

THE HERALD

JAMES McISAAC, Editor & Proprietor.

WEDNESDAY, SEPTEMBER 12, 1894.

Edmonton, N. W. T., Bulletin "Messrs. Hepler, Wise and Gros- who came in from South Dakota have made good use of their time in visiting the settlements at Beaver Lake, Egg Lake, St. Albert and other points. They return to South Dakota but not for long. All have taken up homesteads in the Egg Lake district and confess to having had their eyes opened as to the fertility of this northern country. The fact of seeing green corn, ripe tomatoes, grain and grasses of all descriptions in abundance is a relief to them, having come from a timberless and alkaline waste parched with continued drought. They will probably bring 15 families back with them, we say probably because some of them will in all probability not be able to leave."

The Ottawa Citizen, commenting upon a statement of the San Francisco Call to the effect that the Nova Scotia coal mines are in the same condition now as in 1837, when Daniel Webster advocated a duty of 40 cents in order to keep their output out of the States, denies that these mines are in the same condition as fifty-seven years ago. "The absurdity of the statement," the Citizen says "is evident from the fact that their output, even within the past twenty years, has more than doubled. And it is quite evident that Messrs. Whitney & Co. were of a different opinion as to the value of the mines, even with a protective duty on, when they paid the large sum they did in 1837 for the bulk of the working coal properties in the Province. That the investment was a good one is proved by the directors' report, made last December which showed a net profit of \$246,709 on the season's sales of coal by the Dominion company."

The Montreal Gazette reprints the following from the Waterville (N. Y.) Daily Times, and intimates that it is either foolish or dishonest for Mr. Laurier to go on talking about reciprocity in the face of such declarations. "This country is the most natural market for Canadian produce. They can reach it by short south lines of transportation. To seek other markets compels transportation half across the continent. They ought not to have this market, except by becoming a part of this nation, and the surest way of compelling annexation is by keeping them out of the market until they will take the responsibilities of American citizenship along with the profits of it." Mr. Laurier is not unaware of these facts. He had ample evidence on the matter before the last general election and since, that no reciprocity would be granted except on terms which would be virtual annexation. He either contemplates the base surrender demanded by the New York paper quoted, or he is deceiving his own party."

Anything so shocking and terrible has not been recorded for a long time as the loss of life throughout northern Minnesota, caused by the forest fires. The reports from Hinkley are especially lamentable, but it is likely the whole truth is not yet known, as telegraphic communication is destroyed and newspaper representatives have been unable to reach the scene of the calamity. An eye-witness, who escaped from the place, describes the district around as a corpse strewn waste. The towns of Pine City, Mission Creek and Pokegama have also been laid in ashes, and many families in these places have shared the fate of the hundreds who perished at Hinkley. Minnesota is not the only state that has suffered, for Wisconsin and Michigan likewise have given up their victims to the furious conflagration. Although the protracted drought is made to bear all the responsibility for this heartrending visitation, surely there is reason for an investigation looking to future prevention of experiences which are of regular occurrence in the northwestern states. The fate of Hinkley may at last arrest official attention, which has so long ignored a truly terrible danger.—Empire.

No arguments are needed to prove the superiority of Canadian coal for steaming in all warships on the Pacific. Recent discussion has practically settled the question. But a report which comes from Port Townsend is of sufficient interest in itself to attract fresh interest around the subject. The United States coast defence monitor, Monterey, has been experiencing something worse than annoyance with Seattle coal, which being of soft composition, is of course inferior for steaming purposes. The report of the Monterey's officers state that the vessel having a powerful forward draught the Seattle coal before igniting was carried from the furnace cover into the smokestack, which

was almost red-hot, sufficient to crack and peel the paint. The upper deck is of solid steel three inches thick, covered by heavy planking. The deck became so hot that the planks around the edge of the boilers charred so that they had to be removed and replaced by solid cement. The coal was also highly injurious to the boilers. The engineers say that only vessels with open draught can possibly use the fuel, and even then it will not make or hold steam as well as the British Columbia coal. It has been long anticipated that the United States warships on the Pacific will be compelled to use Canadian steaming coal.—Empire.

