

THE HERALD

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Communication With the Mainland.

From Hansard of June 6th, we quote the following extracts of a speech by Mr. Martin, member for Queen's County. The item of supply under consideration was \$375,000 for maintenance and repairs to government steamers and ice-breakers, including steamer Arctic.

Mr. A. Martin. When this item was up before I referred to the new ice-breaker which it was proposed to place on the straits of Northumberland for the winter service between Prince Edward Island and the mainland of the Dominion. At that time we laboured under some disadvantage, because a return which I asked for on that matter was not laid on the table of the House. That return has since been brought down, and I hold it in my hand. There was some difficulty in discussing the matter at that time from the fact that the whole province was up in arms against the proposition made by the Minister of Marine to send the 'Montcalm' down to perform that service in the place of the new boat which his predecessor proposed to have built. The minister said that the 'Montcalm' was one of the best boats in the world and the best in America, and that he had the authority of Mr Duguid for saying that she was adapted to perform the service between Prince Edward Island and the mainland. Mr Duguid was an expert who was brought from England at a salary of £500 sterling a year and expenses to report on the new steamer which was to be built for that route. I have looked over Mr Duguid's report, and there is nothing in it to show that he ever uttered a word in favour of the 'Montcalm' being placed on the route. The 'Montcalm' was designed for another service altogether, and she has no means of loading or unloading freight, which will be required in a boat going into that service. The proposal is to change and remodel the 'Montcalm' so as to fit her for the service. The question for this committee to consider is whether the 'Montcalm' was or was not actually required for the route for which she was obtained two years ago. If she was not required, it was a waste of public money to build her expressly for that route. It may be that there was something to unfit her for service on that route, and the minister proposes to transfer her to a service which is more difficult to perform. Mr Duguid does not say that the 'Montcalm' is suitable for that service. Here is what he says.

...consideration as to the difficulties of the winter service in the Northumberland Straits, and the necessity for a larger and more powerful boat through the ever increasing traffic, I beg to recommend that a vessel of about the following dimensions, specially designed and strongly constructed, due regard being paid to the great strains experienced and the high power developed, will be the means of providing a suitable service between Prince Edward Island and the Nova Scotia ports:

Length B. P., 250 feet. Breadth mid., 42 feet. Depth 26 feet. Draft, mean, about 18 feet 3 inches. Displacement, about 3,250 tons. Speed in knots, 15 to 16. Horse-power, 5,000 to 5,500.

The report goes on to say that the vessel has to be equipped in accordance with the most modern and up-to-date practice, and that the hull should be so shaped as to resist crushing by ice, and that she should be provided with

special facilities for loading and unloading cargoes. Now, anybody who knows anything about the 'Montcalm' knows that she is not fitted for loading or unloading cargoes. This report says that the cost of that vessel would be about \$350,000. I have also here, as showing the importance of this question to the province which I have the honour to represent, a petition from the merchants of the province, a petition from the legislature of the province and a resolution passed at St John by the maritime board of trade. I am quoting these to the minister because I think he has not been as much impressed with the necessity of some improvement on that route as his predecessor was. The late Hon Mr Prefontaine, having come into contact with deputations from the province and having read these petitions from the legislature and from the merchants of the province, and taking into consideration all the circumstances, was deeply impressed with the necessity of something being done to improve the means of communication between the province and the mainland. The maritime board of trade, which knows the requirements of the country, and knows especially the difficulties of this communication in the winter, passed this resolution:

It would appear that the time has come when it is necessary to take action in the direction of providing a thoroughly reliable and permanent connection between the two shores.

Here is the resolution passed by the Maritime Board of Trade held at Yarmouth on August 16, 1905:

Whereas, the province of Prince Edward Island entered the Canadian confederation under specific terms as to continuous communication; and, whereas, such communication has not to this day been accorded to her; and, whereas, much loss and very great hardship is occasioned to her yearly in the winter season especially, owing to the want of permanent communication, her natural progress and the extension of interprovincial trade being thereby greatly hampered and handicapped; and, whereas, no province of Canada, irrespective of size or population, should be without at least one permanent and efficient system of communication, provided it can be afforded by the reasonable expenditure of public money, since such system is essential to the intercourse of the different parts of the federation and lends greatly to up-build and consolidate them; therefore,

Resolved, that this Maritime Board of Trade in annual convention assembled request, and does hereby urgently request, the federal government to complete the terms of confederation with Prince Edward Island by the construction and operation as soon as possible of a railway tunnel under the Straits of Northumberland, the only sure, permanent and adequate system of communication available; and,

Further Resolved, that the system of navigation in vogue, pending the construction of the tunnel be made as perfect as may be, the new ice-breaking steamer to be built being equipped with all the modern improvements for such vessels, and by employing one of the fleet of ice-breakers on what is known as the western route.

