The Morning Guardian.

ESTABLISHED 1891. THE GUARDIAN, CHARLOTTETOWN, PRINCE EDWARD ISLAND, WEDNESDAY, DECEMBER 21, 1898.—8 PAGES. PRICE TWO CENTS.

Desirable Presents.

Gent's.

Snow Moccasins.
Patent Shoes, $1.65.
Hockey Boots, $2 10.
Ice Creepers.
Slippers, Kid and Velvet.
Leather Leggings.
Trunks.
Overshoes.

Ladies.

Moccasins.
Box Calf Skating Boots, $2.10.
Pit. do, $1.48
Tanned Bottomed.
Felt Boots.
Felt Slippers.
Kid Slippers.
Cloth Gaiters.
Valises.
Overshoes.

Children.

Moccasins.
Patent Slippers. 92c.
Skating Boots, 78c.
Rubber Boots.
Toddlers Boots.
Gaiters.
Chocolate Slippers.
A job lot of Ladies' expensive Slippers sold at a bargain to clear out.
Come and see.

GOFF BROS

Consignments Solicited. Prompt Returns

JOHN DAIS,

105 Fulton Market, New York
Wholesale
COMMISSION FISH DEALER

FISH

Smelts & Eels a Specialty.

All correspondence promptly answered.

Stencils sent on application.

S.B Wiley & Sons, Boston Mass
TRANSFER AGENTS.

REFERENCE: Dunn's or Bradstreet's Agencies, Market and Fulton Nat'l Bank. dec9,1898,d&w3m.

P. E. ISLAND COMMERCIAL COLLEGE

PRINCIPAL, I. OXENHAM,
(Graduate of Montreal Business College.)

Book-Keeping in all its branches thoroughly taught in connection with actual business.
Arithmetic, Shorthand
Typewriting, Penmanship.
Business Correspondence,
Commercial Law.
Our system is the latest and best now in use in Canada and the United States, and success from the start is assured. We open this year after the Holidays, on Aug. 15th. Apply to nce, or send or our new Prospectus
P. O. Box,242,Ch'town, Aug. 6th 98

Bad Roads, Bad Weather, Bad Trade...

You need not wait for a change to get DRUGS, HORSE AND CATTLE MEDICINES, PATENT MEDICINES, or anything in our line. Send us your order and we will forward all goods, CHARGES PREPAID, to your address. Letter orders a special feature in our business.
ADDRESS,

GEO. E HUGHES,
Ch'town.

"FIFTY TWO WEEKS WITH GOD,"

A fascinating study of The International Sunday School Lesson for 1899, now ready. No Christain especially Clergyman or Teacher, should be Without it. Beautifully bound in cloth of two colors, with stiff boards. Price only 35 cents. Strongly recommended by leading Clergymen. On sale by all book sellers, or sent postpaid on receipt of the price

THE BRADLEY-GARRETSON LIMITED.
Publishers
Toronto

THE S. S. GASPESIA

Meeting of Directors at Milford Haven,

Before She Sailed For Pasbebiac — The Enterprise Discussed and Approved by Leading British Steamship and Railway Men— The Great Western.

The following is condensed from a lengthy account published in the Liverpool, (Eng.) Journal of Commerce of Dec., 9th, and handed the GUARDIAN by Mr. Geo. D. Longworth, the agent in this city. The steamer is expected here to-day, the thick weather having detained her, otherwise she would have reached here last night.

MILFORD HAVEN, Wednesday,—Whatever may be the fate of the new enterprise for connecting Milford Haven and Paspebiac in Canada by steam communication, it must be admitted that the venture was very fittingly and handsomely inaugurated this afternoon when the Gaspesia steamed out of the Welsh port amid the cheers of the crowd which had gathered to wish her good speed. A special train left the Great Western terminus at Paddington at ten minutes to nine conveying the promoters of the new line and others interested in the new venture, together with a number of pressmen, and amongst the company I noticed Sir Robert Heard, chairman of the Canadian Steamship Company; Mr. C. M. Armstrong, managing director; Mr. Fraser, director; Mr. C. E. Newbon, chairman Milford Dock Company; Mr. Dunster, marine superintendent Great Western Railway; Mr. Barrett, continental passenger agent G. W. R.; Mr. Byrne, agent for the province of Ontario; Mr. M'Mickan, agent for the Great Northern Railway of America; Mr. Pilcher, consulting engineer Canadian Steamship Company; Mr. J. C. Ward, manager Milford Docks Company; and Mr. F. M. Brocklebank, secretary Milford Docks Company. It must be admitted that the 270 miles run from Paddington to Milford is far more interesting than the 201 miles between Liverpool and London, and if this were the only consideration it is pretty certain that the success of the new route would be assured. The train was timed to perform the journey in six hours, but in half an hour less than this we steamed alongside the quay at New Milford, and we could see the Gaspesia gaily arrayed in bunting, lying about 200 yards off in the haven. One of the government tugs from Pembroke Dockyard had been hired to convey the guests to the liner, and almost as soon as the train arrived we were on board the Gaspesia, and sitting down to luncheon. Before this, however, and while the railway journey was being performed, I gathered a number of interesting items in connection with the new venture, not amongst the least of which being the fact that the Gaspesia had performed her journey between Liverpool and Milford in a most satisfactory manner. Mr Pilchard, the consulting engineer to the company, who came round in her, declared that everything in the engine-room worked as coolly and smoothly as possible during one of the worst nights this year, and the directors of the line asserted their utmost confidence in the ship as a strong and splendid sea boat. The vessel, it appears, has room for 130 first-class passengers and 700 ste rage passengers, as well as 4,000 tons of cargo, but the present being in some respects an experimental voyage, no very great endeavour was made to fill the vessel up, and on this trip only about 100 steerage passengers have been booked, whilst 1,000 tons of cargo is all that has been despatched. I was informed, too, that a bag of specially addressed mail matter was on board. The speeches after the luncheon were all very clear and informative, and certainly a better description of the day's proceedings could not be given than by a practically verbatim transcription of my shorthand notes. Without more ado, therefore, let us to work.

