

THE HERALD

WEDNESDAY, 27th SEPT., 1905.

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We postpone till next week the publication of acknowledgments of subscriptions. Meantime we shall be pleased to hear from any of those who shall not have called during this exhibition week.

The Provincial Exhibition.

The rainy, disagreeable weather of yesterday was inauspicious for the opening of the Provincial Exhibition, and the attendance at the opening ceremonies was for this reason, much smaller than would otherwise have been the case.

The formal opening took place towards three o'clock in the afternoon. The proceedings opened by a brief introductory by Hon. F. L. Haszard, President of the Exhibition Association. He spoke of the benefit of exhibitions as educators and stimulants towards improvements in different exhibits from year to year, and commended those who had contributed towards the success of this year's exhibition by the excellent exhibits presented. He stated further that it was hoped to have a very much better exhibition next year, from the fact that the Dominion exhibition would be held at Halifax in 1906, that city receiving a Federal grant for that purpose. He intimated that some pecuniary assistance would probably be obtained from the Dominion Treasury to enable the exhibition association here to bring over from Halifax some of the fine stock exhibits from other provinces and show them here after the Dominion exhibition would be over. He then introduced his Honor Lieutenant Governor McKinnon. His Honor praised the exhibits shown, and commended the directors and all who had to do with the management of the exhibition for the great work they had done. He recommended perseverance and cooperation in the work of preparing exhibits for the annual show. The exhibits before them, he pointed out, bore testimony to the industry and progress of our people. This industry and progress were commendable and worthy of encouragement and emulation. He then declared the exhibition formally opened. Premier Peters followed, eulogizing the exhibits presented. Senator Ferguson was the last speaker. He praised the exhibits and commended the directors of the association for the arduous work they have necessarily to perform in order to bring matters to the degree of perfection we saw before us.

The exhibits within the building do not exceed in number and quantity those of last year; they scarcely equal them in some departments. The quality, however, is excellent, and the taste in displaying them admirable. Our leading merchants devote large spaces to the display of their goods. The taste shown in these large exhibits of beautiful and valuable goods reflect the highest credit on our enterprising merchants. This being an off year in fruit, the show is not as extensive as in some previous years; but, all the same, the display is exceedingly fine. Splendid exhibits of apples, plums and damsons are made. The roots and vegetables are of the highest order of merit; they constitute indeed a grand exhibit, such as any county might be proud of. Grain is also shown in great variety and excellent quality. Splendid specimens of cheese are on exhibition, and beautiful samples of butter. The show in these is perhaps not as large as in some former years; but the quality, from appearance, seems to be second to none previously shown. The show up stairs seems to be considerably smaller than last year, although some very beautiful and valuable articles are here exhibited.

On the field the live stock exhibits are not more numerous than on some previous years. In horses, however, a fine showing is made, and some very choice and beautiful animals are presented. In other lines fine specimens are also shown. But any further remarks concerning them will be reserved for future mention.

General Parsons received a cable at Halifax on Friday confirming the Ottawa report that the Fifth Garrison Regiment will be disbanded October 1st. Those who desire to enlist with the Canadian Government can do so; the others will be sent home.

Mr. Weaver and His Party.

Mr. Weaver is a man who does not turn back after he has put his hand to the plough. Philadelphia has not hitherto shown a disposition to turn rascals out and keep them out. It is now to be seen whether the city will stand by Mr. Weaver. He was not elected to carry out the programme which he has undertaken. It was a painful surprise to him when he found that so many leading men in his own party were boodlers. But when he made the discovery he did not spare the men who organized his own campaign. The critical time comes when he appeals to the electors of an intensely republican city to justify his punishment of leading operators of the republican machine. St. John Sun.

Rich Sakhalin.

It is found that Japan has acquired a valuable property in southern portion of Sakhalin Island. The three main elements of wealth in this territory are fish, coal and timber. The island is the key to the fishing industry in all these Northern Pacific coast waters. Though the Japanese are good fishermen the hostile possession of this place has prevented them from exploiting the resources that were otherwise within their reach. It is said that the coal fields of the Sakhalin are of immense value. They have hardly been worked at all, and cannot be successfully operated until artificial harbors are established by the construction of docks and breakwaters. Russia has done nothing of this kind, having had for her own purposes plenty of coal in Manchuria. As to timber it is claimed that some of the finest pine in the world grows on Sakhalin Island. These forests have never been touched, and a writer says that they are calculated to make the Oregon people stop and think. St. John Sun.

