

THE HERALD

WEDNESDAY 16th AUG., 1905. SUBSCRIPTION—\$1.00 A YEAR, PUBLISHED EVERY WEDNESDAY JAMES MCISAAC Editor & Proprietor.

THE statistical year book of Canada for 1904, issued by the Department of Agriculture and compiled by Mr. George Johnston, Statistician, has come to hand. This is the twentieth year of issue. This is a volume of some eight hundred pages, and contains a vast amount of most valuable information on a great variety of public questions. Constitution and Government, Treaties, Census, Agriculture, Trades and Commerce and all Governmental departments are among the subjects treated in this valuable book.

THE Minister of Railways and the Minister of Finance treated the representations of the members of the Board of Trade and other citizens in the matter of the station site with slight consideration. They did not even go so far as to intimate that "cold justice" would be done in the matter. As a matter of fact their conference with the people was the merest formality, as they had decided on their course beforehand. The people's wishes regarding the station site were disregarded and the arguments placed before the ministers were unceremoniously brushed aside. Nothing was decided except that the station is not to be built at Great George or Queen Street. There the matter remains.

As will be seen by the account given in this issue, the Russian and Japanese plenipotentiaries at Portsmouth are now hard at work in the struggle of diplomatically checkmating one another. The Japanese have made their announcement of terms, and the Russians have answered that this statement of terms contains conditions that are absolutely unacceptable; others that may be accepted conditionally and some not objectionable. This brings the conference up to the stage of negotiation and diplomatic sparring. How far the Japanese will recede from their first statement of terms; how far the Russians will go in the direction of meeting the demands of the Japanese, and what mutual concessions each side is willing to make in order to arrive at peace terms are the questions now to be determined by the plenipotentiaries. Whether or not mutually satisfactory terms may be agreed upon is difficult to conjecture. Certainly a very considerable length of time is likely to be consumed in the negotiations, unless it be immediately evident that no satisfactory basis of agreement can be reached. In that case an early breaking up of the conference may be looked for.

The Peace Negotiations

Information thus far received from Portsmouth, N. H., as to the possibility of the Russian and Japanese plenipotentiaries arriving at a basis from which to negotiate a peace treaty, are not the most optimistic. Japan's terms were submitted on the 10th, as the following report shows: Reimbursement for the expenses sustained in the prosecution of the war and the cession of the Island of Sakhalin constitute the main features of the peace conditions handed by Baron Komura to M. Witte at the conclusion of the morning session of the plenipotentiaries in the general stores building of the Portsmouth navy yard. The word "indemnity" is carefully avoided, the term employed being "reimbursement" for the cost of the war. No sum is fixed, the amount being distinctly adjourned for mutual adjustment between the two countries after the Japanese expenditure has been ascertained. These are the two all-important conditions, and those which the Russian plenipotentiaries find absolutely unacceptable. The friendly fashion in which Baron Komura explained the conditions before handing them to M. Witte, and the avoidance of the use of the word "indemnity" in the presentation of Japan's bill for the cost of the war, without fixing a sum, leaves the way open for negotiation, and constitutes the main hope that a final agreement is possible. Certainly the danger of a sudden result, no matter what the ultimate result may be, is precluded by today's developments. The other terms are substantially what the world expected, and with one or perhaps two exceptions could probably be entertained as a basis of negotiations. They include the following:

EVACUATION OF MANCHURIA

The cession of the Russian leases to the Liaotung peninsula comprising Port Arthur and Dalny. The evacuation of the entire province of Manchuria, the retrocession to China of any privileges Russia may have in the province, and the recognition by Russia of the principle of the "open door." The cession to Japan of the Chinese Eastern railroad below Harbin, the main line through Northern Manchuria to Vladivostok to remain Russian property. The recognition of the Japanese protectorate over Korea. The grant of fishing rights to Japan in the waters of the Siberian littoral northward from Vladivostok to the Behring Sea. The relinquishment to Japan of the Russian warships interned in neutral ports. Finally, a limitation upon the naval strength of Russia in Far Eastern waters.