After luncheon had been served Sir Robert Head, who occupied the chair, said:—Ladies and gentlemen, I beg to welcome you on behalf of the Milford Docks Company and the Canadian Steamship Company, and I would first like to state that letters expressing regret at their inability to be present have been received from the Agent-General for Nova Scotia, Sir John Puleston, the Hon. J. H. Turner, Sir Nigel Kingscote, Mr. Dobell (a member of the Canadian Government,) and Sir Edward Reed. All of these gentlemen wish the enterprise every success, and this shows the wide range of people who sympathise with us. We have to thank them for their remarks, and we have to thank you all for coming down here today to wish the Gaspesia good speed. It is her initial voyage across the North Atlantic, and we hope it will be the first of a good many to come. The first toast I have to propose is that of the Great Western Railway Company, who have done much towards supporting this undertaking. The directors regret very much their inability to be present, and I have just this moment received a telegram from Mr. Wilkinson, their general manager, in which he says: "Regret inability to be present today at the inauguration of your service. I congratulate you on the satisfactory passenger list and manifest for the initial voyage, and beg you to accept our best wishes for the success of the Canadian Steamship Company." That telegram will show you how we are working in hearty accord with the Great Western. They have given us proof of that today in the magnificent train arrangements, for they ran us down in 5¼ hours instead of six, and I hope that that is but the beginning of the good things they have in store for us. The Great Western is a company of vast importance, covering some 2 000 miles of rail in Wales, the west of England, Cornwall, and Devonshire, and that line is

STUDDED WITH PORTS AND HARBORS

of refuge all round the Bristol Channel. It is the policy of that line to encourage steamship service to those ports, and it is proving itself progressive by establishing its own line to Ireland. It is one of the railways which is progressive in its nature; its management thinking that it exists for the benefit of the public, and not taking that selfish view of endeavoring to exact as much as possible from its customers. I couple with the toast the name of Mr. Dunster, the marine superintendent of the Great Western Railway.

Mr. J. Dunster.—I very much regret Mr. Wilkinson's enforced absence, for I know that he is very much interested in this experiment, and desirous of encouraging it in every way. As you have said, Sir, the Great Western Railway Company, which is to be your collecting and distributing area on this side, is a very large concern. It extends over 2000 miles, and embraces a very large district—say from London to Penzance in the West, to Milford in South Wales, to Weymouth in the South of England, and to Birkenhead in the North of England, and with branch lines in all directions. In South Wales we officers of the company have felt that hitherto we have not enjoyed our fair share of the oversea traffic, and as men of business we naturally desire to do all we can to encourage that trade. You have, I think, every reason to anticipate a very prosperous future for your undertaking. As I understand it, the Canadian Steamship Company has been formed not so much to compete with established lines as to provide facilities for a district of Canada which to-day is somewhat remote from existing ports.

[Continued on The Third Page.]

Haszard & Moore's

...FOR....

Xmas Goods

OF ALL KINDS.

UNEQUALLED IN THE CITY.

HASZARD & MOORE

NOVA SCOTIA GOLD

Big Find at Beaver Dam Sheet Harbor,

Archbishop Bruchesi Working for Press Reform— Wharf Purchase in Halifax—A Quebec M. P. Charged by His Wife With Cruelty.

HALIFAX, Dec., 20—(Special)—Messrs. Furness, Withy & Co, have purchased two large wharves from Cunningham & Curran.

The most sensational gold find has been made by Herman Zwicker and Levi Dimock at Beaver Dam, Sheet Harbor, but when they came to register their claim at the Mines Office they found the property had already been taken up by J. H. Austin and others.