Mr Martin pointed out that while in this resolution of the Board of Trade advocated the building of a third boat, it also most strongly urged the construction of a more permanent and surer way of making connection between the Island and the mainland. Estimating the cost of a tunnel at \$10,000,000, he shows the annual cost would be about \$515,000. The annual cost of the two steamers he places at \$248,000. He expressed his belief that while a new steamer should for a while be put on the route, the alternative proposition would have to be adopted.

'I do not wish,' said Mr Martin, 'to take up the time of the committee, but I think the representatives of P. E. Edward Island

should know why this change was made. How is that the government, after deciding to give better communication last year, has now given up that plan and resorted to this method of carrying on the service, which after all will not be any improvement on the present. Last year the proposal was to build two new steamers—one for the St. Lawrence below Quebec and the other for Prince Edward Island; and the government has only built the one for Quebec and has neglected to build the one for Prince Edward Island.'

Address to Rev. Matthias J. Smith.

On Sunday the 2nd inst., Rev. Matthias J. Smith, who had been ordained priest on the previous Friday, celebrated his first solemn High Mass, in his native parish church, St Joseph's, Kelly's Cross. After Mass a committee of the parishioners waited on him at the residence of his brother, Mr M A Smith, Maplewood, and presented him with the following address, which was read by Mr John Bradley:

Reverend and Dear Father:—It is with feelings of great pleasure we come today to tender you on behalf of the parishioners of St Joseph's our warm congratulations on this happy occasion, the celebration of your first Solemn Mass.

It has always been a marked feature of every community to watch with interest the career of her young men, and to rejoice with them in the success they may have achieved, either at home or abroad, in their chosen professions. Permit us to say that your native parish is no exception to this rule. We, who have known your boyhood could not fail to observe your punctuality in the discharge of your duties and your close application to study, nor could we fail to respect and admire your truthfulness, affability and modest demeanor, coupled with all the enabling qualities of a christian young man which were reflected in your every day life and which gave promise of your future success. When a mere boy in your teens you entered upon the arduous and responsible duties of teacher, and so well and faithfully did you labor in the schoolroom that soon you stood in the front rank of your profession, deservedly recognized as one of the most successful teachers of the province. Nor did you allow the keen interest you took in your special duties to lessen, in any way, your usefulness as a member of society. Every movement tending to the social, moral or intellectual advancement of the community found in you a ready, active promoter and a generous enthusiastic supporter.

While it is true that communities rejoice in the success of their young men in general, it is equally true that in none of her members does a parish take such a deep and sympathetic interest or more heartily rejoice at their success than those of her sons who by their exemplary lives, learning and piety prepare themselves to worthily enter God's Holy Ministry. We feel sure that your whole life has been a continuous preparation for the sacred office to which it has pleased God to call you. It is therefore with feelings of unfeigned pleasure that we the parishioners of St Joseph's offer you our warmest congratulations on your elevation to the exalted dignity of the Priesthood. Nor need we tell you with what joy and gladness we assisted at your first Mass this morning and received your blessing the first time your hands have been raised in benediction at God's Holy Altar. Here it is but fitting to say that the pleasure we feel on this occasion is heightened by the fact that the eloquent sermon of this morning came from the lips of another talented son of St Joseph's parish.

Your scholarly attainments and brilliant course of studies eminently fit you Reverend Father to discharge the functions of your sacred office and give assurance that in the exercise of your priestly duties you will reflect credit upon yourself and your native parish and do honor to the Diocese.

