

THE HERALD

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Please send in your subscriptions.

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 dimension, 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.

If you want anything at any time, and cannot come yourself; just drop us a postal, and we shall be pleased to send you samples and give you any information of any line of goods offered in a first class store like ours. Stanley Bros.

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. Remember the day and the date and cancel all other engagements and come to the great Souris tea on Wednesday, the 18th July.

Table with 3 columns: Station, Fare, Train Deps. Lists various 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

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 galleone. 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

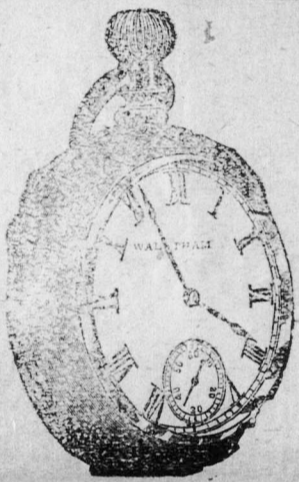
"Buster Brown" Sailor Suits.

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

**No Gun License Re-
quired
TO SHOOT THE DOGS
That Kill the Sheep When Wool
Is Bringing
35 cents a lb.
IN TRADE AT
JAS. PATON & CO'S.**



E. W. Taylor
WATCHMAKER
JEWELER and OPTICIAN.

ESTABLISHED 1870.

HANDSOME LADIES' WATCHES (Reliable) \$10.00, \$14.00, \$20.00 and \$50.00.

CHAINS — \$2.50, \$3.50, \$5.00, up to \$20.00.

WATCHES for Men, Regina or Waltham— (Reliable) — \$7.50, \$10.00, \$20.00 and \$35.00.

RINGS, for Wedding or Birthday, plain or set with precious stones.

SPECTACLES, in rimless or mounted. Lenses adapted by testing to each eye separately.

E. W. TAYLOR
South Side Queen Square.

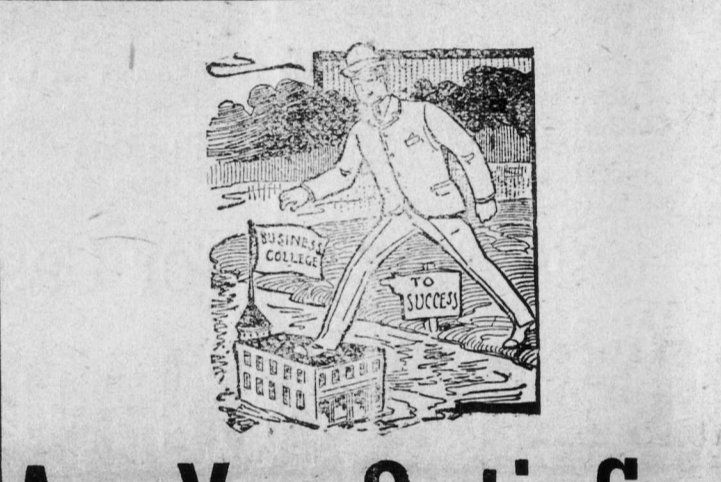
FIRE INSURANCE.

Royal Insurance Company of Liverpool, G. B.
Sun Fire offices of London.
Phoenix Insurance Company of Brooklyn.

Combined Assets \$100,000,000
Lowest rates and prompt settlement of Losses.

JOHN MACBACHERN,
AGENT.
Mar. 22nd, 1905.

E. F. RYAN, B. A.,
BARRISTER & ATTORNEY,
GEORGETOWN, P. E. ISLAND.
March 29, 1905.



Are You Satisfied With Your Present Position.

Do you want to earn more money? If so you want to secure a practical business education—a sound training that will fit you for business life. By attending the

Union Commercial College

You will fit yourself for a better position. Remember there is no waste time, no unnecessary delays. The only college on P. E. Island giving final examinations the last three days of every month. Write for prospectus and full particulars.

W. MORAN,
Ch'town, P. E. I., July 11th, 1906. Principal.

GOOD Groceries



Our store has gained a reputation for reliable Groceries. Our trade during 1904 has been very satisfactory. We shall put forth every effort during the present year to give our customers the best possible service.

Eureka Tea.

If you have never tried our Eureka Tea it will pay you to do so. It is blended especially for our trade, and our sales on it show a continued increase. Price 25 cents per lb.

Preserves.—We manufacture all our own Preserves, and can guarantee them strictly pure Sold wholesale and retail.
R. F. Maddigan & Co.
Eureka Grocery.
QUEEN STREET, CHARLOTTETOWN, P. E. I.