TERMS REGARDED HARD

As a whole the terms are regarded as extremely hard by the Russians. In addition to the two principal conditions which cannot be accepted under M. Witte's instructions, those relating to the limiting of Russia's naval power in the Far East, and the granting of fishing rights upon the Russian littoral are considered particularly offensive to the amour propre of their country and of such a humiliating character as to be inadmissible. The Japanese on the contrary, as Baron Komura announced at the conference to day, consider them moderate contending that they only represent a fair compensation for the expenses of the war and the victories they have achieved on land and sea, their sole purpose being to attain the objects for which they have fought, the spoils claimed being such as they are legitimately entitled to as the result of their military and naval successes. The Russian plenipotentiaries as soon as the Japanese terms were in their hands called in the five expert delegates attached to the mission and spent the whole afternoon in the consideration of the terms. Meantime the conditions were placed in cipher and cabled to the Tsar with M. Witte's personal recommendations. It is hoped that a reply will be received from the emperor to-morrow, in which case M. Witte expects to have the Russian response ready by Saturday, but it is not unlikely that Saturday being the first anniversary of the birth of the Tsar, the presentation of the reply will be deferred until Monday. Meantime the plenipotentiaries will not meet unless some unexpected necessity for a conference should arise.

Russia's Reply to Japan

The following report of proceedings dated the 11th intimate Russia's disposition towards the terms submitted: Russia's reply to the Japanese terms of peace will be delivered by M. Witte to Baron Komura at 9:30 o'clock to-morrow morning. The reply is written, there being two texts, one in French, the other in English. Upon the two crucial points, indemnity and the cession of the island of Sakhalin, the reply is an absolute non possumus. Other points are accepted as bases for discussion, while still others are accepted conditionally. The reply is rather long because in enumerating the conditions upon which discussion is admitted and those upon which consideration is declined, reasons and arguments are given. The Japanese plenipotentiaries are expected to ask for an immediate adjournment to examine and prepare this reply. M. Witte will probably intimate that the Russian plenipotentiaries expect the Japanese to display as much expedition as they (the Russians) have shown in the preparation of their response. Monday, therefore, is expected to be the day on which the real discussion will begin. Neither side wants to indulge in diplomatic sparring. The time for fencing is over, and less than a week must decide whether a basis of peace is possible.

JAPANESE TACTICS

The tactics of the Japanese are inscrutable. They have shown throughout the war their ability to guard their secrets, military, naval and diplomatic, and now not the remotest clue comes from behind their closed doors as to whether they are prepared to make substantial concessions. Silence and secrecy are their watchwords. But if the conditions as submitted constitute their last word hope of peace may be regarded as having disappeared if the feeling reflected in Russian circles is a true criterion. And that no substantial concessions on the main issues will be made is the belief both in Russian and Japanese circles. To

night in the inner camps of both plenipotentiaries the deepest pessimism reigns. M. Witte, it is positively known, believes the prospects of an agreement are so remote as to be practically nil. He has no desire to prolong the agony, and instead of fencing when the plenipotentiaries come together when the Japanese have had the opportunity to examine the reply there is strong reason to believe he will not only welcome, but will insist upon an immediate discussion of all the proposed bases.

JAPS WONT TALK

That the Japanese terms, in so far as they touch the main points, will not be withdrawn or materially modified is the opinion of the most competent Japanese authority on the ground who will talk for publication, namely, Mr. Julio Kumpei Matsumoto, a member of the Japanese parliament, who is here, as a financial emissary of Japan, and who is in close communication with Baron Komura and Mr. Takahira. The reasons he assigns are extremely interesting. "The conditions in their broad outlines," said he to the Associated Press correspondent to-night, "have been substantially known to us in Japan, and the Russians will be very much mistaken if they imagine the Japanese will not insist upon the two chief points—the indemnity and the cession of Sakhalin. To surrender either is impossible. If Baron Komura should yield on these points public feeling in Japan would be so strong that he would be murdered upon his return to Japan. We must be reimbursed for the cost of the war, and we have national claims for Sakhalin which we have never forgotten. About 200 years ago the island was explored by a Japanese, Juzo Konda, who reported in the name of Japan and called it Karafuto, the name bestowed upon it by the aboriginal Aino race, who at that time inhabited the island of Hokkaido. Finally it is 'discovered' by a Russian captain, who occupied it in the name of Russia. Japan protested and a long desultory negotiation followed. But Japan was then weak. She had neither army nor navy nor internal organization. Indeed the country was almost on the verge of revolution. Japan could not resist, and the upshot was that Russia one day ended the controversy by announcing that she would take Sakhalin and give Japan the Kuriles (Kuriles) islands, which Japan already owned."