The Canadian Pacific railway has reduced the elevator rate at Fort William from one and a quarter cents to three quarters of a cent a bushel, at twenty days storage. The rate for lumber from the Lake of the Woods region to Winnipeg, which was formerly fifteen cents per hundred pounds, has been reduced to ten cents a hundred, plus further reduction in proportion. This reduction, which means much to the company, is in response to demands in Manitoba for cheaper rates for grain storage and lumber carriage. The rate for storage at Duluth is half a cent a bushel, but there are said to be other charges which bring the rate higher than that charged at Fort William. Commenting on these facts the Hamilton Spectator says: "The Manitoba farmer is in luck these days. The Canadian Pacific railway has materially reduced the freight rates on lumber, and has knocked a cent a bushel off elevator charges on grain. Frost has not injured the crop. And Sir John Thompson, by sending to Manitoba a large supply of penitentiary made binder twine, has burst the corner in twine which was arranged by Sir Oliver Mowat's Central prison factory and the other twine makers in the Province. The Canadian Pacific Railway and the Dominion Government have both proved themselves the friends of the Manitoba farmer."

It is our sad duty to record today the death of Joseph L. Unsworth, Esq., Superintendent of the Prince Edward Island Railway, which took place at 11:30 o'clock on Monday forenoon. Although not in vigorous health of late, Mr. Unsworth had been confined to his house but a little over a week previous to his death. Mr. Unsworth was a most popular citizen; a most obliging and courteous official and a most genial companion. Take him for all in all, he was a generous, large-hearted man, whose death we feel sure, will be deeply regretted not only by the citizens of Charlottetown, but by everyone throughout the Province who has had to do with him either personally or in his official capacity. He was born in Liverpool in 1840, his father being Mr. James Stanley Unsworth, and his mother May Hatton, who was a sister of the celebrated music composer, John L. Hatton, of London. He emigrated to Canada when a boy and received his education in Montreal and at St. Hyacinthe, in the Province of Quebec. Shortly after leaving school in 1855, he entered the service of the Grand Trunk Railway at Longueville, Quebec, as an apprentice. He continued in the employ of that company until May, 1872, and from that time until November, 1874, he was engaged in the construction of the Intercolonial Railway between River du Loup and Gascons. From November, 1874, to the same month in 1881, he was a master mechanic on the same line at River du Loup. From November 1881, to May 1887, he was mechanical superintendent of the Prince Edward Island Railway, besides being acting Superintendent during the protracted illness of the former Chief the late James Coleman, Esq. On the death of the latter in 1887, Mr. Unsworth was appointed Chief Superintendent, which position he filled with honor to himself and satisfaction to the general public until his death. He possessed more than ordinary ability, regarding railroading and machinery; and was a member of the Canadian Society of Civil Engineers. He was married in 1866 to Mary Jane Lomas, daughter of Adam Lomas, Esq., Woollen manufacturer of Sherbrooke, Que., and sister of Alexander Galt Lomas, Esq., mayor of that city. He leaves a widow, two sons and two daughters to whom we tender our sympathy in their sad bereavement.

The late Councillor Robertson, whose death, under most heart-rending circumstances, we record in another column, was an energetic and successful business man, and one of the most widely known and most popular of our citizens. He took a lively interest in public and civic matters. He leaves a widow and four children to whom we tender our sympathy.

NOTHING STRANGE. Intelligent people, who realize the importance of the matter, are keeping a sharp eye on the number of deaths from the disease known as Hood's Sarsaparilla. So many troubles result from impure blood, the best way to treat them is through the blood. Hood's Sarsaparilla vitalizes the blood.

Grand Council C. M. B. A.