LOCAL AND OTHER ITEMS

The Dominion Government has relieved the small steamers from calling at Miramichi, and has also fixed Friday as the day of departure from both sides.

There was a good attendance at the market yesterday and a good supply of commodities. In the fish department, salmon from St. Peter's harbor sold for 12 to 14 cts. a pound. Strawberries ranged from 25 to 40 cts. a quart.

John Schidlofski, a Lithuanian, of Brockton, was electrocuted at the State Prison at Charlestown, Mass., early Monday morning for the murder of his wife, Marcina at Belmont, July 12th, 1905.

In the British House of Commons a few days ago an amendment to the education bill was defeated by only sixteen votes, while the clause on adoption had only forty-seven majority.

At Chatham, N. B., on Monday last, Charles Rich, accused of holding for sale skins of animals killed out of season, was fined \$200 for moose, \$5 for caribou, \$3-50 for deer, and the costs, in all \$223.95.

The Maritime Medical Association held their annual meeting in this city today and tomorrow. Distinguished members of the medical profession from St. John, Halifax, Boston and other cities are in attendance.

Word has been received at North Sydney, C. B., that the fishing schooner, Stanley Joseph, Capt. Isaac V. Ellis, was lost with all on board during a terrific thunderstorm when near the Grand Bank. The schooner was owned by John Penney & Sons, of Rameau, N.S.

LOST.—On Friday last, the 6th inst., between the market house, Charlottetown and Edward Lane's St. Peter's Road, a purse containing a sum of money and a note of hand for \$14.40. The finder will discover the owner by leaving it at the Herald office.

The terns, Port Clyde, Port Clyde, New York, with lumber, was towed into Liverpool, N.S., Monday morning in a sinking condition by the schooner Mary Ann. The terns was in collision with an unknown steamer off Seal Island on Wednesday morning which was likely bound to or from Boston or New York.

While on their rounds, at Belleville, Ont., Friday morning the police found at the foot of a back stairs in Robertson Block, Front St. the body of W. J. McCann, a prominent lawyer and liberal politician of that city. It is believed that the deceased was about to descend the stairs the previous night, when he stumbled and fell. His neck was broken.

Cornelius O'Leary one of the oldest passenger conductors on the Canadian Pacific Railway who ran between Ottawa and Prescott many years before that line became the C. P. R. property, was struck by an electric car in Ottawa on Sunday morning and died shortly afterwards in the hospital. He was on his way to Mass at the time. He was about 60 years of age. The base of his skull was fractured.

Monday last, the 9th inst., was the twentieth anniversary of the birthday of the Right Hon. Joseph Chamberlain, his native city Birmingham celebrated the event in grand style. Despite the vicissitudes of his political career during the past few years Mr. Chamberlain remains the idol of his home city, which has represented in parliament continuously for thirty years. He was presented with 120 addresses.

At Sydney, C. B., on the 14th inst., a manly occurred in the County Jail, when the order was given out that the men were to be marched out to work on the country roads, under the provision of the Prison Labor Law recently enacted. Of the eighteen prisoners thirteen positively refused to go to work or even to try on the new striped suits provided for them. The Sheriff issued orders that the mutineers should be disciplined until they agreed to obey orders. They were accordingly strapped by one arm to the gate of the jail. They persisted in their stubbornness all day; but towards evening they caved in and all went to work the following day.

Winnipeg advices of the 9th inst. report J. J. Golden, Provincial Commissioner of Immigration as follows:—According to present indications from all parts of the Province the harvest this year will be ten days earlier than ordinarily. If the weather continues favorable we will be in the midst of harvesting by the middle of August, while harvesting will be well started before that. Last year the grain ripened with a rush and was ready for the binder eight days before it was expected. Mr. Golden estimates it will take twenty-five thousand men to gather the harvest. Last year there were 17,000 from Ontario and the west and he thinks the acreage and yield are sufficiently increased to require eight thousand more hands this year.

For the purpose of studying the strategic movements of the campaign of General Sherman in Georgia, during the civil war, a detachment of officers of the United States Army, composed of members of the United States post-graduate school at Fort Leavenworth, Kansas, Chattanooga, Tenn., a few days ago on a march to Atlanta. The officers making the trip are mostly captains and lieutenants, who have been appointed from the different regiments of the regular army. The line of march is from Fort Oglethorpe to Atlanta and embraces the different points of the campaign during the late war. The entire trip is to be made by short marches, following the advance of General Sherman. The detachment are provided with marching equipments and camp each night on the line of march.