A Liberal Protest.

The Montreal Witness, though a Liberal paper, has not yet succumbed to the new Liberalism and occasionally chokes at some of the Laurier government's deals. The appointment of ex-Premier Parent to the chairmanship of the Transcontinental Railway Commission and the to-be-expected graft which has already crept into the business of the commission under its new management finds it openly rebellious. Discussing the government's proposition to buy the Quebec bridge, it says:—"The government made haste to guarantee the bonds of the Parent, or Quebec, bridge last year, and now a despatch from Ottawa is authority for the statement that the government is going to buy it outright. We are informed that the Transcontinental Railway Commission, of which Mr. Parent is chairman, is going to Quebec to inspect the bridge of which Mr. Parent is president. At least, he is president of the company which owns the bridge and its approaches, though it is constructing them practically and almost entirely with public money. Mr. Parent, as already stated, goes to Quebec as chairman of a government commission to inspect a bridge of whose construction company he is president, in order practically to recommend its purchase by the government—an operation that will put many dollars into the pockets of this plural official's friends, and presumably into his own. Plain ordinary people would, at least, have resigned the one position before accepting the other, but the Hon. Simon Napoleon Parent is not sensitive. He clings to position and patronage and requires to be pried away from them by force. The mere force of public opinion does not seem to disturb him a bit."—St. John Star.

OTTAWA advises say that for over twenty years there has gone on a gross abuse of the Canadian mails by publishers of publications in the United States which they have succeeded during the whole of this period in having had classed as legitimate news-papers and periodicals, and therefore entitled, under convention between that country and Canada, to transmission through Canadian mails at a minimum rate of postage, being the ordinary rate accorded to legitimate newspapers and periodicals. The subject has for many months engaged the attention of the Postmaster General of Canada and the officials of the Post Office Department, and as a result it has been decided

that this class of publication is not entitled to transmission through our mails at ordinary newspaper rates; but that postage on each periodical must be prepaid at the rate of one cent for each two ounces. The practical effect of this decision is to exclude this class of publications, numbering thirty-eight, from Canadian mails.

INTELLIGENCE from Stockholm, says that almost without a dissenting voice the people of Sweden so far as can be judged by the opinions of the press there and elsewhere, accept with satisfaction the terms of the agreement between Sweden and Norway, which was reached at Kairstad. The general opinion is voiced by the Social Demokraten which in its leading editorial Monday morning says: "Our principal object of arbitration and demolition of frontier fortification, having been attained we trust everybody in both countries will recognize that the two Scandinavian peoples will ultimately need each other's friendship and that this agreement will bring more happiness to both."

Factory Destroyed by Powder Explosion.

By the explosion of a large quantity of powder the fire works factory of Joseph Speiz at Green Point, New York was totally destroyed Monday. Speiz's 16 year old son Antoine was instantly killed and his wife and two younger boys and a workman were seriously injured. The explosion shook buildings within a radius of a mile, and for a time it was believed that many persons had been killed. All the members of the Speiz family worked in the factory, a small frame structure in the open lot, in which they made saluting bombs for use in Italian festivals. This involved the use of much black powder, quantities of which were scattered over the work benches. Joseph Speiz, the proprietor, was absent, the place being in charge of his eldest son, Manuel, who escaped unharmed when an alarm was raised by one of the younger boys that an explosion was imminent. What caused the explosion could not be learned. The loss on the building and stock was about \$3,000.

Queer Case of Loss of Memory.

A remarkable case of complete loss of memory became known at Brunswick Maine, the other day when the parents of Ernest Bodwell, a medical student at Bowdoin College, who had been missing for more than two weeks received a letter from the youth stating that he was working in an eyelet factory at Fairhaven Mass. Young Bodwell said in the letter that until Thursday night did not know his own name nor did he have any recollection of anything that had transpired since he left Brunswick. When his memory came back to him on Wednesday it became necessary for him to say, to find out what town he was then living in. Mrs. Bodwell left immediately for Fairhaven to bring her son back to Brunswick. Bodwell, who is 19 years old, had been working in a shoe factory during the summer and all his spare time has been employed in study. It is the opinion of his parents that overwork has unsettled his mind temporarily.