JAPAN DOES NOT WANT TO HUMILIATE RUSSIA

Japan has no desire to humiliate Russia more than is necessary, and even now is seeking to avoid wounding Russia's susceptibilities, but public opinion in Japan is absolutely so firm upon the main issues that no Japanese statesman could possibly dare to withdraw the terms which have been proposed as the bases of peace. The Japanese government has only asked what, according to Japanese ideas, are considered most moderate terms. A strong party in Japan favored claiming not only Sakhalin, the Liao Tung peninsula, protectorate over Korea and the evacuation of Manchuria, but also the cession to Japan of the territory around the mouth of the Amur."

Saturday's proceedings are thus briefly reported: The Russian reply to the Japanese conditions of peace was delivered by M. Witte to Baron Komura this morning. It is understood that M. Witte's reply upon the two main points was a firm but courteous refusal. The Russians had no concealment of that and such indications as came from their head-quarters breathed a spirit of implacable resolution to adhere to the refusal. Indeed there were open indications that unless the Japanese modified their position upon these points the attempt to negotiate peace must result in failure and predictions were made among the Russian correspondents that next week would see the end. The meeting was brief. It lasted little more than an hour. The Russian reply was delivered by M. Witte, and the meeting was adjourned to give Baron Komura and his colleagues an opportunity to examine the documents. M. Witte indicated contentedly that he would expect the same expedition in the Japanese response as had been observed in the preparation of the Russian reply, and this was readily assented to. Baron Komura announced that they would be prepared to meet the Russian plenipotentiaries again at three o'clock this afternoon, or if not, then at the latest to-morrow (Sunday) at the same hour.

Portsmouth, Aug. 13.—No progress has been made with the peace negotiations over Sunday. They stand exactly where they did last night. The session of the plenipotentiaries which was to have been held this afternoon was postponed by mutual agreement out of deference to the fact that this was the holy Sabbath, which is universally observed in Russia as a day of rest. The Russians had not been anxious for a session to-day and this morning the Japanese took the initiative and, through the intermediary of Mr. Petrov, it was decided to postpone the sitting until to-morrow morning. The situation therefore remains the same. It would perhaps not be too much to say that the general feeling is more hopeful in spite of open predictions made by persons connected with both sides of the negotiations that before next Sunday the plenipotentiaries will reach an impasse where a rupture will become inevitable. This pessimistic view is based upon the fact that so far as known the two big barriers to an agreement—indemnity and Sakhalin—remain as high and insurmountable as ever.

proceedings: Although very rapid progress was made with the peace negotiations today, three of the twelve articles which constitute the Japanese conditions of peace having been agreed to by M. Witte and Baron Rosen on behalf of Russia, neither of two articles to which M. Witte in his reply returned an absolute negative was reached. It is therefore, still to come. It may be reached tomorrow, as the cession of Sakhalin comes fifth in the list. The three articles, as they are officially designated in the brief communication authorized to be given to the press, were disposed of today, as follows: First—Russia's recognition of Japan's "preponderating influence" and special position in Korea, which Russia heretofore agrees is outside of her sphere of influence, Japan binding herself to recognize the suzerainty of the reigning family but with the right to give assistance to improve the civil administration of the empire. Second—Mutual obligation to evacuate Manchuria and to surrender all privileges in that province, mutual obligations to respect the territorial integrity of China and to maintain the principle of equal opportunity for the commerce and industry of all nations in that province (open door). Third—The cession to China of the Chinese eastern railroad from Harbin southward.

COULD NOT ACCEPT

There never was any question about the acceptance on the part of M. Witte of these "articles." The first two cover in more emphatic form the contentions of Japan in the diplomatic struggle which preceded hostilities. The third is a natural consequence of the result of the war. The cession of the railroad, the building of which cost Russia an immense sum, estimated by Baron Komura at \$100,000,000 and \$200,000,000, is to China. Japan and China, therefore, will arrange between themselves the method by which the former is to be reimbursed, and through this financial operation Japan might have a very considerable portion of her claim for the "expenses of the war" liquidated. The railroad is ostensibly the property of the Russo-Chinese bank, although built by government money advanced through the bank, and since its completion, operated, managed and policed by the Russian government. Japan cannot take the railroad herself. To place herself in Russia's shoes regarding the railroad would be militarily to control the destinies of the three provinces of Manchuria, which she has promised to return to China. But Japan is entitled to reimbursement for the expense to which she has been put in restoring the railroad below the present position of Linievitch's army, rebuilding the bridges and narrowing the gauge. If China could not find money, some other power or powers might do so, and the road would become hypothecated to the power which advanced the money, as other Chinese roads are to those which advanced the money for their construction. It was M. Witte himself who organized the Russo-Chinese bank in 1895, and who has always been considered the real organizer of the Chinese Eastern Company. Mr. Berg, the attorney of the Russo-Chinese bank which owns practically, if not all of the shares of the road, is attached to the Russian mission.