In this issue will be found an advertisement of the Union Commercial College. This institution gives an excellent business course; a thorough commercial training and students who qualify to pass the examinations are not required to spend any unnecessary time at the college; as examinations are held on the last three days of every month. Stenography, typewriting, book keeping, spelling and commercial correspondence are included in the college curriculum, and thoroughness in the dominant note underlying the whole course. No student is allowed to pass without coming up to the required standard. A diploma from the Union Commercial College, ensures to its holder a position of responsibility and trust without very much delay. Those having any desire of acquiring a business training should go to the Union Commercial College.

LOCAL AND OTHER ITEMS

Manila, July 10.—The Dry Dock Dewey arrived at Manogope, Luzon this morning.

Cronstadt, July 10.—Admiral Rojenskiy has been acquitted.

The steamer Pratoris of the Plant Line arrived here from Boston via Halifax, with freight and passengers, last evening about 8 o'clock.

The Elder Dempster Line Angola from Veracruz for Montreal struck near Louisbourg yesterday morning.

A summary of the deaths and injuries caused throughout the United States on the 4th of July shows: Dead 23, injured 2,789, fire loss \$6,450.

At Henley, England, on the 5th, the Belgian crew defeated Trinity Hall by three lengths: time 7 minutes 9 seconds. The cup thus leaves England for the first time.

The contract for the construction of a second workshop for the I. C. R., at Moncton, has been awarded to Rhodes Curry & Co., of Amherst.

A scheme is on foot among the financiers in London to make Gaspe, Canada, a port by the construction of a railway from Pasabekia. The advantage of the proposed road and terminal have been extensively advertised.

It is reported from Kingston by Joseph Haycock, chief of the inspector, that he has made a valuable estimate near Ottawa of some 5000 pounds of binder twine under the measurement, authorized by the Government Act making confiscation the penalty for short measurement.

The transatlantic service of the Russian Volunteer Fleet has been inaugurated with the sailing of the steamer Smolensk from Liban, via Rotterdam, for New York. The Smolensk will be followed by the St. Petersburg and the Saratov. When the service is fully established there will be regular semi-monthly sailings between Liban and New York.

Two police officers, Griffin and Perry, rescued eight people from death by fire at Farmers Hotel, Higgins Avenue, Winnipeg, on Thursday morning. Before the arrival of the fire department, the two police constables hurried into the building to arouse the occupants. They secured a ladder and placed it against the upper story from which eight men crawled in their night clothes.

On Monday the House of Commons, Ottawa was in committee of supply taking up the Railway and Canal estimates. The Minister of Railways said that the I. C. R. would show a surplus for the year ending June 30th last of \$100,000. The receipts of the year up to June 30th last were \$7,610,594, an increase of \$836,381 over 1905. Prince Edward Island railway showed only a deficit of \$50,000, while last year it was \$153,000. This would give a net surplus on the whole system of about \$50,000.

The Turkish attempt to secure further territory on the Persian frontier has been checked by the Governor of Fushkar, who repulsed the invading force of three hundred Turkish soldiers and seven hundred mounted Arab irregulars with considerable loss to the raiders. The Council of Ministers at Constantinople instructed the Turkish commander at Seekki Pass to withdraw his troops from their most advanced position, and avoid further cause for a rupture with Persia.

The widow of Li Hung Chang, the famous Chinese Viceroy, who is one of the richest women in the world, is staying at Lugano, Switzerland, with her nephew, the Chinese Minister at Vienna. She is attended by a numerous suite, who are principally engaged in looking after the old lady's luggage, which consists of hundreds of wonderfully designed boxes containing priceless silks and jewels, the private cooking utensils of the party, and last, but not least, a case of birds' nests intended for soup.

