THE HERALD

WEDNESDAY, JUNE 11, 1890.

ALL matter for publication in the HERALD should be in this office by noon on Tuesday. Persons wishing their advertisements changed *must* advise us Saturday forenoon.

QUITE a number of our subscribers have not yet paid their subscriptions for last year. We wish to remind them that they will find it to their advantage to remit the amounts due by them with as little delay as possible.

THE CITY HOSPITAL.

In another column of this day's Herald will be found the report of the Ladies' Collecting Committee of the Charlottetown Hospital. It is most gratifying to know that their labors have been crowned with a great measure of success, the collection being nearly equal to that received in any previous year. This fact shows that the more is known of this institution the higher appreciation is there among all classes of the community, for the work in behalf of suffering humanity, which it is performing in our midst.

The good ladies in charge are thoroughly trained and equipped for their work, and there is no form of disease, no matter how loathsome, with which they are not accustomed to come in contact. The spirit of self-sacrifice through which they have consecrated themselves to this as their life work, forbids any further reference to them. But the patients who have come under their treatment bear willing testimony to the excellence of their methods. The hospital doors are open at all hours, to persons of all classes and conditions, no passport required being the fact that the hand of affliction has touched the applicant.

During the year, one hundred and [illegible] patients were received in the hospital, nearly all of whom were discharged cured, or at least greatly improved. Of this number seventy were poor people, utterly unable to pay any thing, yet they were kept in the hospital and received medical treatment many of them for several months. In addition to these about three hundred out door patients were treated and supplied with medicine, free of charge.

From all this it will be seen that the collection, generously contributed by the good people of the city, although quite handsome, is far from adequate for the maintenance of the hospital. Apart from the amounts received from such patients as can pay, the balance necessary to support the institution from year to year, is made up from the proceeds of the handiwork of the industrious sisters. It is only by the strict economy and untiring industry of these good ladies that the hospital is so efficiently maintained. They are ever busy providing church ornaments and altar necessities.

The medical gentlemen attending the hospital are Drs. Conroy, McLeod, S R Jenkins and Kelly, who generously give their professional services free of charge.

From this brief outline of the work of the hospital it will readily be seen that it is an institution which is doing an incalculable amount of good in our midst, and that it deserves well of all classes in the community. Should it then happen that there are some, well disposed towards it, but who through inadvertency, have not contributed towards its support, they may be sure it is not yet too late. To the generosity of those who have to spare of this world's goods, no more worthy object could be recommended. Those who contribute towards this institution may rely upon having their contributions returned a hundred fold.

A BRITISH COLUMBIAN MARVEL.

A VERY interesting work just published on the Glaciers of the Selkirks, and giving in popular form some of the results of explorations made in these mountains for the Royal Geographical Society of England, mentions a strange bouquet-making creature called the Sewellell as a curious inhabitant of the rocky wilds of our Pacific Province. In climbing the wooded steeps on the marge of a glacier, Mr. Grant and his companion discovered along their path bouquets of flowers well arranged with their stems laid closely together. Very naturally they concluded that some one had been there before them, but yet the place was so inaccessible and so much out of the way of any settler or tourist or possible visitor other than an explorer who felt it his bounden duty to make the arduous ascent, that they instituted enquiries, with the result that they learned of the existence of this flower-loving creature. No reasonable explanation is offered of this strange habit, nor is any hint given of what the "creature" with so human an instinct is like. The author evidently is not venturing on a joke, but the mention of the whole thing seems so like a bit of the fabulous, such as might adorn a fairy tale or fit the pages of a traveller in the days when barnacle geese were hatched on trees and fierce, headless men roamed the forests of the Upper Nile, that one can only regret that Mr. Grant has not anticipated the curiosity of his readers and departed from the beaten track of his book to give a short chapter on the Sewellell. The name appears to be that sometimes given to a little animal somewhat resembling a beaver, but it may be doubted whether its flower-gathering propensity has hitherto been known to naturalists.—*Empire.*

EDITORIAL NOTES.

THE debt of Canada decreased $175,000 during last month. The revenue for the eleven months just ended shows an increase of $1,500,000, as compared with the same period of the last fiscal year and the expenditure a decrease of nearly a million.

