

The Charlottetown Herald.

NEW SERIES.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, WEDNESDAY, MARCH 16, 1904

Vol. XXXIII, No. 11

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We have now in stock 200 Half Barrels of Herring. Write us for prices.

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Of all kinds, Silver, Gold Filled, Solid Gold, etc.; but, after all, it's the fitting that's most important.

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We Are Meeting All Cut Prices On Furniture.

Call in and let us figure on your wants. Our discounts may not be as large, but our first price is much smaller than that asked elsewhere. Comparison invited.

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DYSPEPSIA, BILIOUSNESS, CONSTIPATION, HEADACHE, SALT RHEUM, SCROFULA, HEARTBURN, SOUR STOMACH, DIZZINESS, DROPSY, RHEUMATISM, BOILS, PIMPLES, RINGWORM, or any disease arising from a disordered state of the Stomach, Liver, Bowels or Blood. When you require a good blood medicine get

BURDOCK BLOOD BITTERS.

MISCELLANEOUS.

Stranger (overtaking native)—Say, what's the matter here? Every house for the last ten miles is closed, and you're the first person I've seen. Got the plague here?
Native (whipping up his horse)—Nop. A nymobile race ter morrer, an' we're gettin out o' danger. Ged up!

An All-Round Remedy

Mrs. Henneson, Binscarth, Man writes: "I have used Haysard's Yellow Oil for sore throat, Cuts Scalds and Frost bites for a long time and consider it the best all round household remedy." Price 25c. All dealers.

Haskell—What's Bobby crying for?
Mrs. Haskell—Oh! the poor boy caught his finger in the pantry door Haskell—H'm! He evidently didn't get the jam he was looking for that time.

Mary A O'Connell, Middle Stew-acke N. S. says: "I have used Lux-Liver Pills for serious Liver Complaint and they done me a world of good making me smart and healthy."

"Where are you going, my pretty maid" he asked.
"Should the weather indications continue of an auspicious character, my intended destination is your enclosure, where my unwavering determination is to extract such an amount of lactical fluid from the gently articulating kind as may be deemed necessary and advisable," calmly replied the rustic girl. And she passed on, leaving a gibbering idiot groveling upon the ground where lately had stood a dandy dude.

Minard's Liniment relieves neuralgia.

The little daughter of a professional gentleman had been reproved by her mother for always leaving her crusts of bread, and was told how many poor little girls there were who would be glad to get them. The next meal, noting the same habit, the mother asked the disobedient:—
"Gerty, what are you going to do with those crusts?"
The little one looked up brightly and replied:—
"Why, mamma, I am saving them for the poor little girls who want them!"

A Box of Miburn's Rheumatic Pills will be sent free to any one who suffers from Rheumatism, Sciatica, Lumbago or Neuralgia if they have never tried these pills before. Send 2c. stamp for postage to The T. Miburn Co., Limited, Toronto, Ont.

Miss Mary Malinda McVeagh, Who still had a sweet, girlish weaght, Wept rivers when she (At fifty and three) Found out that they called her peasant!

Minard's Liniment cures Diphtheria.

Every Organ of the Body Toned up and invigorated by

MILBURN'S HEART AND NERVE PILLS.

Mr. F. W. Meyer, King St. E., Berlin, Ont., says: "I suffered for five years with palpitation, shortness of breath, sleeplessness and pain in the heart, but one box of Milburn's Heart and Nerve Pills completely removed all these distressing symptoms. I have not suffered since taking them, and now sleep well and feel strong and vigorous."

Milburn's Heart and Nerve Pills cure all diseases arising from weak heart, when the nerve tissues, or watery blood.

Great Fires of Modern History.

Generally it has been supposed, says an American weekly newspaper, that the day when whole sections of a town could be swept away by fire was past, owing to modern improvements in building and to methods of fire extinction. But the recent catastrophe at Baltimore destroys faith in that belief. Of the serious conflagrations of the last century first to be mentioned, of course, is the Chicago fire of 1871, with its loss of \$190,000,000; the Boston fire of 1872, sustaining a loss of \$30,000,000; the Hamburg (Germany) fire 1812, a loss of \$35,000,000; the Aldergate street (London, England) fire of 1899, a loss of \$10,000,000; the great New York fire of 1835, a loss of \$30,000,000; the Bleeker street (New York) fire of 1891, a loss of \$7,000,000. During the seventeenth and eighteenth centuries the European cities suffered conflagrations which differed from those of the present day in one respect.

During these centuries the cities of Northern Europe consisted of nothing more than a vast collection of squalid huts of logs, rushes, wattles and daub, grouped about a few magnificent buildings. Such was the London of Queen Elizabeth's day. The great fire in London in 1666, while it destroyed the greater part of that city, resulted in a less much less than that of the Baltimore fire. It destroyed the miserable huts, but spared the Tower, Westminster and other notable buildings. Such, also, was pretty much the case with Moscow, when Napoleon arrived there. The Kremlin and several of the grand Cathedrals were very fine buildings to be sure, but the greater portion of the city consisted of log cabins. In fact, from about the middle of the seventeenth century down to 1835 nearly every one of the great European capitals suffered from fire, and, as a result, arose from their ashes more substantial than before.

Today there is only one city left in Europe which remains just as it stood prior to 1800, and that is Constantinople. If anyone should desire to know what London or Edinburgh, Paris, Amsterdam, or Moscow were like, both as regards buildings and fire protection, prior to the beginning of the eighteenth century, all he need do is visit Constantinople. There he will find the old-fashioned, unpaid, volunteer fire companies, with their hand-power engines, the old-fashioned watch-towers, about over the city, the vast area of wooden hovels, with a few magnificent buildings, just as they were in London in the days of good Queen Bess. Mr. Curtis, in his work entitled "The Turk and His Last Provinces," describes a fire which he once attended in Constantinople, the alarm of which was given by one of the watchmen in one of the wooden towers, the nearest company responding accompanied by a great rabble.

When they arrived at the scene one building (a store) was in flames, and several more were threatened. The proprietors of the shops adjoining were frantic to have the firemen begin operations at once, but they could not at first agree on the price. The firemen wanted a certain sum for the good of their organization, which the merchants regarded as extortionate. While they wrangled over the price of fire protection, the flames rapidly encroached on the very properties they were so anxious to save, so finally, in desperation, the merchants agreed upon the amount, which was forthwith collected on the spot by the captain of the company before a hand was turned towards checking the flames. Then the firemen set to work and put out the fire.

Fires are productive of some curious results. Just after the Iriquois Theatre fire in Chicago, a writer in one of the Eastern papers called attention to the fact that it was quite possible to render the scenery of a theatre completely fire-proof. He quoted proofs showing that over 30 years ago after a serious theatre fire in one of the best known theatrical managers of that period had the scenery, as well as the stage floors of his playhouse, treated with a certain cheap chemical. When this was done a stream of burning gas was directed against both scenery and floor, the result being that while the parts on which the flames were directed crumbled and fell to pieces, it did not burn nor did the crumbling extend farther than the parts affected by the intense heat of the burning gas.