Another Big Deal.

It is understood at Ottawa that before the National Transcontinental Railway Commissioners return from Quebec they will make a thorough examination of the Quebec Bridge Company's properties, with a view to recommending their acquisition by government. Chairman Parent, who was President of the Bridge Company is thoroughly familiar with the situation but the other three Commissioners are not so well posted. The Government at the present time is largely interested in the Quebec Bridge, as it has guaranteed its bonds. The new railroad it bound to make use of the structure and could conveniently use the entrance to Quebec owned by the Bridge Company. The policy of the commissioners, to own the facilities they make use of, has recently been shown in the case of the Winnipeg terminals.

Reduction of Dogfish.

Advices of the 22nd from Casco say: The deluge of dogfish continues to pour upon the Government reduction works here until Manager Cox and his staff are well high swamped. Such stacks of fish are a new sight even in Casco. In spite of the steady work of the machinery, grinding the fish at the rate of ten tons an hour, the pile on the wharf at the fish grows higher and bigger. Besides the local catch the steamer J. H. Nelson brought in two loads from Harbor au Bouche, and crafts of various sizes are bringing in from one ton to forty tons from Cobequid Bay, Isle Madame, Por Hood, and Isaac Harbor. Last night just as Manager Cox began to see a prospect of getting the wharf cleared by Sunday, Port Hood telegraphed him that eight tons

had left there and Harbor au Bouche advises him of the shipment of thirty tons. If the catch continues the works will be unable to care for them all.

A Big Liner Disabled.

The big steamship Bremen, of the North German Lloyds Line, with 250 passengers, bound from New York for Bremen, was towed into Halifax harbor on Tuesday of last week by the oil tank steamer Luigen, with broken and fouled propellers. Since Saturday afternoon at 5 o'clock the steamship had been under way, creeping along at an average of four knots an hour. The Bremen had left New York for Bremen on Thursday, and on Friday afternoon in a comparatively smooth sea, while the steamship was going at a rate of 14 knots an hour, the port propeller shaft broke near the after end. The port engines were stopped but it was found that the starboard propeller also was not moving, and those engines were also shut down. The port propeller had fouled the starboard one. A heavy swell was on, making work difficult, but an examination was made under the lowering stern of the Bremen and for five hours the engineers strove to free the starboard propeller, so that they might proceed under it alone. They failed and then began preparations for a tow as soon as a ship should appear in sight willing to undertake it. Signals of distress were hoisted and the Bremen's 12-inch hawser and 6-inch steel rope were got into position from below. This work began at midnight, and at 8 o'clock Saturday morning the Luigen hove in sight. She responded to the signals of distress and without delay an agreement was arranged for a tow to Halifax. The mishap had occurred in latitude 41.11 N., longitude 64.54 W., at a point 320 miles southwest of this port. It took five hours to pass the line, and the two steamers had not quite got under way when the 12-inch hawser parted. Another five hours passed, during which the hawser was spliced, and at 5 o'clock Saturday evening, 24 hours after the accident, they started on the passage to Halifax. Everything went well till Monday, when fog shut down and some time was lost making the entrance to the harbor, dead reckoning being depended upon. At daylight Thursday the fog lifted. Samba light was sighted, and port was reached that afternoon. The Bremen's passengers from the first kept cool and there was no excitement. Balls and concerts were organized, and the time passed merrily. As a result of the survey held on the disabled liner Bremen, the steamer has gone into dry dock. Besides her passengers, one hundred and twenty of her crew, mostly cooks and stewards, were sent to Bremen by the steamer Necker.

Diavolo's Close Call.