The ninth biennial convention of the Grand Council of the Catholic Mutual Benefit Association of Canada opened in St. John N. B., on Tuesday the 4th inst., and closed on Friday the 7th. There were delegates present from all parts of the Dominion, from Prince Edward Island in the east, as well as from the foothills of the Rocky Mountains in the west. This admirable Catholic Society has now upwards of ten thousand members and two hundred and thirty-eight branches in Canada, embracing all classes and conditions of men: bishops and priests, judges and lawyers, doctors, members of Parliament, journalists, merchants, mechanics, farmers, etc., all united by the bonds of fraternal charity.

The delegates and the members of the local branches assembled at the Mechanic's Institute at nine o'clock on Tuesday morning. Thence they marched, escorted by bands of music to the Cathedral, to attend solemn High Mass. There were about four hundred men in the procession exclusive of the bands. The streets through which they passed were lined with spectators, and much favorable comment was heard. Solemn High Mass, *coram Episcopo*, was celebrated by Rev. T. Casey, assisted by Revs. T. A. Donohue and F. Murray, as deacon and sub-deacon, respectively, while Rev. E. Corbett directed the ceremonies. After the first Gospel, Archbishop O'Brien of Halifax, ascended the pulpit and preached an eloquent and appropriate sermon. He took his text from the Epistle to the Ephesians, beginning with the words: "Put you on the armor of God, that you may be able to stand against the snares of the devil, etc."

At the conclusion of the Mass, His Lordship Bishop Sweeney, from the altarsteps, in his own name and that of the Catholics of St. John, cordially welcomed the delegates. The procession was then reformed at the place, and to the Mechanic's Institute, where the convention was called to order by the Grand President, Mr. O. K. Fraser, of Brockville, Ont. The President called upon Mayor Robertson who heartily welcomed the delegates to St. John. He considered it a most pleasing duty to do so, and expressed the hope that their visit there would be both beneficial and pleasant. He trusted that the result of their deliberations would not only benefit St. John, but also the Dominion. He referred in fitting terms to the labors of the Bishop of St. John, and to the touching and romantic scenery of the place. In conclusion he thanked the delegates for their kind attention and once more welcomed them to St. John. The Grand President replied; and on behalf of the delegates tendered their most sincere thanks for the hearty welcome. Mr. Carleton, on behalf of the local branches, welcomed the delegates. He was pleased to meet the delegates—those from the "garden fields of Prince Edward Island in the east, as well as those from the shadows of the Rockies" in the west. He said that everything that was possible had been done for the pleasure of the delegates and hoped they would carry away pleasant remembrances of this city.

The roll was then called and the regular business of the convention was commenced. The financial statement submitted, signed by the Grand Secretary and Treasurer, shows that from July 1st 1892 to July 1st 1894, the amount of money received was \$245,671.48. Of this sum \$155,321.29 was paid out to families of deceased members, \$78,020.44 to the St. John's Council and \$12,288.74 was added to the reserve fund. Since the formation of the Grand Council in Canada—fourteen years ago—394 members have died, and the total amount paid beneficiaries was \$723,000.

The convention met each day at 9 o'clock, and attended to business, morning, afternoon and evening, with intermission for meals only. Many important amendments to the constitution were discussed and committed to the whole. The election of officers for the ensuing two years, took place on Thursday evening, and the session was prolonged till 3 o'clock Friday morning. On Friday forenoon, the newly elected officers were installed, and the convention adjourned sine die.

On Wednesday forenoon, the convention was honored by a visit from His Grace Archbishop O'Brien, His Lordship, Bishop Sweeney, and Rev. Dr. Murphy of Halifax. The visitors received an ovation. His Grace expressed his pleasure at being invited to visit the convention, and hoped their deliberations would redound to the good of the association. He knew they would carry away with them pleasing impressions of St. John, and he would be glad to meet them next time at Halifax. Bishop Sweeney said he was much pleased to meet such a large assembly of Catholics from all parts of Canada, working together for such worthy objects, and said he had been very much impressed with the proceedings of the previous day. The association had his

best wishes for its success, and he sincerely hoped it would prosper.

On the opening day of the convention a cablegram of which the following is a translation, was sent to the Pope:

St. John, N. B., Sept. 4. To His Holiness Pope Leo, Rome, Italy: The Catholic Mutual Benefit Association of Canada, now in session in this city of St. John, N. B., bowing humbly before your Holiness, ask your Holiness' benediction.