They had valuable nuggets which realized $620.

MONTREAL, Dec., 20.—(Special)—Archbishop Bruchesi has addressed a letter to the French newspapers here urging reform in the publication of murder cases.

He asks that pictures and revolting details be omitted. They will follow his request.

QUEBEC Dec. 20.—(Special)—The wife of O. E. Talbot, M. P. for Bellechasse has left him and is suing for divorce, charging him with cruelty.

Mr. Talbot, is a Liberal in politics and was first returned to parliament at the general election of 1896. He was born in Temiscouata county, Quebec, educated at Quebec Seminary, and in 1887 married Mary Guilsmartin, a Creole, of Savannah, Georgia. He followed commercial pursuits in the United States for a number of years, but since 1887 has conducted extensive farming operations at St Michel, Quebec.

CANON MADDEN DEAD.

Formerly of St. Mary's Cathedral at Arichat, C. B.

HALIFAX, Dec., 20.—[Special]—Very Rev. Canon Madden, formerly of St. Mary's Cathedral, died at Arichat C. B.

PLYMOUTH CHURCH.

Will Try to Secure Ian MacLaron as Pastor.

NEW YORK Dec. 20.—(Special) Plymouth Church, soon to be vacated by Rev. Lyman Abbott, will try to secure Ian McLaren.

THE PHILLIPINES.

Reported Atrocities Committed by Insurgents

MANILA, Dec. 20—[Special]—Many stories are told of the atrocities commited by the insurgents at the capture Appari but the insurgents deny these and tell of Spanish atrocities.

CHCAGO MARKETS.

CHICAGO, December 20.—[Special]—The following are the closing rates:—
Dec. wheat, 65½ corn, 34½; oats, 25½; pork, 8.05.
Jan. wheat, 67⅛; pork, 9.35.
May wheat, 67⅛; corn, 35¼; oats, 26⅜. pork, 9.67.
July wheat, 65⅛, corn, 35⅝.

SAN DOMINGO.

President Heureaux Has Been Assassinated.

PARIS, Dec, 20—(Special)—A despatch from Cape Haytien says General Ulysses Heureaux, president of San Domingo, has been assassinated.

President Heureaux, a general and politician of note in San Domingo, was born in 1838. He took an important part in the war with the Spaniards in 1866; became President of the Republic in 1882-3 and again in 1887. Since then he has been continuously re-elected, the last time in February, 1893.

AN ISLAND KNIGHT

Sir William C. Macdonald K. C. M. G.

His Title Announced By Lord Minto Yesterday— Sketch of His Prosperous Business Career and Princely Benefactions— A Well Deserved Title.

MONTREAL, Dec. 20—[Special]—At the opening of the New Science Building of McGill University today Lord Minto announced that Knighthood in the Order of St. Michael and St. George has been conferred on W.C. McDonald, the benefactor of that institution.

Sir William C. McDonald, manufacturer and philanthropist, is the youngest son of the late Hon. Donald McDonald, sometime President of the Legislative Council of P. E. Island, by his wife, Ann Matilda Brecken of Charlottetown and is grandson of Captain John McDonald, 8th Chief of the Clan McDonald of Glenaladale, who after founding Scotch settlements at Tracadie, Scotchfort, Glenfinnan and Fort Augustus, P.E.I. served during the American revolutionary war as Captain of the 84th, or Royal Highland Emigrant Regiment.

He was born at Glenaladale, P.E.I. in 1833, educated at the Central Academy, Charlottetown and obtained his business training in that city under the late Hon. Daniel Brennan. He left P. E. Island in 1854 and removing to Montreal became an importer and general commision merchant there. Subsequently he embarked in business as a tobacco merchant and manufacturer and now owns extensive works in that line in Montreal.

He is a Governor of McGill University, a Governor of the Montreal General Hospital and a Director and the largest shareholder in the Bank of Montreal. His benefactions to McGill University amount collectively to over two millions of dollars. He is unmarried.

ROYAL BAKING POWDER
ABSOLUTELY PURE
Makes the food more delicious and wholesome
ROYAL BAKING POWDER CO., NEW YORK.

Carter's Fancy Goods and Toy Bazaar

is now in full swing.

Everybody invited. By far the largest stock in the city of goods uitable for Christmas presents.

The old reliable, authorized Headquarters of Santa Claus. All the city knows it.

BUY CLOTHING FROM PROWSE BROS.

If you buy from us They are right. If you buy from us They are right

READY-MADE CLOTHING

For Men, Boys, Children.

CHEAP! CHEAP! CHEAP!

CLOTHING! CLOTHING!

If you buy from Prowse Brothers, they are right.

If you buy from us they are right, No doubt about that.

PROWSE BROTHERS.

CHAMPION CLOTHIERS.

If you buy from us they are right.