We feel confident that in whatever portion of God's vineyard He may choose to call you, your zeal, untiring energy and perseverance will win success, and your labors be abundantly blessed. In conclusion, Reverend Father, we cherish the hope that in your ministrations, particularly when offering the Adorable Sacrifice of the Mass you will ever remember the people of your native parish. That God may give you health and length of years to labor in His service, that your work may be abundantly blessed and when the Loving Master bids you rest from your labors may be the reward of the "good and faithful servant" be yours, is the earnest prayer of the parishioners of St Joseph's.

We remain Reverend and Dear Father on behalf of the parishioners of St Joseph's.

Your Humble Servants, To this admirable address, Rev Father Smith made a suitable reply.

Minard's Liniment Cures everything.

St. Dunstan's College Alumni Endowment Fund.

Table with 2 columns: Name and Amount. Includes Rev J. J. McDonald, Rev J. S. Gallant, Rev Bernard Praught, Rev Thos. H. Trainor, Prof J. A. McDonald, Mr A. E. Arsenault, Mr Joe M. Conchon, Meaganic, P. Q.

DIED

On June 30th, at Afton Road, Lot 96, Angus McEachern, aged 45 years, leaving a sorrowing widow and seven small children, seven sisters and two brothers to mourn their loss, besides a large circle of friends and acquaintances.

At Reskin, July 1st, James Jack, aged 82 years.

At New Perth, June 27, John Kaneen, aged 81 years.

At Millville, the 9th inst., William McEachern, in the sixty-fifth year of his age. May his soul rest in peace.

The Prices.

Table with 2 columns: Item and Price. Includes Butter, Calf skins, Ducks, Eggs, Fowls, Pork, Hides, Hay, Mutton, Oatmeal, Potatoes, Sheep pelts, Turkeys, Geese, Blk oats, Pressed hay, Straw.

Our mail order department is growing rapidly—every mail brings us orders from different parts of the country, and we have invariably given the utmost satisfaction. If anything by any possibility might be wrong, we are always here to make it right. Stanley Bros. The Always Busy Store; Charlottetown.

Souris Tea.

The Parishioners of St. Mary's, Souris, will hold their annual Tea in aid of the new Church in the beautiful church grounds

On Wednesday, The 18th July, 1906.

Every effort will be made to make this gathering one of pleasure, comfort and amusement to all patrons. As Souris is the most charming summer resort in this Province, yearly visited by countless tourists from the neighboring Republic and all parts of the Dominion, a visit to it at this season of the year will be most enjoyable. It is well worth a visit to see the magnificent stone church, admitted to be one of the very finest in the Dominion of Canada.

Table with 3 columns: Station, Fare, Train Deps. Lists stations like Miramichi, St. John's, etc.

Following are the Fares and Train Arrangements: Special trains leave Miramichi at 8 a. m. and Charlottetown at 8:06 a. m., and run on the following schedule:

Stations, Fare, Train Deps. Lists stations like Miramichi, St. John's, etc.

Passengers from stations between Georgetown and Mount Stewart can go by regular morning trains returning by regular morning trains on Thursday, July 19th.

JAMES McQUAID, Secy. July 4, 1906—21

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

MEET ME AT THE ALWAYS BUSY STORE

STANLEY BROS.

Wool Wanted Nothing But Good Wool

Highest Price IN Cash or Trade PAID FOR GOOD WOOL AT Stanley Bros

And remember that everything you buy here is marked in plain figures, so that you know you are getting things at the right price.

Cash If You Want It, If not Cash, then the best value in Dry Goods in P. E. Island.

Wool! Good Wool! Bring it right to us.

Stanley Bros

OAK BRAND TEA.

In order to introduce our Oak Brand Tea we will ship and prepay freight to any station or shipping point on P. E. Island an 18 lb. caddie, and if you are not satisfied in every way return at our expense, and we will refund your money. Cut this out and enclose \$4.00 and mail to us.

McKenna's Grocery,

Box 576, Ch'town, P. E. I.

Enclosed find \$4.00 for which you will send us a caddie of tea as advertised in this paper. (Sign full name) (And Address)

ROBERT PALMER & CO.,

Charlottetown Sash and Door Factory, Manufacturers of Doors & Frames, Sashes & Frames, Interior and Exterior finish etc., etc.

Our Specialties

Gothic windows, stairs, stair rails, Balusters Newel Posts, Cypress Gutter and Conductors, Kiln dried Spruce and Hardwood Flooring, Kiln dried clear spruce, sheathing, and clapboards, Encourage home Industry.