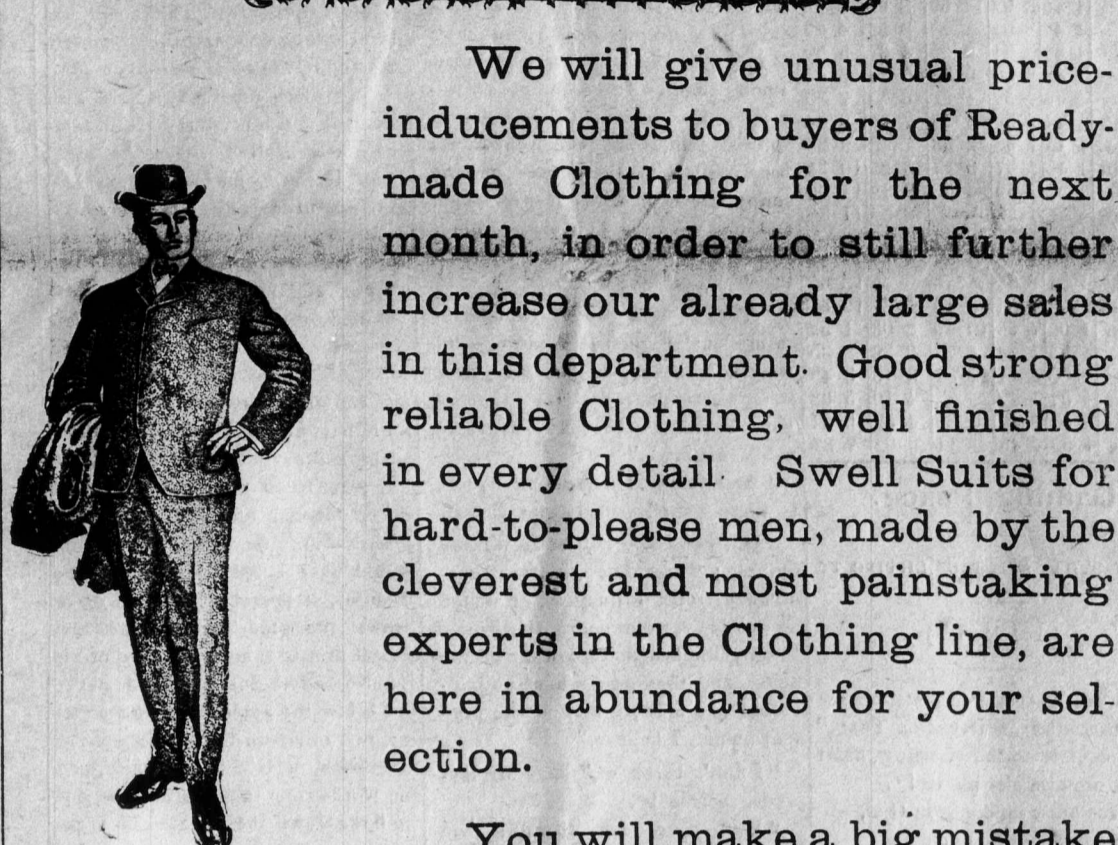
There was a fair attendance at the chess board meeting on Friday last. R. E. Mutch & Co., city, and Archibald Campbell, Summerside, were appointed official weighers. The draw message read, Montreal firmer and higher, English market firm and advancing, Montreal 11 to 11 1/2, Kingston 11 9-16. The following were boarded and all sold to R. E. Spillert for 1 1/2 cents, Dundas 40, Stanley Bridge 130, Cornwall 65, Lakeville 51, Red Point 38, New Perth 50, Union 70, Kensington 150, Hazelbrook 50, O'Leary 50. The next meeting will be July 20th.

Mr. Robert Fennell, of the firm of Fennell & Chandler, met with a serious accident while driving on Friday evening. His horse slipped on Boston St., between Queen and Great George St., after passing an automobile and the wheel of the carriage struck a telephone post. The shock broke the wire which dropped down and struck Mr. Fennell on the head. This and the struggles of the horse threw him forward on the wheel and he became tangled up with it and dragged round a short distance before being extricated. He was carried into a neighboring house and later conveyed to his home in Wright's ambulance.

Not in the history of English railways have greater precautions ever been observed to protect the royal train than those which had been perfected when the King and Queen, accompanied by Princess Victoria, left King's Cross yesterday on their journey northward. The preparations for the trip had been in hand for weeks, but the extra ordinary precautions were undoubtedly prompted in a measure by the recent Salisbury disaster. Every particle of the apparatus of the train has been subjected to the most careful inspection. Stationmasters, operators and track inspectors at every station along the route, no matter how small, were imperatively required to be on duty half an hour before the royal train was due to examine personally as to signals and switch works, and to see that all was in proper working order. The pilot engine ran a quarter of an hour ahead of the royal train, and after the passage all tracks were kept absolutely clear. The royal train was drawn by two locomotives, with expert engineers, and a complete staff of railway experts accompanied the train for immediate action in case anything should go wrong.

This is the highest price ever paid for wool in this country 32 cents per lb, Jas Paton & Co, Victoria Rowe.

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