About twenty years ago another serious fire destroyed the greater

portion of the business section of a large manufacturing city on the western slope of the Appalachians. It started in the basement of a large department store, and before the saleswomen and clerks could leave the building the flames had reached the upper floors, and several persons were cut off from the stairs. As a result they were finally driven by heat and smoke out of the windows, and lost their lives jumping to the pavement below. Immediately following this an inventive genius set his wits to work, and invented a most ingenious contrivance for leaving a burning building. It consisted of nothing more than a long and stout rope, run through a peculiar check pulley. All that one had to do to escape from a burning building was simply to make one end of this arrangement fast to something in the room, attach the proper end about the waist, and cast himself out of the window. For the first six or eight feet his descent would be quite rapid, but the farther he descended, the slower his speed, check the pulley operating in such fashion as to arrest a rapid descent on the part of the person attached to the end. Several persons, the inventor included, descended by this means from the top of tall buildings in perfect safety, and the safety and utility of the device were publicly demonstrated in several places. But by the time he set out to sell his contrivance, people had forgotten about the fire, and he received no encouragement whatever; what few he sold hardly paying him for the time and energy he had wasted in his invention.

Venice, the Home of Pius X.

(By an Occasional Contributor.)

The general public does not take kindly to the lecture, for the mere suggestion of the word seems to convey the idea of a long, dry, discourse, with nothing very often to recommend it to the ordinary mind than that it "was learned." But last Friday's lecture in Windsor Hall given by the Rev. Gerald McShane, of Notre Dame, under the auspices of the Knights of Columbus, was a most pleasing exception, for from beginning to end the attention of the audience was sustained and Father McShane has the happy faculty of making his hearers see as he sees and feel what he feels. The subject was "Venice, the Home of Pius X."

After an appropriate tribute to his large and representative audience, Father McShane, in an interesting talk, gave an insight into the customs, climate and language of Italy.

By the aid of the lamplight and a fine collection of lantern slides added interest was given to a most delightful description of the glorious city of Venice. The history of the city built upon a hundred isles was briefly touched upon, the manner of its founding was outlined, and the mode of living of the Venetians was clearly explained. The lecturer first transported his hearers to Naples, which was the port of landing. Views of Padua and its famous Cathedral were then shown, with the shrine of Padua's patron saint. Waited the audience in spirit knelt at the tomb of St. Anthony, the celebrated Marillo was thrown upon the screen.

Then were rendered the words and melody of Cardinal Newman's beautiful hymn, "Lead Kindly Light," which, as the speaker remarked, was composed by the poet-author while he was journeying as we were along the shores of Italy.

Then came in succession views of Venice, the charming gondolas and their stalwart gondoliers—the Grand Canal in one of the palaces of which the Moor Othello was seen to woo his fair Desdemona by his wondrous and enchanting tale—the Rialto where Antonio rated Shylock, about his moneys and usances—the Piazza with its winged lion, St. Mark's with its steeds of brass and historical pigeons—the Bridge of Sighs, and Doge's Palace, immortalized by Sylvio Pellico's Prisons and Lord Byron's lines;

"I stood in Venice, upon the Bridge of Sighs,
"A palace and a prison on each hand."
In a brief talk upon Venetian art and architecture, attention was drawn to the strong influence upon these of the fascinating Oriental luxury, arising from Venice's constant intercourse with the East. Of more than passing interest was the palace of the Patriaro, which had been the home of Sarto, our present Pope.

It seems almost impossible to consider Pius X. without those whose influence has played such an im-

portant part in his career, and to whom he generously attributes all for which he stands to-day. The good old mother, born of an humble parentage, dressed not, when she made innumerable sacrifices to give her son the advantages of higher education, of the brilliant future of Sarto Perosi, the choir-master of the Sistine Chapel, whose picture was seen, in a strong advocate of Gregorian chant and Palestrinian music.

Father McShane's personal reminiscences of Cardinal Rampoldi, Sarto's so-called rival in the recent conclave, and of Cardinal Merry del Val his new Secretary of State, were extremely interesting.

No less appropriate and well rendered were his quotations from Raskin, Shakespeare, Voltaire and Byron; the manly lines of Childe Harold being exquisitely emphasized by the touching "Cavaleria Rusticana," of the orchestra. The homeward journey furnished the lecturer an occasion of taking a glimpse of Genoa, birthplace of Columbus, and of making a brief pilgrimage to Rome.

When the shores of America were reached, pictures of New York, of Canada and of many representative people were shown.

A charming idea was the rendering of popular airs by the orchestra as familiar scenes were presented. Local clergy and members of the Knights called for round after round of applause. Mr. Bernard O'Sullivan's splendid baritone was heard to advantage in two excellent renditions of songs. He is well known to frequenters of the summer school and received quite an ovation. Father McShane delighted the audience with several Italian songs, his expressive rendition of Sarto's adieu to Venice being very generally commended on.

Mr. Justice C. J. Doherty moved a vote of thanks to the speaker of the evening, and called on the Mayor to address a few words, which he did in a most gracious manner.

The knights may congratulate themselves on the complete success of this, their first public entertainment, and the hope is expressed that in the not distant future they may see fit to organize another such, the refining influence of which can hardly be estimated.

Items of Catholic Interest.

The rare event, a diamond jubilee was celebrated in India, February 4. Sixty years ago on that date Archbishop Colgan, Madras, arrived in India, and there he labored without ceasing all that time as priest, principal of the seminary, Catholic chaplain, Vicar Apostolic and Archbishop.

A press despatch from London says: Count Albrecht von Moras, a nephew of the Archduke John of Austria, a talented and distinguished young man who counts his friends by the score here in England, has just astonished these friends by entering the monastery of the Benedictines at Leas. This means not only that society loses a delightful personality, but that Austrian diplomacy is also the poorer, as Count Albrecht had shown some intention of entering the diplomatic service, for which his family and personal attainments both fitted him particularly. Like most other young men of his class, he had been military service, holding office in one of the dragoon regiments. Indeed, it was while wearing his country's uniform that he listened to a sermon preached by an eloquent Jesuit, and it was this which led directly to his announcement of which half of fashionable London is now still talking.