To this following reply was received on Thursday:

Rome, Italy, Sept. 6, 1894. To Mgr. John Sweeney, Bishop of St. John, N. B. Canada. The Most Holy Father grants his apostolic benediction most lovingly to the Grand Council of the Catholic Mutual Benefit Association of Canada.

M. CARDINAL BOMPOLLA. On Friday afternoon, the delegates and their lady friends, together with members of the local branches and their ladies were given an excursion up the river on the steamer David Weston. The weather was charming and the outing was much enjoyed. The city concert band, led by Mr. G. J. Galt, was adding much to the pleasure of the afternoon. The French representatives entertained the party with several songs, much to the gratification of all on board. The scenery of St. John was much admired. It was about seven o'clock when the party returned to Indiantown. Just as the boat was nearing the wharf the party sang *All Hail Mary* and *God Save the Queen*, with band accompaniment.

Following are the officers elected for the ensuing two years: O. K. Fraser, Brockville, Ont., grand president. M. F. Hackett, Stanstead, Que., grand secretary. W. J. McKee, London, Ont., grand treasurer. P. J. Monreuil, Louis, Que., grand marshal. Jacob J. Weisert, Campbellton, Ont., grand chaplain. N. W. T. John, Charlottetown, P. E. I., grand committee on finance and mileage. Geo. W. Cooke, Amherst, N. S., C. D. Hebert, three Rivers, Que., John Ross, Hamilton, Ont.

On Thursday afternoon, a number of the ladies accompanying the visiting delegates, and some of the city friends were given a sail down the harbor to Mahogany Island. In the evening the party were hospitably entertained at the residence of T. Burke, Esq., Inspector of Inland Revenue, on Douglas Avenue.

Too much praise cannot be given to the members of the St. John Branches, and to the citizens of St. John generally, for the hospitality and courtesy extended to the visitors.

Brother James Berry of the St. John Sun, represented that paper at the Convention, and Bro. Timothy O'Brien represented the St. John Globe. Mr. O'Brien is head of the staff of the *St. John Sun*, Book-sellers, etc., St. John.

The delegates from this Province were Rev. A. E. Burke, Alberton, Rev. J. G. McDonald, Summerside, and Mr. James McIsaac, Charlottetown.

The chief Marshal of the procession was the Prince Edward Islander, Mr. Theo. Kieckham, formerly of Souris.

The St. John Globe says a more distinguished gathering has never been convened in that city.

The next convention will be held in the city of Ottawa, two years hence.

Tales from the Sea.

Advices from Newfoundland show that Gloucester vessels have been very unfortunate in losing men to the sea since a severe gale prevailed. Ten miles off Bay Bulls the Gloucester schooner Effie M. Murray picked up Lewis Devine and Joseph Atwood. They belong to the Gloucester schooner *Beane*, J. Devine, of Charlottetown, is skipper. The unfortunate men had been adrift in their dory six days and nights and were terribly exhausted. For two days in the fog they rowed around seeking the vessel in which they were. They started to row for the land, using the oars all day and putting out a drag at night, and in the other four days they rowed 125 miles and were in sight of land, though not in reach of it, as it was blowing a half gale off shore and they were too exhausted to pull against it. When the Gloucester schooner *Nereid*, Captain D. S. McLean, was seventy miles off Bay Bulls, she came across a small hand-dory, with a solitary occupant, hatless, coatless, no oil clothes. One broken paddle and a leaky dory, two days and two nights drifting fifty-five miles from his vessel, exposed to the gale and heavy rain for twenty-four hours. The schooner *Hattie* Weston, of Provincetown, Mass., was anchored at the Virgin Rocks, engaged in the hand-line fishery, and on the morning of the 17th ult., after the crew were engaged in fishing, the master, Captain Eli McKay, jumped into an old spare dory and rowed to a neighboring vessel to have a chat with his master. An hour or two after fog settling down, Captain McKay started for his own vessel, but the wind having shifted, he must have pulled in a wrong direction, and finding he had missed his vessel he tried to get back to the one he had just left. His oars were weak and he broke them, and, having no anchor, he had to drift; he had no coat with him, nor oil clothes,