The Fate of the Sch'r Garland

In a terrific wind squall which swept the Cape Breton coast at one o'clock Monday the schooner Garland, a 100-ton vessel, was driven ashore at Liagan, and every one of her crew, possibly five men, met a watery grave. Many people living in the mining districts along the shore watched a noble schooner as she went over, but were powerless to render any assistance to the crew owing to the awful sea running. The first news of the disaster reached Sydney shortly after one o'clock, and within an hour the Dominion Coal Company's steamer Cacouca, which had just arrived from St. John's on her way to the scene after steaming about twenty miles from Sydney the Cacouca encountered the upturned vessel about three miles off Glace Bay, or nearly five miles east of where the upset occurred. There was no sign of life on board, and although the ocean's surface for miles around was searched by the Cacouca, no trace of a human being could be found. The Garland was a schooner 75 tons register, and hailed from Lunenburg. She was evidently bound to Sydney when the upset occurred, and is no doubt one of the several schooners sighted off Point Light, all of which from the large amount of sail they were carrying looked as if they had been racing to Sydney. When the upturned vessel was first sighted from Low Point light at the entrance to the harbor two men were seen clinging to her bottom. But half an hour afterwards these disappeared and no trace of them was seen afterwards. The Garland was built at Petite Riviere in 1890. She was owned by Captain J. E. P. Aylward, of Southport, who had with him Captain Mosher, of Halifax, as sailing master. These were the only persons known at Sydney who sailed from that port with the vessel when she left there June first. Since that time the vessel has carried cargo of coal and lumber but has been engaged in carrying lumber from Lunenburg to Sydney for Mr. Sperry. The Garland was built for fishing purposes and was a well found craft. The ballast would be removed from her to carry lumber and this would be liable to make her top heavy. She was insured for \$300 with a Halifax company. Captain Aylward it seems was the only lander belonging to the vessel. He was a man of about 45 years of age, very steady in his habits and highly esteemed by all. He was unmarried. A brother and three sisters are left to mourn. Captain Mosher, of Halifax, leaves a family of five children. (News has been received to-day that the Captain and crew have been saved and have reached Glace Bay.)

Farm Laborer's Excursion

NOTICE TO INTENDING EXCURSIONISTS. This year's wheat crop in Manitoba and the Canadian Northwest has matured early, owing to the very favorable conditions that have prevailed throughout the entire season, and will far exceed in quantity and quality that of previous seasons. It is estimated that not less than 25,000 laborers will be required to assist in the harvesting, and an additional 5,000 as soon as threshing commences. The Farm Laborers' excursion from the Maritime Provinces is the first excursion to be run this year, and laborers from our province will therefore have advantage over those from other sections inasmuch as they will be the first on the ground, and will have the choice of positions and the longest period of work, and it is expected that the number to go from the province this year will far exceed that of previous years. The object of this excursion is to assist the farmers of the northwest in harvesting their crops, and incidentally to enable the excursionists to visit and look over the country at the same time earning sufficient money to defray the expense of the trip. The excursion from the Maritime Provinces has been arranged as follows: From stations in Nova Scotia, east of New Glasgow excursion will be Friday Aug. 18th. An extra train will leave Sydney at 11:00 a. m., stopping at all stations between Sydney and New Glasgow to pick up excursionists. From other points in Nova Scotia and from points in New Brunswick, excursion will be on Saturday, August 19th. The I. C. Ry. will start a passenger extra train from Halifax at 7:00 a. m., stopping at all stations to pick up excursionists. Between New Glasgow to Truro and Pictou to Oxford Junction will be carried on regular morning trains to main line junction points. From points North of Moncton to Campbellton, excursionists should proceed to that point by local trains taking Maritime Express from Campbellton. From the Canada Eastern section, excursionists will be carried by regular trains to Fredericton. From Prince Edward Island excursion will be on Saturday, Aug. 19th, by regular trains from Tignish, Souris and Georgetown, with a passenger extra train from Charlottetown to Summersburg, and starting the evening of the 18th, Northumberland will make a special trip to Point du Chene, from which point excursionists will travel by passenger extra trains. Farm laborers tickets will not be honored on any regular train on the mainline of the Intercolonial between Halifax and St. John. From Dominion Atlantic railway points, excursionists will travel on regular trains to Digby and by S. S. Prince Rupert to St. John, thence by passenger extra trains. From St. John, N. B., and main line points west thereof, farm laborers will be carried on passenger extra trains. Tickets will not be honored on any regular main line train. From Canadian Pacific Branch line points, excursionists will be carried to main line junction points by regular trains.