At Johannesburg, South Africa, on January 7, Lord Milner, the High Commissioner, laid the foundation stone of a big extension to Nazareth Home, and in doing so enlarged the noble work done there and elsewhere in South Africa by the Sisters of Nazareth. "In coming here to manifest an interest in the welfare of this house," said His Excellency, "I know that I am only doing what all Johannesburgers—and I may say what all South Africans who have any experience of the work of the Sisters of Nazareth—would most cordially approve. Their work has now for some time been familiar in different parts of South Africa. It is a work which has steadily, surely won the confidence, the respect and I think I may say the affection of the people of this country for the Sisters who perform it. It is a work of mercy and charity, a good Christian work, carried on in the most unostentatious manner possible, in no proselytizing spirit and with a complete absence of anything like intolerance or illiberality. That being the case, it has won the sympathy of the people of all classes and creeds, and I feel that I speak for all classes and creeds in what I am saying here to-day."

THE HERALD

WEDNESDAY, March 16th, 1904. SUBSCRIPTION—\$1.00 A YEAR, PUBLISHED EVERY WEDNESDAY JAMES McISAAC, Editor & Proprietor

Our Ottawa Letter.

EVERY SAFEGUARD TO G. T. P. GONE.

The secret of the government's secrecy in connection with the amendments to the Grand Trunk Pacific contract is out at last. The electors of eight constituencies in which bye-elections were held were denied information as to the nature of the concessions to Mr. Hays and his associates. It is well for the government that strict silence was observed on this question. In eight contests the government vote, on an average, was 570 less than in the last general election. Had the G. T. P. latest deal been announced, it is certain the loss to the government would have been much greater.

In a contract dated February 18th, the government agrees to release the Grand Trunk from almost every obligation it took upon itself in the matter of the Grand Trunk Pacific. Every boasted safeguard to the people's interests is swept away, and strong as was Hon. A. G. Blair's denunciation of the scheme a year ago, one unconsciously wonders if that gentleman's vocabulary would be equal to presenting the deal, as it now stands, in its true colors.

In brief, the period of construction of the Western Section is extended from 5 to 8 years, with a further provision against strikes; the G. T. P.'s liability for rolling stock is reduced from \$20,000,000 to \$15,000,000 for both sections; the Grand Trunk deposit of \$5,000,000 may be made in "cash or approved government securities," and will be repaid on the completion and equipment of the Western Section and not held, as originally intended, until the Eastern Section is completed; the G. T. P. may lease the Eastern Section piecemeal as construction is completed; the guarantee of the bonds of the Prairie Section is unchanged, but on the Mountain Section the government undertakes to guarantee 75 per cent of the actual cost, instead of a maximum of \$30,000 per mile; the government undertakes to refrain from foreclosing its mortgage on the G. T. P. until 5 years' interest is due, upon which the government shall operate the road until such time as it will have recouped itself, when the property will revert to the company; the G. T. P. is given permission to present to the Grand Trunk \$25,000,000 in common stock which may be sold in open market in place of being held by the Grand Trunk as a company for 50 years; running rights over the Eastern Section to be guaranteed the Grand Trunk for 50 years after the expiry of the lease, in the event of the government taking over the road; and the G. T. P. to have the right to sell to the government, at the expiry of the lease, all branch lines which may not be considered desirable by the company.

It will be seen at a glance that the few redeeming features of the original agreement are wiped out. The company assumes no risk, the hazard being the government's alone.

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GOVERNMENT'S MOST ORIGINAL PROPOSAL.

The Laurier government is a whole-souled, warm-hearted and generous institution. It never sees a friend want. Senator Cox, Mr. Hays and others interested in the Grand Trunk Pacific will willingly bear testimony to this. The Grand Trunk Pacific, had it given effect to its first contract, would have pledged the Western division as security for the payment of interest on its bonds. Failure to meet its obligations in this respect for three years would have meant government possession and operation. This would scarcely be considered a hardship in ordinary business circles. But so good and so benevolent an aggregation of philanthropists as the Dominion cabinet could hardly be expected to confine themselves to the hard and fast rules of mercantile life. Accordingly, Senator Cox et al were given five years instead of three to work up a bill against the government. Moreover, it was decreed that the government should not enter into possession of the G. T. P. Pacific lines for all time. If hardship inflicts itself upon the promoters, they are, in conjunction with the government, to appoint a receiver

who will manage the road until it becomes a sufficiently good commercial venture to pay off the government. It will then have become a property worth owning, and will in due course be handed back to the Cox-Hays syndicate. Few but Sir Wilfrid will see the advantage of one becoming a creditor only to have to pay oneself. If the farmer with a heavy mortgage on his farm could only arrange matters a la Hays and have the mortgage pay off the claim, how lovely everything would be for the Canadian agriculturist. The farmer expects no such boon, but that is exactly what the Laurier government has provided for the G. T. P. How can the government justify such an irrational proposal?

MR. EMERSON AND THE G. T. P. The new Minister of Railways, H. R. Emmerson, lacks the backbone of his tutor and predecessor, Hon. A. G. Blair. The latter quickly resigned his portfolio when he discovered that Sir Wilfrid Laurier was arranging the Grand Trunk Pacific deal behind the back of his responsible railway adviser, and did not hesitate to handle the government's programme without gloves. Mr. Emmerson, quite in contrast with his patron's course, has allowed himself to be used as a cat's paw in the rearrangement of the contract. During the greater part of the negotiations Mr. Emmerson was simply a private member of Parliament. On entering the cabinet, he was at once dispatched to St. John to conduct the bye-election campaign which resulted in such disaster to the government, and on unqualified condemnation of the Grand Trunk deal, as it then appeared in its comparatively moderate form. On February 18th, the date of the signing of the new contract, Mr. Emmerson was in Halifax, far away from the scene of the final ceremonies which imposed new burdens on Canada and conferred increased favors on the Grand Trunk Railway Company. Later, the country will have the privilege of reading Mr. Emmerson's defence of the new scheme, concerning which he was scarcely consulted. The fact that Mr. Emmerson has accepted responsibility for the acts of Sir Wilfrid Laurier without first being taken into the Premier's full confidence, does not foreshadow greatness for the present director of government railways.

MILLIONS FOR THE GRAFTERS.

One of the features of the original Grand Trunk Pacific contract which the government claimed would be of the greatest benefit to Canada, was the obligation imposed upon the Grand Trunk to take over and hold as a company for a period of 50 years \$25,000,000 of G. T. P. common stock. Every minister who spoke on the measure dwelt at length on the importance of this provision. Hon. W. S. Fielding, who analysed the financial aspects of the contract, said of this provision, as reported on page 8570, Hansard, August 12th, 1903: "We have required that the Grand Trunk Railway shall not only be behind this undertaking, but in it and of it. We have provided that common stock of this company to the extent of \$25,000,000 shall be held, not by promoters, not even by the Grand Trunk Railway officials individually, but by the Grand Trunk Railway of Canada itself. . . . We are not much concerned as to what price the Grand Trunk Railway may pay for the stock. That has been a subject of discussion, but I do not attach great importance to it. If the Grand Trunk Railway acquired that stock at a comparatively small sum and afterwards floated it on the market at a higher sum, that would be a proceeding which might be open to objection. But the Grand Trunk Company must not only take this stock, but hold it for all time; they cannot put a dollar of it in the market. It is absolutely impossible to buy a share of that stock; it must be held by the Grand Trunk Railway Company itself and no person can buy or sell a share. Where, then, comes in the chance of speculation?"

