

MORNING DAILY FOUNDED 1861 WEEKLY (NOW QUARTERLY)

CHARLOTTETOWN, PRINCE EDWARD ISLAND, CANADA, MONDAY, JANUARY 6, 1908.

ONE MONTH BY MAIL IN CANADA \$2.00 PER YEAR BY MAIL IN CANADA

FIREMEN AT MONTREAL FIRE NEARLY KILLED

Wall Fell In When They Were On Fire Escape Throwing Them Into Burning Building ---Their Escape A Mystery To Everybody.

MONTREAL, Jan.—(Special)—Five firemen had a miraculous death on Saturday at a fire which broke out in the department store of Arsene Lemay at the corner of St. Dennis and Duluth Ave. in the northern section of the city. The building was totally destroyed. The firemen were standing on the fire escape when the wall gave way and the men were thrown headlong into the burning building. How they managed to escape is a mystery. All of them were more or less injured but not seriously.

When A Horse Won Race From A Locomotive

This Happened in 1830, and Peter Cooper Was Hurt When Acting as Engineer Driver—Slaves Acted as "Brakes"

NEW YORK, Jan. 3.—In 1822 the first charter was obtained for a railroad in the United States. It was for a line from Philadelphia to a point on the Susquehanna River, but was never built. On the announcement of the project some one asked one of the Baltimore newspapers "What is a railroad, anyhow?" The editor was forced to reply that he did not know, but "perhaps some other correspondent can tell." Seven years later in the little wooden track along the Lackawanna Creek the first locomotive had its trial, says Van Norden's Magazine. The experiment was far from successful, and for a number of years afterwards the trains on most of the railroads continued to be drawn by horses. The first locomotive on the Baltimore and Ohio had sails attached. So did the cars. These sails were hoisted when the wind was in the right direction so as to help drive the locomotive. The rivalry between the railroads using locomotives and those using horses was very bitter. In August, 1830, an actual trial of speed was held between a horse and one of the pioneer locomotives, which did not result in favor of the locomotive. The race was on the Baltimore and Ohio, the locomotive being one built by Peter Cooper, who also acted as engine driver. The horse a gallant gray, was in the habit of pulling a car on a track parallel to that used by the locomotive. At first the gray had the better of the race, but when he was a quarter of a mile ahead Mr. Cooper succeeded in getting up enough steam to pass the horse amid terrific applause. At that moment a hand slipped from a pulley and "though Mr. Cooper lacerated his hands trying to replace it, the engine stopped, the horse passed it and came in the winner." As there were no brakes on the early trains, they used to stop and to start with jolts which threw the passengers across the car. The coupling was with chains having two or three feet of slack, which the engine in starting took up with a series of fierce jerks. The shock stopping was even worse and "never failed to send the passengers flying." There were no whistles in the old days. Signals were given by pushing up the valves on the dome by hand and letting the steam escape with a loud hissing noise. On the Newcastle-Frenchtown railroad when the signal men heard slaves around the station would rush to the arriving train, seize hold of it and pull back with all their might while the agent stuck a piece of wood through a wheel. There were so many collisions and explosions that some Southern railroads introduced what they called a barrier car between the locomotives and the passenger coaches of the train. This barrier car consisted of a platform on wheels upon which were piled side bales of cotton, and it was claimed it would safeguard the passengers in two ways—it would protect them from the blowing up of the locomotive and would form a soft cushion upon which the passengers could land in the event of a collision. There is no record of how this experiment worked out.

SUPERBLY ARTISTIC VAUDEVILLE

Crowded houses greeted the performers at Wonderland on Saturday evening. And the attractions proved in every way not only justifying but far surpassing the advance advertising. Miss Bessie Burkhart's first appearance in the illustrated song "Hello, All right, Good Bye" was a decided success. Her clear, sweet and powerful voice, along with her plain enunciation won her immediate favor with the audience; and when she again appeared in the Butterfly Dance, she was most warmly welcomed. This dance surpasses description. The artist lithe, and wondrously graceful, manipulated the soft, clinging draperies with an ease of motion and perfection of grace in fitting accord with the gorgeous electrical effects. Loud applause greeted her as she stood the centre of the Old Flag; again as a flitting butterfly poised over a flower then depicting Old Glory. But to describe is impossible. It should be seen by every one who loves beauty—for to both demonstrator and dance the word is certainly applicable. Master Joseph Melanson in his dance made a most fetching debut. His picturesque costumes and capable rendition of a new step dance assuring him warm receptions every time he appears. Owing to delay in baggage being transferred at Pictou, Mr. Harold Flint's appearance was delayed until this evening, when he will amply repay the unintentional and regrettable omission. The management regret the accident but assure the public that all and more will be given for the remainder of the stay of these clever artists. A complete change of vaudeville is the order for every evening, and the best entertainment ever offered the public is now right here at popular Wonderland. The exceptionally excellent program of pictures is in fitting keeping with the splendid vaudeville attractions. The comedy portion of the films are genuine fun all through consisting of a Pressing Letter—showing the always poor artist in his vain attempts to sell a picture, but the postman finds him all right. The Irresistible Piano is certainly what it is called. But the results are too funny for anything. A Railway Run Through Switzerland is most enjoyable; thoroughly realistic and instructive. A Little Jules Verne offers the most entertaining theme, depicted so cleverly and with such thrilling interest, that the onlookers watch the unfolding of the story breathlessly, as it goes on through all its wonderful windings and wanderings into lands under the sea over the clouds (Continued on page 8.)