Fight With a Madman

New York, Aug. 11.—Stratford shoals light and perhaps the big Long Island Sound steamers which are guided by it were saved last week through the heroic struggle which the keeper of the light, Merrill Hulse, made for seven days against a madman, marooned alone with the keeper and determined to extinguish the light. The madman was Hulse's brother keeper, Julius Coster, who became insane, and tried to destroy his light. In attempts to get at the light, Coster wanted to kill Hulse. The lighthouse is situated on Long Island, midway between Bridgeport and Port Jefferson. The story of the lone keeper's defense of the Stratford shoals light was made public to-day. When the head keeper, Gilbert L. Roland, who was ashore on a vacation last week, handed in his official report of last week's happenings, Hulse had no warning that he was living with an insane man until one day Coster attacked him with a weapon made of a razor lashed to the end of a long pole. The keeper overpowered Coster and repeatedly afterward, during the first two days of his companion's madness he fought for his own life. Then Coster's mania took a turn, and one afternoon Hulse found him with a hammer and chisel trying to cut away the walls of the lighthouse. That night the light suddenly stopped revolving and his keeper ran to the lamp room to see Coster with an axe about to destroy the lenses. He fought his way into the room and saved the light, but from that time on for fully five days, doing two men's work, the brave keeper was forced both to guard the lens and night and to fight many times for his own life. Finally, toward the end of this period another burden was laid upon him. As Coster's delirium wore off he tried to commit suicide, so that when he removed from the lighthouse he bore self-inflicted gashes all over his neck, which only Hulse's faithful watchfulness had prevented becoming fatal. He was taken to a hospital.

Prince Louis of Battenberg at Quebec

Quebec, Aug. 11.—Amid the thunder of guns from the citadel, the ship of the second cruiser squadron, under command of H. S. S. Prince Louis of Battenberg, arrived in the harbor of Quebec at 4:30 o'clock this afternoon, and cast anchor, to remain for a visit which promises to be of the most interesting, and in honor of which the citizens of the ancient city have made preparations on a grand scale for a round of festivities such as has been seldom witnessed here. Upon the arrival of the fleet they were received by a salute from the citadel, and the salute was replied to by the flags. Every minute of the stay overlooking the river was crowded with those anxious to witness the spectacle of six of the premier ships of the royal navy coming up the river. Admiral Prince Louis with his staff landed about six o'clock, and drove up to the governor-general's quarters to make his official visit to his excellency, and returned to the ship about seven o'clock. The governor-general, Lord Grey, will go on board the admiral's flagship to-morrow morning.

Wonderful Water World

It is interesting to know that in the Province of Ontario, Canada, there are over 40,000 square miles of inland water stretches, exclusive of the Great Lakes and the River St. Lawrence, and nearly all lying north of Lake Ontario in the "Highlands of Ontario." These Highlands embrace the districts of "Muskego," "Lake of Bays," "Maganastaw River," "Lake Nipistaw" and the French River, "Temagami," "Algonquin Park" and "Kawtha Lakes," and are all reached directly by the lines of the Grand Trunk Railway system. Speaking of the "Muskego Lakes" region the Cleveland Leader in an article headed "Builders revel in wilds of muskego," being a report by their special staff representative of an outing which the members of the Builders' Exchange of that city to the number of 200 enjoyed in this lake-land territory, says—"A hundred Chataqua rolled into one summer resort region would not compare with the 'Ontario Highlands.' Summer cottages and hotels, pretty camps and hundreds of sail boats, and canoes passed in procession on the steamer 'Medora' steamed past scores of enchanting islands."

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