Mr. Fielding's language admits of only one interpretation—that the government recognized the importance of making the Grand Trunk hold the common stock and thus save it from speculation. To further safeguard the interests of the public the opposition moved an amendment providing that the Grand Trunk should pay par value in cash for the stock. The government refused that amendment, and under the new contract of February 18th, 1904, the Grand Trunk may receive the \$25,000,000 worth of common stock as a present from the G. T. P., and dis-

DIED

At the Connolly House, Dundas Esplanade, on the 14th inst, Ellen S. Bell, aged 89, widow of the late John Bell, Esq., and eldest daughter of the late Hon. George Coles. At Boston on the 13th inst, Charles E. Small, son of the late Charles Small, of Marshfield, P. E. I. In this city on the 9th inst, Mary Swan in the 90th year of her age. At Maple Plains, on 17th of Feb, Mary, beloved wife of John J. Smith in the eighty-first year of her age leaving a husband, one son and eight daughters to mourn. May her soul rest in peace. At Calais, Maine, March 10th, Daniel O'Hollaren, eldest son of Patrick O'Hollaren, Sparrow's Road. In this city on March 13th, 1004 of diphtheria, Annie Youngest child of Joseph C. and Mary A. Cornet, aged 10 years and five months. Entered into rest at Clyde River, March 14th, at 10.30 p. m. John A. Scott aged 27 years. An intimation, made through Charlotte, own commercial circles, is to the effect that the steamship Billots, as soon as the harbor here is reopened will perform a weekly service between Charlottetown and Gloucester Bay, calling at Sydney.

pose of 124,999 shares of it in open market, which if sold at 75, would yield the Grand Trunk \$9,374,925. This represents an enormous rake-off, from watered stock on which patrons of the G. T. P., will have to provide interest by paying high freight rates. It is, perhaps, the most wonderful of the G. T. P. amendments. It violates a principle which was uppermost in Mr. Fielding's mind on August 12th, 1903. It puts millions of dollars in the pockets of the promoters and places on the shoulders of Canadians a burden for years to come.

CANADA TO BUY ALL OLD JUNK.

Mr. Charles M. Hays should shake hands with himself. The Grand Trunk Pacific or Grand Trunk—whatever way one wishes to take it—secured under the contract of October 24th, 1903, about all that an ordinary concern could hope for. But Mr. Hays saw his opportunity and grasped it with both hands. Like "Jim," the colored character in Mark Twain's "Huck Finn," "he laid low to see what w'd come of it." The government was driven into a corner by this simple method and the net result is that Mr. Hays has made a bigger hole in the treasury and has paved the way for prospective bargains which at present cannot be estimated at their true value.

One of the concessions to the Grand Trunk Pacific, the importance of which can only be determined by time, is the undertaking of the government at the end of 50 years to relieve the Grand Trunk Pacific of all branch lines of the Eastern Section named by the company. This means that at the expiry of its lease, the Grand Trunk Pacific may unload on the public all branch lines which are found to be unprofitable, at a price to be agreed upon, the government grant to the said lines, without interest, to be deducted from the figure decided upon. This implies not only a hard and fast bargain which will force Canada to eventually become responsible for the mistakes of the G. T. P., in constructing worthless branches and the purchase of miles upon miles of old junk, but a promise on the part of Sir Wilfrid Laurier to assist all branch lines which may hereafter be projected from the Eastern Section. It is a situation full of promising possibilities, without risk on the part of Mr. Hays and his associates, and abounding in endless opportunities for Canadians to spend their money in behalf of a few needy millionaires. The Canadian government should speedily take out a junk dealer's license.

PROVIDENCE, TIME, COX, ETC., WAIT.

July 30th, 1903, will long be remembered as the date of Sir Wilfrid Laurier's prediction of ruin for Canada, "Heaven grant that it be not already too late," said the Premier, in his advocacy of the Grand Trunk Pacific scheme. The United States, Providence and Time had all combined to exterminate Canadians. The Cox scheme was of today; tomorrow could not be tolerated. Five years for the construction of the Western Section was the limit.

But now all is changed. The United States, Providence, Time, Cox and Laurier have come to an understanding. Eight years will now suffice to construct a road, which on July 30th could not be delayed for a day. Canada has found favor and destiny no longer decrees the disappearance of this country from the map. It will cost a few more millions, but then, what of that? Canada is saved, even at the sacrifice of Sir Wilfrid's reputation as a prophet of evil and the stamping of that statesman as a man given to the utterance of non-sensical notions which six short months reflect in all their nakedness and puerility.

News of the War.

London, March 9.—Among various rumors printed in the absence of any known happenings, is a report from Ting Kow, that the Japanese are advancing upon Feng Wanhong, between Mukden and the Korean frontier. It is stated, and partially admitted by the Russians, that it is not confirmed from any other source that the Russians in Northern Korea are gradually but constantly withdrawing to the Yalu River. It is stated in Chinese official quarters in Shanghai, that the rival armies are likely to meet at Yalu river in three or four days.

The Tsingtao this morning publishes a despatch from Tokio, dated March 7, saying: "It is reported that the Japanese fleet engaged the Russian Vladivostok squadron at sea yesterday. The result of the engagement is not announced, but it is believed that the Russian ships were destroyed or captured."

LATER.

Tokio, March 14.—It is believed here that already a decisive naval engagement has been fought in the vicinity of Vladivostok, and tidings are anxiously awaited. The Japanese did not go to Vladivostok for the purpose of bombarding the town, but to locate the enemy. The attack on the armored cruiser Bogoy of the Russian fleet are stationed there. It is understood that when the Japanese fleet arrived there on Sunday they found the Russian squadron absent. This gave the Japanese squadron an advantage in the way of avoiding the inshore battery and at the same time putting it in a position to meet the Russian ships re-entering the harbor.

The Gromobli is a Russian first class cruiser 12,000 tons; speed, 20 knots; armament, four 8 inch, twelve 6 inch guns. The Rurik is 11,000 tons, has a speed of 18 knots and the same armament as the other two. The Bogoy is 6,000 tons, with a speed of 23 knots, and has armament of twelve 6 inch guns.

Further details of the bombardment of Vladivostok on Sunday last are as follows: "The Japanese fleet of five Japanese battleships and two cruisers appeared off this port at 1.25 o'clock this afternoon and bombarded the town and shore batteries for fifty-five minutes. The fleet approached in the direction of Askold Island, at the entrance of Usuri Bay and about thirty miles south east of Vladivostok. Entering Usuri Bay, the enemy forced its line of battle, but did not approach to a closer range than five and one-third miles. They directed their fire against the shore batteries and the town, but no danger resulted, as most of their 300 lyddite shells failed to burst.