STATISTICS OF THE SCOTT ACT IN FREDERICTON

There Were Thirty-Four Convictions Last Year—\$1,000 Collected

FREDERICTON, N. B., Jan. 5.—(Special)—The report of criminal statistics of this city for the past year show that there were thirty-four Scott Act convictions in Fredericton during the past year, and that there were \$1,700 in fines collected.

PENALTY PAID BY ANOTHER OF DRINK'S VICTIMS

Body Of A Steamship Fireman Found In Harbor Of St John

ST. JOHN N. B., Jan. 5.—(Special)—The body of John Dwyer, fireman of the steamship Shenandoah, lying in this harbor was found in the water under the I. C. R. bridge at deep water terminus yesterday. At the dawn today it was identified by his companions. Dwyer was last seen alive on New Year's day when he was very drunk.

POPE PIUS EXCOMMUNICATES MANY PEOPLE

All Those Concerned In The Publication Of The Scientific Review

MILAN, Jan. 2.—The Pope, on Christmas Eve, launched the severest blow he has yet dealt modernism, it being nothing less than the excommunication of the greater excommunication against all concerned in the publication of the monthly review, "The Rinnovamento" which is published here. The greater excommunication is a penalty that has been rarely imposed in modern times. Even Victor Emmanuel when he deposed the Papal state, was saved its severities. Among other things, it deprives its victims of Christian burial and forbids the faithful of all duties respecting the bodies and souls of those denounced, whether they are alive or dead. The "Rinnovamento" is a high class scientific periodical. It is not antagonistic to religion, but it opposes the policy of the Vatican to the same extent as to inquiring modernists here and elsewhere. It is read and approved by many educated, sincere Catholics, and is sympathetically regarded by some of the cardinals and by numerous prelates and clergy. The doom of its conductors is proportioned to its influence. Christmas Eve, the sentence was communicated to the chief directors by Cardinal Ferrari, Archbishop of Milan, who was also ordered to publish the edict from the pulpit of the historic cathedral of Milan, whence it is stated, no similar manifesto has ever before resounded. The decree explicitly strikes, not only at the proprietors and editors, but at the whole staff, printers and others, employed in the production of the review, as well as every contributor and subscriber. Several aristocratic families in Milan, who are pronounced in their devotion to the Catholic faith are affected, as well as innumerable humble readers and supporters. The directors have replied to the papal fulmination by an announcement of their intention to continue a firm but respectful resistance to the Vatican's policy, which they declare is crushing the liberty of research which their review embodies.

THE WEATHER

TORONTO, Jan. 5.—(Special)—Decreasing northwesterly and westerly winds, fair and cold.

Condensed Advertisements

Too late for Classification. SEE PAGE 6 FOR RATES. FOR SALE—A new union cow. Apply to W. E. Smith, Pownal. 1-3133 pd. REMEMBER—That everybody reads the morning paper as the news is then fresh and up-to-date, and that at some time during the day everybody is likely to buy the goods advertised while the mind is still bright and active.

LITTLE HOPE FOR THE MISSING MOUNT ROYAL

The Arrival Of The Allan Liver Hungarian At Portland, Maine, Brought No News To Relieve The Anxiety Felt For The C.P.R. Steamer

ST. JOHN, N. B., Jan. 5.—(Special)—All hope that the Allan liner Hungarian, which left Greenwich, England, Dec. 14, for Portland, Me., might have picked up the overdue Mount Royal was dissipated by the arrival of the Hungarian at Portland, Me., on Saturday. She has no news of the missing steamer. The Hungarian was a full week behind time. As day succeeds day, and no news comes of the long overdue vessel the fear grows that her disappearance may be added to the long list of sea mysteries that remain unrevealed. The C. P. R. people still express confidence that the Mount Royal will be found floating with her passengers safe, but in the public mind the conviction grows that the vessel and her precious freight of upwards of 400 lives are never to be seen again.

LITTLE JAPS TAKING TRADE FROM ENGLAND

Have Control Of Umbrella and Match Markets—After Tobacco and Liquor.