and his hat blew off. The wind increased, and it poured rain, and he was beginning to lose heart, when the *Nereid* came along. Patrick Shea, of Boston, and Thomas Sullivan, were lost from the Gloucester schooner *Dora A. Lawson*. On August 26th, all hands were out setting their trawls when a Spanish barque passed along, and two of the fishermen went on board and remained for some time. It subsequently appeared that these were the Spaniard who fish they had in their dory and were paid in gin. Another dory crew near by, noticing that the other two men appeared to have some trouble, advised them to go aboard and they would set their gear. This offer was declined. Some time later the dory was missed, and though the weather was fine, with smooth water, and a dory could be seen for two miles if aloft, nothing could be seen of their gear. This offer was declined. It is conjectured they filled their water jar with Spanish gin, and drinking from it, became incapable and thus perished.

Fires in the West.

Particulars have recently reached Winnipeg of the destructive fire in the Rainy River district. At Mr. Galsby's place, three miles from Rainy River, the fire came up about three o'clock in the afternoon, of Friday the 7th, while Mr. Galsby and son were at work in the woods. Mrs. Galsby and four children were in the house which was soon in flames, and they fled to save their lives. While running down the Corduroy road along Grassy River, the Corduroy caught fire and being as dry as tinder all were soon hemmed in and suffocated. Mrs. Galsby was still alive when found, but on account of injuries on Sunday morning. The eldest daughter had pushed on beyond her mother and when found her head and feet had been burned away. All the family were buried in one grave on Sunday afternoon. The agency of the fire, the only remaining members of the family of eight, were heart-rending to witness. All the houses on the grassy river were destroyed, settlers losing everything. Among the settlers who lost their all were Philip Dorion, James Robertson, William Dorner, August Hunsford, George Watts, and Horace Threcker and many others. At one time the town of Fort Francis was threatened and in imminent danger, but citizens fought off the fire and after a desperate battle with the flames saved the town. Along the older settlements, where the clearings were larger, the fire did not reach the river but in the rear of the clearings, destroying thousands of dollars worth of valuable timber. At Barwick settlement the few settlers lost everything, escaping only with the clothing they wore. There was no insurance on the houses, and being shelterless without means to begin with, their circumstances are most distressing. William Young, of Rat Portage, left there Friday night by steamer for the head of the district. He is commissioned by the Ontario government to afford relief to the sufferers.

Shark Yankoo Trick.

An Ottawa dispatch of the 4th inst., says great surprise is felt there at the recent arrest in Bahring, sea of the British Columbia sealing schooner *Wanderer*. It appears that the vessel had complied with all the regulations imposed by the Paris award, the imperial acts and orders in council and proper report, August 1st, when she could legally hunt in the waters of the *Wanderer* proceeded thereto seal with spears according to law. She was arrested by a United States cruiser on the charge that there was found in her possession one shot gun and ammunition. The vessel was brought to Victoria and handed over to British gun boat. The result has been that the vessel's business for this season has been totally destroyed and a great loss incurred by the owners. As soon as particulars of the charge reached the marine department, Collector Milne, at Victoria, was instructed by Sir C. H. Tupper not to have anything to do with the vessel, under circumstances, there being no offence, and it is not at all improbable that an action will be brought by owners of the *Wanderer*, against the commander of the British gun boat for damages for unwarranted interference, as in a Newfoundland case of Baird vs. Walker, where the British admiral was held responsible for acting without statutory authority. In the *Wanderer's* case the United States cruiser apparently took advantage of an agreement made between the imperial and United States governments, permitting the sealing up of arms and ammunition on sealing vessels in order to rebut a presumption of guilty intent. The Canadian government objected to this arrangement as likely to lead to the embarrassing of sealing vessels, contending under the Paris award, that the use and not the mere possession of fire arms was prohibited. The very thing the Canadian government anticipated has occurred. In the *Wanderer's* case the arrangement between the two governments was used for the purpose of preventing successful sealing operations. It is not unlikely that considerably more will be heard of the matter.

