At Farmington, on the 3rd inst., after an illness of six months, Michael Cahill, aged 74 years. Deceased bore his sufferings with Christian patience and was fortified in his last illness by the sacraments for the dying and all the consolations of our holy religion. His funeral to St. Peter's, where the interment took place on the 5th, was very largely attended, neighbors and friends thus testifying, by their last sad tributes of respect, to the esteem in which deceased was held. The services in the church and at the grave were performed by Rev. E. J. Gillis, P. P. May his soul rest in peace. At Gowan Brae, on the 2nd inst., Lazarus White, aged 63 years. Deceased had been ill for about six months, and his sufferings were borne with the patience and fortitude that exemplified the true Christian. In his last illness he had all the consolations of our holy religion. His funeral to St. Alexis, Rollo Bay, was largely attended. He leaves to mourn a disconsolate widow and four daughters. May his soul rest in peace. In San Francisco, California, on October 2nd, Archibald C. McKinnon, a native of Charlottetown, Prince Edward Island. Deceased left the Island over forty years ago, and had been for the greater part of that time in California. He was a brother of Miss McKinnon, teacher of this city, of Alexander McKinnon, North River and C. E. McKinnon, associated in the law business with J. J. Johnston, Esq., of this city.

Honest goods
Unexcelled
Made to order or ready-to wear
Prices the lowest in the city
Heavy and durable
Real good goods
Every transaction warranted
You will make a profit
Cost you little
Let us serve you
Once worn always worn
Truth is mighty and shall prevail
Here is where you get your money's worth
Insist on getting Humphrey's
Nothing but PURE WOOL used
Guarantee on every piece
Sole agents on P. E. Island
Tell your neighbors
One trial and you're convicted
Right in the Opera House Building
Everybody come to
The Humphrey Clothing Store,
Opera House Building, City.
Wholesale and Retail.
A. WINFIELD SCOTT, Manager.
phone 63. P. O. Box 417.

FIRE INSURANCE. The Charlottetown Steam Navigation Co., Ltd. Steamers Princess and Northumberland, Leave as below every day, Sundays excepted. FOR POINTS WEST. From Point Du Chene, on arrival of train leaving St. John 11.00 a. m. for Summerside, connecting there with express train for Charlottetown and Tignish. From Summerside, on arrival of morning train from Charlottetown and all stations of P. E. I. R., for Point Du Chene, connecting with day train for St. John, Boston and Montreal. Connecting at Point Du Chene during the summer months with cars of Boston and Maine Railway so that a change of cars is required for Portland or Boston; thence for all points in U. S. Connections at Pansac and Moncton with trains for all stations on I. C. R. and its connections. Connections at St. John with C. P. R. and its connections, and with Eastern S. S. Co's steamers for Eastport, Portland and Boston. FOR POINTS EAST. From Pictou about 4 p. m. for Charlottetown on arrival of morning trains from Halifax and Sydney. From Charlottetown for Pictou at 8.30 a. m., connecting there with day train for Cape Breton, Sydney and Halifax. At North Sydney with steamer Bruce for Newfoundland. Connection at Halifax with C. A. and Plant Line for Boston. Through Tickets to be had at Grand Trunk, Canadian Pacific Intercolonial and P. E. I. Railways and on the Company's steamers and connecting lines in United States and Canada. F. W. HALES, Ch'town, P. E. I. Sec'y