The Japanese ceased firing at 2.20 p. m. and the enemy retired in the direction of Askold Island. Simultaneously two torpedo boat destroyers appeared near Askold Island, and two more near Cape Middel. The Japanese ships were covered with ice. The attack resulted in no loss to the Russians, but cost the enemy two hundred thousand roubles (\$100,000) in ammunition. Most of the projectiles were six and twelve inch shells.

The population of Vladivostok were warned of the presence of the fleet on the horizon of a hostile fleet and of the prospect of an attack during the day, but it remained tranquil.

FIVE RUSSIANS KILLED BY SHELLS.

St. Petersburg, March 6.—Official despatches received here concerning the bombardment of Vladivostok by a Japanese fleet, this afternoon, do not mention any Russian losses, but private advices say that five were killed, four sailors and the wife of an Engineer.

It is apparent that the Japanese were afraid to risk exposing their ships to the plunging fire of the land batteries and it is considered probable here that the attack was really for the purpose of drawing the fire of the Russian forts, compelling the Russians to disclose the position and calibre of their guns and also for the purpose of ascertaining whether the Russian squadron is in port.

FRANS EGYPT MAY CLOSE SUEZ CANAL.

St. Petersburg, Saturday.—The Birscheva Videmost professes to have private information that the Council of Ministers in Calcutta has decided to close the Suez Canal to the belligerents. The Gazette says the Japanese are preparing a serious attack on Port Arthur. The Videmost says: "England and the United States have joined hands to prevent Russia eventually reaping the fruits of victory."

The fact of French sailors being called to join the flag at Brest once again raises grave fears of international troubles threatening the world. As far as the Suez Canal is concerned its absolute neutrality is guaranteed by all the Powers, and the Egyptian government has no authority to close it. It is as free as the waters of the ocean to any belligerent in time of war and other combatant can pass through it under certain well defined regulations.

London, March 10.—A despatch from Tien Tsin states that the Japanese advanced towards the Yalu River and captured Feng Wang Cheng. They have driven the Russians from the vicinity of that town to Takung Ling, the eastern pass, and now are in force seventy miles east of New Chwang. There, thirty-five thousand Russians are strongly entrenched at Liao Yang and Hatching, where a battle was imminent. Small engagements have been fought and the Russians are retreating with loss. The Japanese are using the same tactics and advancing along the same route employed in the war with China. A Tien Tsin despatch says that their Japanese authorities for some time suspected that information concerning the

movements and plans were being supplied to Russia. The traitor seems to have been discovered in a well known Japanese forwarding agent in Tien Tsin who was arrested last Monday, and who commanded a wide in prison. Several other Japanese are under suspicion.

ATTACK ON PORT ARTHUR.

Port Arthur, March 10.—A message from the Signal Station at eleven o'clock last night announced the appearance of the Japanese squadron on the horizon. Fifty minutes later the shore batteries opened fire on the Japanese vessels. A gale then sprang up and the attacking fleet soon withdrew.

London, March 11.—Not only is there no confirmation of the report that the Japanese established themselves at Feng-Wang-Cheng and elsewhere in Southern Manchuria, but the indications are that they are untrue, having arisen from native gossip. It is regarded as very improbable that there are Russians in the neighborhood of Ping Yang. A skirmish was reported at that place on Wednesday, but this would indicate that the Japanese are actually occupying a position in the rear of the Russian lines on the Yalu River. The story of the naval battle between the Japanese and Russian squadrons is also doubted.

The Japanese legation have no information on the subject of the reported Russian engagements and are sceptical as to both. The bombardment of Port Arthur was apparently unimportant, not amounting to a serious attack. No other active hostilities have been reported.

RUSSIANS HAVE ALREADY LOST THIRTEEN WARSHIPS.

The Matin publishes a despatch from Tokio, saying that the Japanese Navy Department has announced that thirteen Russian warships representing a total of 94,000 have received injuries since the opening of hostilities.

The Matin's Harbin correspondent says: "General Sakaroff commanding the First Army Corps arrived at Harbin yesterday. Troops continue to pass through Harbin bound to the south. The railroad is working with admirable regularity and Harbin has every appearance of a military town. The troops are drilled continuously. Fighting in Korea is expected shortly."

RUSSIA'S BIG FORCE.

The St. Petersburg correspondent of the Echo-de-Paris says: "Prince Louis Bonaparte has been given the command of a brigade of Cossacks. He will start for the Far East on Thursday. "By the 17th March there will be 217,000 Russian troops in Manchuria," the correspondent continues. "This information was given me by a military authority, and it shows that the transport system is working perfectly."

COREAN SOLDIERS ATTACK RUSSIANS.

The Russian soldier operating in the vicinity of Anju are committing all manner of excesses, maltreating the native women and perpetrating robbery at every opportunity. Korean soldiers attacked a body of the Russian last Friday, and succeeded in killing thirty of them.

It is reported that as the result of a collision between Russian and Korean soldiers at Kang Ge the Russians were driven beyond the Yalu River. London, March 12.—The initiation apparently of a more vigorous strategy by the Russian fleet at Port Arthur is attributed to Admiral Makaroff's arrival. It is suggested that if the battle ship Retvizan has been removed from the entrance to the harbor the new Admiral will likely take strong offensive action against the Japanese fleet and to wrest from her control of the sea.

How far such line of operation could be co-operated in by the Vladivostok squadron cannot be guessed at, there still being no hint of its whereabouts. Yesterday the torpedo fleet met in battle at Port Arthur. One Japanese boat was sunk and a Russian destroyer destroyed. The Russian commander with two ships went to the destroyer's assistance but was driven back by the Japanese cruisers. Part of the Russian crew were drowned and the rest captured.

RUSSIANS TO LEAVE NEWCHWANG.

Vin Kow, March 10.—The British consul strongly and officially urges the foreign women and children to leave Newchwang before the river opens. The British station gunboat Epiegle will leave as soon as possible, and will not be replaced. The family of the United States consul, Mr. Miller, will leave to-morrow.

It is understood that the neutral powers will not embrace Japan by the presence of warships in the river here, and therefore neutral interests at Newchwang will be officially abandoned.

TENSION AMONG RUSSIANS ALSO CONTINUES.

The tension among Russians also continues. There is strong evidence of a Japanese advance. It is reported that the action of the Russians in ordering Newchwang to be fortified was due to the withdrawal of the foreign warships, thus removing the last possibility of the neutralization of this port. The Russians received by train this morning two five-inch siege guns and two six-pounder Howitzers. They were unloaded at the Newchwang railroad station.