Potatoes.

Present prospects are decidedly in favor of higher prices for potatoes. In western Ontario heavy June rains and a severe August drought have had a decidedly adverse effect upon the growing crop of the vegetable. Those now engaged in ploughing and digging report it to be a difficult operation, as in the clay districts the ground is baked as hard as a rock. From the northern part of Ontario

unfavorable reports are also received. In the central and eastern parts of the province the growing crop has been doing better, although even here there is room for improvement. In the Eastern Townships of Quebec, the potato crop is generally good and the Early Rose has already suffered to a considerable extent. These unfavorable reports are all the more unsatisfactory since United States Government reports as to the potato crop in the States are of a similar character. Although the acreage in the United States under potatoes has increased from 2,605,000 acres in 1893 to 2,620,000 acres in the present season, the estimated total yield is placed only at 147,000,000 bushels, a material decrease from last year's yield, which amounted to 183,000,000 bushels. Canada last year sent a large quantity of potatoes to the United States, the exports having gone principally from the Maritime Provinces. This year Nova Scotia and New Brunswick promises less than average yield, while the crop of Prince Edward Island, although in fairly good condition, will not be excessive.—Toronto Times, Aug. 31.

Manitoba's Wheat Crop.

Manitoba has every reason to be proud of its magnificent crop this year. There will be close on to twenty million bushels of wheat, nearly five millions more than last year, and every particle has been saved without the slightest damage from frost or wet. The great bulk of it will grade No. 1 hard. Of seventy-five cars received recently from all points by the Ogilvie, seventy-two graded No. 1 hard. Fifteen million bushels will be exported. This means at the present low prices of new supplies of wheat to come into the province this fall. As the farmers have been very economical of money, ought to be immediately available for the purchase of old debt, as in the years when the debt has been heavily discounted. Further, since the purchasing power of a dollar is much greater than a few years since, this amount of money means a good supply of necessities and comforts for the population during the coming winter. The whole situation is such as to lead to a very hopeful view of the future.

Most Shocking and Fatal Railway Accident.

The most shocking accident that has ever happened on the Prince Edward Island Railway was that which occurred at Kensington, on Thursday last, by which Charles E. Robertson, C. C., lost his life. Mr. Robertson, in company with about sixty others, left this city about ten o'clock, on board a special train, to attend the races at Kensington. During the trip Mr. Robertson was the life of the company, having as was his wont a joke or pleasant word for every one. At Kensington, about forty miles from Charlottetown, the train stopped to take on passengers for the race. Mr. Robertson among others got off to speak to some friends. Meantime the train started and the passengers rushed to the platform to have their baggage taken by the train. Mr. Robertson, however, remained on the platform, and as the train started he missed his footing and fell between the car and the platform, holding on as long as possible to the railing. He finally dropped, occupying the forward wheels of the car, but the two wheels of the hindmost truck passed over both legs, close to the body. The accident was witnessed by about a dozen men on the platform, and the conductor, by whom the train was stopped. He was immediately carried to the hospital by his companions on the train. Among these were five doctors from this city, viz., Drs. J. T. and S. S. Jenkins, W. D. Dod, James Warburton and F. F. Kelly. In addition to these there were present Drs. Darrah and McNeill carried to the hospital. It was discovered that both legs were terribly mangled, especially the left one. The nature of the injury was such that it did not appear to be suffering very much. He told his friends to go on to the hospital, and to leave "old 'T' Jenkins" with him. It was at once decided to amputate the left leg. He was carried to Clarke's hotel and the operation was performed by Dr. Jenkins, the others assisting. It was only about ten minutes from the time the accident happened until the leg was amputated. About half an hour afterwards he died. The train remained at Kensington till about 11 o'clock, and then proceeded to Summerside.