The Fredericton correspondent of the St. John Sun, writing on the 25th, gives the following account of what came pretty near proving a fatal accident to an Exhibition performer. The great excitement at the grounds this afternoon was the leaping of the chameleon by Diavolo. On account of the wind and the dampness of the track he came within an ace of finishing his earthly career. The escape from instant death was just about as narrow a one as a man may ever wish to have. The man got off at the word from his manager and rode down the one hundred feet incline at the usual speed of about sixty miles an hour. He shot off the end of the incline and into the air, but owing to the strong wind prevailing, which he met squarely in the face, and the slippery condition of the track because of the rain, he failed to clear the thirty-two feet chasm over which he usually leaps with ease and safety. The front wheel of the 11 cycle landed on the second platform, but the leap was about two feet short and the rear wheel struck on the edge of the platform and the man was thrown to the ground with appalling force. The spectators were horror stricken and thought the bicycle rider had been killed. He was picked up unconscious and Dr. W. C. Crockett responded to a telephone message. He found that the rider had suffered only some bruises about the head and legs, neither of which are serious. After a short time the wonderful rider came to himself and with the exception of a few scratches seemed to be as well as ever. His spirits were not in the least dampened. He looked upon the affair as something that might happen, and his courage was an undimmed as before. As the rider was borne away immediately after the accident all kinds of stories soon sprang up. One was that he had been taken to the hospital in an ambulance, and still another that he had died during the afternoon. With a rib somewhat the worst for his afternoon's experience, Diavolo leaped his loop at 7 o'clock the same evening as easily as on former occasions.

The Prices.

Table listing various goods and their prices, including Butter, Cabbage, Carrots, Ducks, Eggs, Fowls, Fish, Hay, Mutton, Oatmeal, Potatoes, Pork, Saddle, Sheep, Turkeys, and various oils and beans.

MEET ME AT THE ALWAYS BUSY STORE

Advertisement for Stanley Bros. featuring Trunks, Suit Cases, Club Bags, Telescope Valises, Trunk Straps, and Rug Straps. Includes an illustration of a man with a trunk.

Here is a complete stock for you; all sizes, all grades, direct from the manufacturers, perfect in finish and workmanship, at prices that appeal to all judges of good value.

STANLEY BROS

LADIES' Genuine German Jackets.

The Germans make the prettiest Jackets—there is no doubt of it. We Bought 1,000.

We have just about a thousand of the prettiest, snappiest, most stylish garments we could find among the German makers. They are ready now for your choosing.

Table listing prices for various types of German jackets: Black German Beaver, Blue German Beaver, Fawn German Beaver, Black German Vicuna, Blue German Vicuna, Black German Frieze, Blue German Frieze, and Fancy German Mixture.

CHILDREN'S

All German make, age 3 to 15 years, in short and Ulster lengths, navy, fancy piping, \$2.00 each for small size, and up according to size.

Fancy mix coat, long, belt back, stole front, very natty—cost, small size, \$2.75, up to 12 years of age at \$4.25.

A better grade in navy frieze with shoulder cape, trimmed red felt, small size \$4.50 and up to \$6.75.

PROWSE BROS The Ladies' Outfitters.

Large advertisement for The Humphrey Clothing Store, featuring a list of goods and services: 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.

The Prince Edward Island Agricultural & Industrial EXHIBITION!

AT CHARLOTTETOWN, Sept. 26, 27, 28 and 29, 1905. Open to the Maritime Provinces. This will be the Greatest Fair ever held on P. E. Island.

Over \$6,000 in Premiums. Grand Display of Exhibits.

Entries in Live Stock close 15th September. Entries in all other classes close 22nd September. Illustrated lectures by experts under auspices of F. W. Hodgson, Esq., Dominion Live Stock Commissioner, and the Exhibition Association, will be held at the close of the judging of each class, and also each evening at 7.30 o'clock, in the Farmer's Pavilion.

Two days' Horse Racing, liberal purses. Magnificent attractions in front of the Grand Stand on the afternoon and evenings of Wednesday and Thursday, 27th and 28th September. For entry forms, prize lists, race programmes and all information write F. L. HASZARD, President. C. R. SMALLWOOD, Sec.-Treas.

Aug. 9th, 1905-71

SA Y!

If you want to buy a SATISFACTORY pair of BOOTS or SHOES or anything else in the

FOOTWEAR

Line at the greatest saving price to yourself, try A. E. McEACHEN, THE SHOE MAN, QUEEN STREET

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.

Connections at Point Du Chene during the summer months with cars of Boston and Maine Railway so that no change of cars is required for Portland or Boston; thence for all points in U. S. Connections at Pansac and Mont-n 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.