THE Secretary of State at Washington has received a despatch from the U. S. Legation at Rio de Janeiro announcing that the cabinet had passed a resolution, enthusiastically approving of the action of the International American Congress, in recommending arbitration in all questions involving differences between the several governments of America.

AT the annual meeting of the Bank of Montreal on Monday of last week, reference was made by Sir Donald Smith to the growth of the Bank. Beginning with a capital of $350,000, it grew in 1829 to $748,000, in 1887 to $1,000,000, in 1885, to $4,000,000, in 1870 to $6,000,000, and in 1873 to $12,000,000. With its rest it now amounts to $18,000,000. The Bank of Montreal is now the third largest banking institution in the world.

ACCORDING to the New York Herald the net bonded debt of the city of New York is $103,290,596. As compared with other cities the debt of New York is $84 per capita; Philadelphia, $33; Brooklyn, $47; Chicago, $17; Baltimore, $73; St. Louis, $54; Cincinatti, $8; and Pittsburg, $57. The cost of Government in New York, inclusive of $6,835,130 interest on her debt, is about $35,000,000 per year. The total valuation of New York is $1,683,836,113.

THE Duke and Duchess of Connaught arrived in Ottawa on Wednesday last, where they received a royal welcome. In his reply to the civic address, he spoke of the incredible progress apparent in Canada since his visit twenty years ago. He visited the Parliament library, and, when re-entering his carriage, noticed and stopped to give a warm greeting to to some thirty veterans who had fallen into line to do him honor. The Premier entertained a small party at luncheon to meet the Duke and Lord Stanley.

THE Provincial general election held in Ontario on Thursday last resulted in favor of Mowat's government by almost as large a majority as he had in the last House. As far as ascertained the parties stand 56 for the Government, to 36 for the Opposition. Prior to the election they stood 59 for the Government and 33 Opposition. Two members of Mowat's Cabinet are reported defeated. The principal issue seems to have been the question of separate schools. Mowat is in favor of these, while Meredith and his followers were not favorable to them.

THERE is no doubt that fish, particularly many of those which inhabit fresh water, feel the cold, and that this accounts for their moving in winter to deep water, when they have the opportunity of doing so. Some fish are much more affected than others by cold. Swainson mentions an instance of a number of fine tench having been found dead in a pond after the break up of a frost, and as a proof of vitality in other fish he states that in northern latitudes eels and perch have retained their vitality when frozen into solid blocks of ice, and that advantage has been taken of the fact to remove them from one locality to another.—*Exchange.*

PAUL PEEL, a native of London, Ont., has been awarded the gold medal of the Salon at Paris, France, and is now the most famous painter in Europe. Considering the number of paintings, 10,000, and all the noted works of art, this selection in itself placed Paul Peel in the front rank of painters, but to have his work chosen as the best on exhibition is indeed an honor. The painting selected for the gold medal is entitled "Apres le Bain." This is the first time in the history of the Salon that a native of the American continent has been awarded the gold medal for especial excellence. The news reached Mr. John R. Peel, father of the illustrious painter in a cablegram recently as follows: "Awarded medal. Paul." The artist is not yet 30 years old.

THE Cleveland Press says: 'When the schooner Minnedosa came into port she probably attracted more attention than any vessel that has been here for many a day and she deserved it all the more too, even if she was from Canada. She is a four-master with as finelly modelled lines as any sailor would care to look upon, and taken altogether is as clean and trim a looking craft as was ever seen on the lakes. She was built in Kingston last winter and is on her first trip coming from Kingston. Her dimensions are larger than are usually found in sailing vessels, being 250 feet keel, and 36 feet beam. She rides the water like a swan, and, after seeing her, vessel men felt disposed to take back many of the hard things they had said about the ability of Canadians to build a good looking vessel.

A NEW feature of the Newfoundland trouble was reported at Halifax on the 8th. The people of Bay St. George recently held a mass meeting, and unanimously resolved that, inasmuch as the Newfoundland Government was unable to protect them from French outrages, that hereafter they would pay no duty on imports to the Newfoundland Government.