The remains of the deceased were brought to the city by the mail special on Thursday evening, arriving about 7:30. The station was crowded and immense throngs lined the streets, leading thence. The casket containing the remains was carried to the house of Mark Wright & Co., and conveyed to the home of the deceased on East Zeston Street, followed by an immense crowd of friends and acquaintances.

The funeral took place on Saturday afternoon, to the People's Cemetery, and was very largely attended. The police, City Councilors and officials, the Firemen and Salvage corps walked in procession. The casket was borne on the *Salvage Corps* wagon, which was elegantly decorated with flowers. The pall-bearers were Mr. M. Davidson, Percy Pope, W. D. McKay, Charles Lyons, Donald Nicholson and Charles McGregor. Most of the stores were closed during the funeral.

Sir Charles H. Tupper received a message from Victoria, B. C., a few days ago stating that at a meeting of interested sealers, the sum of \$425,000 offered by the United States government in final settlement of the claims for sealers, was fully discussed, and it was unanimously decided to accept the offer. The sum mentioned is considerably less than that to which the sealers are entitled, but considering the delay which would ensue if a commission were appointed to assess the damages, perhaps, under the circumstances, the offer is a very largely attended. Two of the sealers, Messrs. Warren and Cooper, the assessors of their estates, which include the ownership of the schooners *Beane*, *Dolphin*, *Annaback*, and *W. P. Sayward*, have joined the other owners in accepting the offer. The sealers of the United States government forthwith.

Quality Style, Workmanship, Fit And Finish

That is what we offer you this Fall in Ladies Mantles, Jackets and Capes. We Talk Low Prices, Never Have We Had Such a Stock, Never Better Styles, Never Lower Prices. Full Particulars Next Week.

STANLEY EROS

The Old Order Changeth.

THERE IS SOMETHING NEW UNDER THE SUN.

Just now it is a Kitchen Table with zinc top. Will wear well, clean easily, be always sweet. We have some new values in FURNITURE. We have JUST ONE SPECIAL SALE OF FURNITURE. It begins January 1st and ends December 31st every year.

Mark Wright & Co., Ltd. Mark Wright & Co., Ltd.

Who sell at Selling Prices. Who sell at Selling Prices.

GRAND BAZAAR

The CONGREGATION OF ST. DUNSTAN'S, Charlottetown intend holding a GRAND DIOCESAN BAZAAR in aid of their proposed

NEW CATHEDRAL,

—IN— Hillsborough Skating Rink, (Fitzroy Street),

—COMMENCING—

MONDAY EVENING, SEPTEMBER 24th, NEXT,

And Lasting Several Days.

There will be a profusion of USEFUL AND FANCY ARTICLES, which will be disposed of at reasonable prices.

There will also be DINNER, TEA and REFRESHMENT TABLES, where visitors can procure everything in these lines at moderate rates.

This will be the grandest affair of its kind ever held in the Province.

Parties visiting the Provincial Exhibition should improve the opportunity by taking in the Bazaar.

A FIRST-CLASS ENTERTAINMENT will be given each evening. Admission, 10 cents.

By order of Committee.

A. J. QUIRK,

Charlottetown, Aug. 29, 1894.—41 SECRETARY.

Fire Insurance,

Your patronage of the following great Fire Companies is respectfully solicited.

The Royal Ins. Co. of Liverpool, The London & Lancashire Ins. Co. of Liverpool, The United Fire Ins. Co. of Manchester, The Phenix Ins. Co. of Brooklyn.

These Companies command enormous monetary strength and are noted for their prompt and liberal settlement of losses.

JOHN MACEACHERN,

March 7, 1894—17 Agent for P. E. I.

During the Harvesting Month Jas. Paton & Co. are Cutting Down

THEIR ALREADY LOW PRICES ON CLOTHING, CARPETS & GENERAL DRY GOODS.

Thousands of Yards of Grey Cottons, at 3 cents. Thousands of Yards of Fleecy Cottons, at 6 1/2 cents. Print Cottons at 3 cents, 4 cents and 5 cents per yard. Gingham at 40 and up. Men's Suits at \$25. Boys' Suits at 25 cents.