London, March 10.—A despatch to the Times from Wei-Hai-Wei says: "It is reported on good authority that the Russian troops have evacuated Hai Jui, Korea (54 miles north-west of Chempo), which resulted in the defeat of the Russians."

London, March 14.—There is no real information as to the land movements of the Japanese from any source, but as the correspondent of the Times points out the practicable landing places are hardly yet free from ice. The sudden return of winter has increased the difficulties of the Japanese. They have no intention of marching their main army any further than is necessary along the execrable Korean roads. The troops already landed are sufficient to have foot-hold in Korea and seize Ping Yang.

It is evident from despatches from every source that the bombardment of Port Arthur on Tuesday was much more effective than the official accounts state. Reports of the evacuation of the place are not credited. It is probably due to the fact that the new town has been rendered impossible to live in and must be abandoned. A Chee Foo despatch says that on Thursday night after the bombardment

of Port Arthur by the Japanese, Chee Foo was placarded with posters stating that Russian ships and forts were wrecked by the Japanese. These greatly impressed the Chinese.

Tien Tsin, March 14.—A despatch says that officials who witnessed the bombardment of Port Arthur states twenty Russians were killed on board the Retvizan, and twenty in the town. The Russians claim that they sunk a Japanese cruiser at Ting Kow on Friday. Great depression is noticeable among the Russians at Ting Kow.

According to a Tien Tsin correspondent of the London Standard, the Russians are withdrawing all their sportsmen troops from Port Arthur to Harbin and Kirin, because of the shortness of provisions, and because it is doubtful whether or not they would be able to hold either Port Arthur or New Chwang against a resolute attack. The spirit of the Russian troops, who are largely recruited, has been broken by starvation, cold and harsh treatment from their officers. The Russian losses on the Yalu River are to reach a total of 2,000 men.

Kio, March 10.—A Pekin telegram to the Jiji Shimpo states that England and America have protested against the Russian action in sinking a junk at Nin Chwang, because the crews of their war vessels now staying there will be blockaded.

London, March 25.—It is most probable that Port Arthur has not been captured nor evacuated notwithstanding the reports to that effect in some papers. Not a word of confirmation can be obtained from Tokio while Shanghai reports the receipt of a telegram from Admiral Makaroff positively denying the report. The idea that Admiral Makaroff will probably take the aggressive receives confirmation. A correspondent of the Daily Mail at New Chwang reports that since the appointment of General Kurkopatkin to military command in the far East and recent occurrences of war at Mukden it is evident that the Russian's plan of campaign has undergone a complete change especially as the Japanese have not followed their naval successes by active land operations.

St. Petersburg, March 15.—A Russian correspondent proceeding to the front writes to the St. Petersburg Telegraph, Bineau from Irkutsk, Siberia, as follows: "Our express train travels slower than the slowest train in European Russia. The sea of war is still remote, but its presence is felt. Long rows of cars filled with soldiers, the caravans and primitive sleighs drawn by speedy horses which we pass along the way at crowded stations, break the motony of snow bound wastes and endless forests, and the stillness is broken by the songs of the jolly reservists, and the bells of the village churches sounding clear through the frosty air. This battle and activity amidst Siberian desolation strikingly illustrates a Russian giant shaking his limbs preparatory to punishing his foe."

St. Petersburg, March 14.—General Kurkopatkin who is about to leave for the far East to take command of the military forces there, had a long farewell interview with the Emperor to-day. He also paid parting visits to the Empress and the Grand Duke. The Emperor in bidding him farewell expressed the greatest confidence that he would bring glory to the Russian arms. Later in the day General Kurkopatkin received a deputation of the Municipal Council, who presented him with an address and a triple Roman sword picture, representing the warrior Saints Alexander Nevsk, Alexis and George. In returning thanks the General modestly said:

"It is necessary to be calm and patient. The army will make faithful efforts to complete the task entrusted to it by the Emperor. Slight reverses are possible. Our troops are assembling slowly and in this everything depends on the railroad. I am firmly confident that God will respond to our prayers and bless Russian arms."

It can be asserted positively that there will be no conflict of authority between Viceroy Alexieff and General Kurkopatkin. The former is to retain administrative control of the Viceroyalty. General Kurkopatkin, although nominally a subordinate, will exercise complete control of the land operations and Vice Admiral Makaroff will command the fleet in the Far East.

About 8,000 men going forward are over the Siberian railroad every day and by the middle of April all the troops necessary to put into effect the plans of the Government will be East Asia. The land railroad around Lake Baikal is expected to be completed by the middle of April and thereafter the transportation of supplies and ammunition of war will not, it is believed, give any further trouble.

It is reported that the Russians have advanced to Kinchow, commanding the New Chwang Railway. New Chwang is thus brought in the belligerent zone and is liable to Japanese attack. English and American warships at New Chwang have protested against the Russian blockade of the port. The Russians are entreaching near Wiju on the left bank of the Yalu.

Great Conservative Gains in Quebec.

Montreal, March, 11.—Four by-elections for the Quebec Legislature were held yesterday. All four seats returned Liberals by acclamation at the last general election.

In Maskinongie, Lafontaine, Conservative, was elected by 200.

In Port Neuf, Naud, Conservative, was elected by 250.

In Berthier, Lafontaine, Liberal was elected by 110.

In Sherbrooke, Mathieu, Liberal, was elected by 400.

SAY!

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. J. McEACHEN, THE SHOE MAN, QUEENSTREET.

MEET ME AT THE ALWAYS BUSY STORE

Special Discounts!

STANLEY BROS.

On Ladies' Ready-to-Wear

SKIRTS

Only 36 left—a lot of them at HALF PRICE—the balance at Sixty-six cents on the dollar.

Ladies' Cloth Coats

All this season's goods, at 66 cents on the dollar.

FURS, Ladies' Fur Coats, Caps, Muffs, Ruffs, Boas and Mitts at One-Third Off.

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SALE

NOW ON

25 to 50 per cent. off.

Everything in the Store

Samples Given.

Goods Allowed on Approval.

F. Perkins & Co.

Sunnyside. Phone 223.

Slaughter Prices

Dry Goods & Clothing

We are slaughtering all goods which we do not want, and must turn them into cash. Dry Goods, Flannels, Cottons, Gingham, Ladies' Underwear, Ladies' Gloves, Furs, Ribbons, Children's Caps, small wares, A lot of men's clothing, overcoats, Suits, odd Pants, odd Vests, boys' coats, boys' suits, men's working shirts, white and fancy shirts, men's hats and caps.

The above goods will be sold at from 25 to 50 per cent discount. Come and get your Xmas and New Year's goods at cheap prices. As we purpose to devote ourselves to the Boot and Shoe business exclusively, no reasonable offer for goods will be refused.

J. B. McDonald & Co.,

Leaders of Low Prices.