LONDON, Jan. 3.—The inroads which Japan is making on British trade are very unpalatable to John Bull. The manager of an important city firm having eastern connections, said this week that Japan within the past two or three years had completely ousted her rivals in the umbrella and match-making trades in the Far East. "In India," he remarked, "she has almost entirely captured our trade in those articles. Japan is also, through the agency of British manufacturers, exporting carpets, tobacco, lamps, straw hats, and cotton and silk goods into China, Manchuria and Korea in ever increasing quantities. One of the reasons that the Japanese are so successful is that they are content to work long hours for next to no wages. They will in time, no doubt effect some alternations. It is evident that they are determined to build up a great export trade." The representative of a foremost Anglo-American firm of tobacco manufacturers stated that since the cultivation and manufacture of tobacco in Japan was in 1901 made a government monopoly no people had made strenuous efforts to oust English and American importers from neighboring countries. "So far," he added "they have not been very successful. In order to meet their competition we have established a factory at Shanghai."

IRISH OUTLOOK IS VERY HOPEFUL AND GOOD TIMES

DUBLIN, Jan. 3.—The Irish outlook is hopeful. It is expected that the fulfillment of the government's promises to distribute the untenanted grazing ranches for tillage will banish some of the poverty in the western counties. Higher Catholic education is being provided; economic conditions in the country are steadily improving; and industrial development is increasing.

CHICAGO MARKETS.

CHICAGO, January 4.—(Special)—an. Corn 1 "What" 107 "Pork" \$13.25 May Corn 00 "Wheat" 00

U.S. OFFICERS WANT THE TRUTH ABOUT WARSHIPS

Recent Article on the Battleships Sent To the Pacific is Causing a Lot of Comment—What Admiral Goodrich Says.

New York, Jan. 3.—A remarkable interview with Rear Admiral Goodrich, commandant at the Brooklyn Navy Yard, is printed under a Chicago date by the New York Times. Admiral Goodrich stopped in Chicago recently while on his way to San Diego, where he is to officiate at the unveiling of a monument to the victims of the boiler explosion which occurred on the cruiser Bennington in 1905. That appalling disaster provoked a storm of criticism which resulted in the pillorying of official incompetents responsible for which they were responsible. What Admiral Goodrich had to say in his Chicago interview referred to defects now alleged to exist in the Navy, and to which attention has been called by a magazine contributor. Admiral Goodrich does not hesitate to say in spite of the rules which restrict criticism of the Navy by naval officers. Very serious charges, involving the fighting value of our heaviest warships, have been made frankly and widely circulated and no satisfactorily answered. Naval Bureau and Boards of Construction are not the sources from which to derive the truth about this matter. They have an object in maintaining at any cost the soundness of the ships they have designed and equipped. There should be an official test of every accusation made, whether it relates to insufficient armoring or to any other structural defect. And in this interest in the department bureau should have a chance to be heard. We regard our naval officers altogether too much. It is well enough and in fact necessary that they be prohibited from assailing the official conduct and impugning the motives of their superiors, but no good purpose is served by interdicting criticism affecting construction and equipment. Upon these too much light cannot be shed. The truth should be told about the Navy, which is a most expensive institution and should, therefore, be made worth the money spent upon its maintenance.

145 BOTTLES OF LIQUOR DESTROYED IN SYDNEY, C.B.

The License Inspector Making Things Hot In North Sydney

JOE ELLIS AT FAIRYLAND

NORTH SYDNEY, Jan. 3.—One hundred and forty-five bottles and one jar of real fire-water were consigned to the sewer in the old jail a few days ago by Inspector Forbes. The liquor was the result of the inspector's raids shortly after being appointed, and has been stored in the jail rooms awaiting the order of the court. According to Inspector Forbes, the destruction of so much liquor, particularly the brand he seized, was a good thing for somebody. In some of the bottles dead flies and even living creatures were visible. Whatever brand of goods the illicit liquor was, it was certainly strong and nauseous to the nostrils of the test-tolerant inspector, who declared the fumes were actually beginning to take effect when he finished the smashing progress. Whether it was what he saw in the bottles or the opinion he formed of the quality of liquor sold in North Sydney, Mr. Forbes has declared himself strongly on the subject, and judging from the number of legal forms he carried to the magistrate's office to-day, hard times are in store for some people. During the year just closed the police gathered in no less than 124 victims, all of whom with few exceptions, were charged with drunkenness. From these were extracted in fines the sum of \$1,429.70, against \$1,384.10, with 399 arrests for preceding year, an increase of twenty-five over 1906, and an increase of fines of \$45.60. Minard's Little Soldier Man. A new illustrated song entitled—"A Little Soldier Man" with music composed by Mr. Madison. The admission for this mammoth program remains at the old reliable price—five cents to everybody, to all parts of the theatre.