ROBERT PALMER & CO., PEAKE'S No. 3 WHARF. CHARLOTTETOWN.

PROWSE BROS

Departmental Store.

Meeting With Public Approval

A store where ladies' ready-to-wear garments could be purchased as correct in style and as reasonable in price as those shown in the large Montreal and Toronto stores has been a long felt want in Charlottetown. In adding such a department to this store we felt certain of its success and we are glad to be able to report large sales daily—greatly exceeding our expectations.

Our fitting on room is much appreciated and an expert dress-maker will make any alterations without delay. We keep this department up-to-date by constantly adding new styles. For instance yesterday we received

More Stylish Cravenettes.

Stylish dark grey Cravenette coats in entirely new styles. The fabric is a medium heavy weight, thoroughly water-proof, trimmed with buttons and tabs. Special \$10.00

An elegant coat in seven-eighth length, made in plain style with strapping at back—has fancy cuff and patch pockets, fawn and dark grey shades. Special \$8.25

Handsome Empire style Cravenette in rich olive green shades, belted back. A very pleasing garment at a low price. Special \$7.00

Novelty Cravenette Coat in grey Empire style with pleated back. Has deep collar of rich green velvet with eight rows of braiding. A striking garment. Special \$11.50

Swagger Tourist Coats.

Novelty Swagger Tourist Coats in light shades of grey, fawn and greens, seven-eighth length; made of the pure wool Hewson Tweeds in fancy check effects, faultlessly tailored, the celebrated Britannia Manufacture, Empire style in both plain and belted styles. Special \$8.25

New York Linen Suits, Another Lot in Newest Styles.

Comfort in hot weather depends largely upon your clothing. Invest in a New York linen suit, stylish, cool and decidedly economical. Not enough of them to make them common. Stylish and up-to-date suits in the new pony box effect made of good quality union butchers linen, has tailor made notched collar, strapped front and back, double breasted coat and latest style skirt. Well tailored and finished. White only. Special \$5.98

PROWSE BROS., Ltd.

Dresses for Little Tots And Hats and Coats.

Quite an imposing array of stylish toggery for the little folks received yesterday. It's such swell stuff that it almost puts the grown up people's toggery in the shade. Those who have seen it are in rapture over it, and we would be glad to show it to you also if you're interested.

Infant's Silk and Muslin Robes.

Infants' robes of fine Swiss Muslin prettily made with embroidered yoke—has insertion setting on skirt and embroidery flounce; neck and sleeves val. lace trimmed. Special \$1.98

An elegant robe of Japanese wash silk most elaborately and handsomely trimmed. The yoke is of silk with French val. insertion—skirt of solid tucking, alternated with six rows of French val. lace; flounce prettily frilled with two rows lace insertion; yoke and cuffs edged with silk galleon. Special \$4.25

Pelices and Silk Dresses.

Children's pelice of fine cream cashmere, cape deeply embroidered in silk—neck trimmed with silk soutache braid. For two to four years. Special at \$2.25

Children's French dresses of Jap wash silk beautifully made, elaborately shirred and embroidered, trimmed with pretty soutache braid. For three to five years special \$2.98

Dresses of Jap wash silk, front of solid tucking with hemstitched yoke of val. lace cuffs and collar val. lace trimmed—flounce of fine val. lace, 5 to 7 years, special \$3.00

"Buster Brown" Sailor Suits.

Stylish "Buster Brown" sailor suits of fine Sicilian prettily trimmed silk braid—have silk sailor tie. In cream, navy, brown, for three to five years, splendidly made, pretty and inexpensive. Special at \$2.50

"Buster Brown" sailor suits, collar embroidered, stars in red silk front and back, kilted skirt, red silk sailor tie. For five to 7 years. In brown cream sicilian. Special \$2.98

Misses' sailor suits of fine brown and navy sicilian deep sailor collar embroidered with silk star front and back. Vest front has large embroidered anchor, pretty flounce skirt. For 10 to 13 years. Special \$4.40

Russian Blouse of Corduroy.

Very swell suits of corduroy, brown and cardinal, in the Russian blouse style. Made in very pleasing style, trimmed with silk van dyke braid, 3 to 7 years. Ladies are unanimous in praising this handsome little suit. Special \$2.20