Happy New Year!

Time says, Move on old 1903, for 1904 stands waiting at the door. Let it be so—for a year, at best, is but a twinkling on the Calendar of Time.

Welcome to 1904

New Year's resolutions are NOW in order. Start right in everything. Hat and Furnishing store. Get yourself into the habit, early in the year, of buying the kind of Clothing, the kind of Hats and the kind of Furnishings that will give absolute, unqualified satisfaction. It pays in every way.

Such a Resolution Will Bring You Here.

We wish you all a Happy New Year, and we expect to see you soon.

PROWSE BROS.

Furnishers and Clothiers.

New Wall Paper

WE HAVE JUST OPENED UP OUR

New Wall Paper for 1904

The patterns and colorings are away ahead of anything ever seen here before.

Don't buy before seeing our line.

TAYLOR'S

Book and Wall Paper Store.

LOCAL AND OTHER ITEMS.

Dr. D. H. Muir, aged 55 years, a prominent and wealthy resident of Truro, died last Saturday.

On Saturday evening Mrs. Peter Oliver, a middle aged lady of this city fell on the street near Dodd & Rogers corner, breaking her arm just above the wrist.

Produce dealers are paying prices as follows yesterday: Potatoes, 30c white oats, 32c; black oats, 33c; hay, \$11; straw, \$5.50 to \$6.00; turnips, 14c.

JOHN Redmont successfully engineered a snap division in the Commons yesterday on the Irish educational bill whereby the Government was defeated by seven votes.

The Stanley took to Pictou on Thursday 12 passengers, 23 pigs, way freight and 25 bags of mail, and brought to Georgetown Friday 22 passengers and 540 pigs freight.

BERNARD McLellan has been appointed Collector of Customs at Summerside. Mr. McLellan has been working for his reward for many years. Now he is to be congratulated.

SIXTEEN days out from St. Pierre and there is still no tidings of the steamer Pro Patria. It is generally believed that she has gone to the bottom with a crew of thirty and the same number of passengers, stated on his success.

Judge Ritchie of Halifax ordered the officers to prepare and present to the Grand Jury an indictment against Mayor Crosby who it is alleged released a prisoner from the police station, and who failed to turn up for trial.

THERE was a good attendance at the market yesterday. Eggs are quoted at 20c; butter 22 to 24c; lard 9c; per lb. beef carcasses 6 to 7c. There is not a very large supply in. Island Flour has advanced to \$2.75 per 100 lbs. Hay is bringing 65 to 67c per cwt.

It is supposed that a trusted civil official of Halifax is a forger and defaulter. There was decided session at the City Hall when it was rumored that D. A. Hume, paymaster for the corporation had cashed forged cheques for ten thousand dollars to the Bank of Montreal and left the city.

At three o'clock on Friday last his Excellency proceeded to the Council Chamber and took his seat on the Throne and opened Parliament. Reference to the Speech was made to the prosperity of the country, the large number of new settlers in the Northwest the G. T. R. contract, and the new Militia Bill and the Alaskan Award.

The Directors of the Nova Scotia Steel and Coal Co., were in session at Montreal on Saturday evening, and the General Manager's report showed the business for the past year to be the largest and most profitable in its history. The coal department is now the second largest in Nova Scotia. The profits amounted to over eight hundred thousand dollars.

The members who were recently elected and who took their seats last Thursday before the Speaker was elected were Emmerston, Lemieux, Lapointe, Blanchette, and Gervais. Dr. Daniel of St. John, Armstrong of Lunenburg and H. Hazard of Queens were on hand but did not take their seats. They will be introduced today.

The present winter has been marked by unusual severity, making it one of the exceptional hardships for the poor of the city. Those who will fill the Opera House to overflow on St. Patrick's night will have the opportunity of helping along the good work being done by the ladies of St. Vincent de Paul Sewing Circle by purchasing delicious homemade candy, which these good ladies will have on sale.

The Burglar Caught.

After three days' diligent search the police got hold of the young man who is responsible for the series of petty burglaries which have taken place in the city lately. John Riley, aged 28, a native of St. John, is under arrest and the charges entered on the police books against his name is as follows: "Arrested on suspicion of stealing \$1 from Angus McDonald's shop, Brussels street; also a quantity of money from shop of Mary Delaney, Clarence street, also attempting to rob Lucy Delong's shop, St. Patrick street; also breaking window of Timothy Cronin's shop, Germain street, and stealing a quantity of liquor, all on the 9th inst." Riley has been in jail before. A

short time ago he was up for stealing an overcoat from the residence of Benjamin Sceley, Elgin street, but managed to get clear. Some years ago he worked in the Portland Rolling Mills, but for quite a long while he has been doing nothing but loafing about the streets to the annoyance of his friends. He is a self-satisfied and cool customer and has no objection to telling of his recent escapades. In fact he seems pleased with himself and smilingly admits that he had quite a lot of stealing within the past few days. When asked about the Cronin burglary Riley said: "Oh, I kicked the bloomin' door in, got some booze, and ran like—"

As will be seen in the charge, all the offences now entered against the prisoner were committed on Wednesday last. His custom on that day was to enter the smaller stores and to ask for a drink of water. When the person in the store went to get the water, Riley would playfully reach over the counter, draw out the till, take whatever money might be in it and get away as quickly as he could. This plan worked successfully in McDonald's and Mrs. Delaney's stores, but in Lucy Delong's shop it happened that there was no money in the cash drawer. In this attempt Riley was slow, but lost no time when the proprietress saw what he was doing. Riley also went into Mrs. Higgins' shop on St. Patrick street, but Mr. Higgins saw through his game in time to prevent the theft, and from this shop the man went to Mrs. Delong's where he was equally unsuccessful.

Riley admits all of these offences, the Cronin burglary, the Myers affair, and the attempt at T. H. Estabrooks. Yesterday evening after he had been arrested several of the women whose shops Riley had been in went to the police station to identify him. Mrs. Higgins was sure that he was the man who had been in her place, and who had afterwards gone to Delong's. Mrs. Delaney was not quite sure of him, as she had not had a good look when he called on her, but Riley put her at ease by remarking: "Yes Misses, I'm the man that was in your shop."

Mr. McDonald was not quite positive that Riley was the man who had done him out of a dollar, but Daniel Griffin, who saw Riley running away from Mr. McDonald's shop, had not the slightest doubt of the matter. Riley tried his old tricks yesterday afternoon, when between three and four o'clock he went into E. Friel & Co's store on Duck street and asked Mrs. McCart for a drink. Officer Crawford was at his heels, and as the woman turned to get the drinks Riley reached over the counter. Crawford seized him and started for the lockup, explaining to the astonished attendant that she need not bother about the drink.

It was reported to the Sun last night that a young man answering the description of Riley had tried the cold water game in several places on Moore street yesterday and that the attention of the police had been called to him. Some of the victims expressed the hope that this seeker after a cup of cold water will in no wise lose his reward.

Riley will appear in police court this morning.

Important Deal.

Although as yet no official statement has been received in St. John, it is believed by C. P. R. and I. C. R. officials here that a deal of much importance has been concluded between the Canadian Pacific and the Hamburg-American steamship companies. Word has been received from Montreal to the effect that the C. P. R. boats have been withdrawn from the Scandinavian emigrant trade, leaving the carrying of

these people to the Hamburg-American company. It is also understood that the C. P. R. has given up all business not originating in Europe. This line will in the future seek only European business.

The change goes even farther and provides that the C. P. R. will bring from Europe only those persons who are destined to Canadian points. In the past fully one-third of the entire immigrant business done by the C. P. R. S. Co. has been in the carriage of persons ticketed to United States points. This will, as soon as possible, be stopped, and those who formerly came by C. P. R. boats will be left for the Hamburg American liner. The C. P. R. will seek a greater percentage of business from London, and will carry from Antwerp only those bound to Canada.

In return for this withdrawal the Hamburg-American line has agreed to give up all its Canadian business from Hamburg to Halifax, and will in the future carry only United States destined passengers from Hamburg to United States ports.

In the past there has been a keen competition between those two steamship lines and the Hamburg-American steamers have been calling at Halifax every two weeks to discharge their Canadian passengers. This will be discontinued, Canadian immigrants will come by C. P. R. boats to St. John, and those for the United States by the H.-A. boats to American ports.

During the whole season the Hamburg boats have been landing at Halifax an average of 500 or 600 passengers per trip. These have been carried by the I. C. R. to St. John and thence by C. P. R. to the west. The I. C. R. earns \$2 per ticket on the persons brought from Halifax, and the loss of this business will be of some moment.

The withdrawal of the C. P. R. from the American immigration business will tend to greatly lessen the work now being done here by American officials. This agreement has not been officially announced, but is generally believed to have been made. It will relate only to seagoing passengers.

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To Vancouver, B. C. \$59.05

To Seattle & Tacoma, Wash. \$56.55

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Proportionate rates from and to other points. Also rates to points in Colorado, Idaho, Utah, Montana and California.

For full particulars call on agent or write to

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Milburn's Searing Headache Powders contain neither morphine nor opium. They promptly cure Sick Headache, Neuralgia, Headache of delicate ladies and Headache from any cause whatever. Price 10c and 25c.

Itching Skin

Distress by day and night—That's the complaint of those who are so unfortunate as to be afflicted with Eczema or Salt Rheum—and outward applications do not cure. They can't.

The source of the trouble is in the blood—make that pure and this scaling, burning, itching skin disease will disappear.

"I was taken with an itching on my arms which proved very disagreeable. I concluded it was salt rheum and bought a bottle of Hood's Sarsaparilla. In two days after I began taking it I felt better and it was not long before I was cured. Have never had any skin disease since." Mrs. Iva E. Ward, Cove Point, Md.

Hood's Sarsaparilla

rids the blood of all impurities and cures all eruptions.

Farm for Sale.

The Farm of one hundred and thirty-three and a half acres of land, formerly owned and occupied by the late Alexander Ryland, at Brother's Road, Lot 68, is now offered for private sale on easy terms. Ninety acres are cleared and in a good state of cultivation, and the balance is covered with a heavy growth of hard and soft wood. It is but one mile and a half from Peake's Station, and is convenient to churches and schools. For particulars apply on the premises, or to

PETER BYRNE, Byrne's Road, Feb. 10th, 1904—41

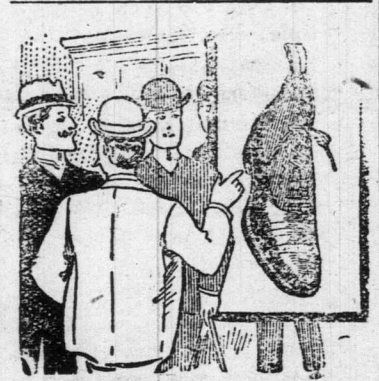
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OF HIGH GRADE

Boots & Shoes

I offer all my stock of foot wear, amounting to \$5,000, at discounts ranging from 10, 15 and 20 per cent. All must be sold. Be quick and get your pick.

CONROY,

THE SHOE MAN, Pownall Street and Sunnyside, Charlottetown.

All Sorts and Conditions of Eyes.

All sorts and conditions of eyes are brought here in the course of a year, for us to try our skill upon in the fitting of Glasses. Yet we seldom, if ever, fail to fit them satisfactorily, no matter what the defect of vision that makes glasses necessary.

We have had experience in fitting eyes with Glasses for more than a quarter of a century back, and have been studying and learning more about eyes every single week during that long period.

At any time when you have need of Glasses we believe it will be to your interest to place the matter in our hands.

Of course we have

Eye Glasses & Spectacles

Of all kinds, Silver, Gold Filled, Solid Gold, etc.; but, after all, it's the fitting that's most important.

E. W. TAYLOR,

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We Are Meeting All Cut Prices On Furniture.

Call in and let us figure on your wants. Our discounts may not be as large, but our first price is much smaller than that asked elsewhere. Comparison invited.

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TEA, GROCERIES, Provisions

Large STOCK, Great Variety

Low Prices.

Quick Turn Over,

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A few trial orders will convince you of our reliability.

Good Fat Herring

Now in stock in barrels and halves.

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Phone 226, Cor. Queen and Dorchester Sts.

Perfection Brand Clothing

For Men and Boys. Also a dandy line of Men's and Boys' Spring Caps, Underwear, Shirts, Ties, Sweaters in plain and club colors. See our New Spring Hats, in Hard and Soft Felt, both English and American make and you will be convinced that this is the spot to procure yours. New goods are being opened up every day, the latest productions of the European, Canadian and American markets. We invite you to call and see them.

SENTNER, TRAINOR & COMPANY,

THE STORE THAT SAVES YOU MONEY.

A Magnificent Stock of Stylish Spring Goods,

Including Dress Goods in Lustre, Vesting, Voile, black and colored, Barity Cloth, Granite Cloth, Henriettas, etc., New Dress Trimmings, Muslins, Diamond Cloth, Gingham, Piques, New Spring Skirts, New Golfers in red, white, blue and white, New Spring Millinery, Sateens, Cretonnes, Ribbons, Laces, Silks and Satins, Towels and Towelling, Sheeting and Pillow Cotton, Bath Mats, Table Linen, Print Cottons, etc. We have also opened a large shipment of our popular

It is With a Great Deal of Satisfaction

That we thank the Ladies of Town and Country for the liberal patronage they have bestowed upon us, during the past weeks, and we now wish to call attention to the fact that we have just placed upon our shelves.