A few days ago, the steamer Harlaw sailed from Halifax, with a cargo of supplies for Bay St. George, but, upon arriving there, the Custom's officers, acting under orders from St. Johns refused to allow the freight to be landed, on the ground that the importers had pledged themselves not to pay duties. It might have been supposed that the goods would have been landed and placed in bond; but the Government was afraid to do that, as the people would simply have taken possession of the goods, and the customs officers would have been powerless to prevent them. The result is that the steamer will bring her freight back to Halifax.

PRINCE EDWARD ISLAND SUB WAY.

SPEECH BY SENATOR PROWSE.

(*Continued.*)

A good deal of preliminary work was accomplished by one of those companies at least, and was only put a stop to by the British Government interfering and saying that it should not be done. With reference to the unforseen difficulties that might arise in the way of springs of water, referred to by my hon. friend from Queen's County, I wonder that the hon. gentleman did not go further and say that this subway might be destroyed by an earthquake. There is no enterprise that a man can enter into that is free from such unforseen difficulties. The farmer might as well say that it would be useless for him to sow his grain, because he does not know whether Providence will send him sunshine and showers to give him a harvest. We have to face those difficulties in every undertaking in life, and I do not think there is any greater difficulty in the way in that respect considering the magnitude and importance of this question, than there is in many other matters that people undertake. Reference has been made to the difficulties encountered in building the tunnel under the Severn; the great difficulties experienced by the engineers in that undertaking will help us in this matter, because we can profit by their experience. They know better now than ever they did before how to overcome difficulties of that kind. I stated that there were some good and sufficient reasons why the Local Government and the Province as a whole did not unduly press their claims up to the present time. In the first place, it was an untried scheme. For the first year or two the Government only placed on the route a boat offered to them by some gentlemen in Nova Scotia or New Brunswick, and she was found, after a year's trial, to be totally unfit for the service. Then the Dominion Government bought a steamer which was under construction at the time, intended, I think, for the winter navigation of the St. Lawrence. She was completed and called the "Northern Light" and placed on the route. The people gave them an opportunity to test the capabilities of that steamer and see if she could accomplish the work. She did good service, but it was demonstrated from the first that she did not fulfil the terms of Union and was not satisfactory on the whole. Then came the great undertaking of building the Canadian Pacific Railway, which taxed the resources of the Dominion, and we know that the Government of the day was handicapped and opposed by the great monopolies of the world. It took men of great minds and strong resolution to overcome all the difficulties they had to face in building that railway, and it would have been ungenerous on the part of the Island to press their claims on the Government while their hands were full with an important work. Then, when the railway was completed, they had another difficulty almost as great, the rebellion in the North West. During that time the Island did not press on the Government the claims of the Province in this regard, but in 1881 they began to agitate this question. They brought it to the notice of the Dominion Government by an Address passed by both branches of the Legislature in the Session of 1881, which was acknowledged by the Dominion Government. They did not promise to undertake the work, they did not ask that a tunnel should be built or that a better steamer should be put on the route, but simply that the terms of Union should be carried out. In response to that address the Government of Prince Edward Island received the following reply, dated the 16th of April, 1881:—

"Ottawa, 16th April, 1881.

"Sir,—I am directed to acknowledge the receipt of your despatch of the 7th instant, enclosing a Joint Address of the Legislative Council and House of Assembly of the Province of Prince Edward Island, in reference to the establishment and maintenance of steam service for the conveyance of mails and passengers between that Province and the mainland.

"I have the honor to be, Sir,
"Your obedient servant,
"EDOUARD J. LANGEVIN.
"Under Secretary of State."

The next course followed by the Government of Prince Edward Island was to cause a despatch to be sent by the Lieutenant Governor of that Province, dated the 28th February, 1882, calling the attention of the Dominion Government to the address that had been passed by the Legislature of the Province the previous Session, which was acknowledged on the 8th of March, 1882, in the following words:—

"Ottawa, 8th March, 1882.

"Sir,—I have the honor to acknowledge the receipt of your despatch, No. 9, of the 28th ultimo, requesting a reply to the Joint Address of the Legislative Council and House of Assembly of the Province of Prince Edward Island, passed during their last Session, respecting continuous communication between that Province and the Mainland Provinces of the Dominion.

"I have the honor to be, Sir
"Your obedient servant,
"EDOUARD J. LANGEVIN.
"Under Secretary of State."

Next came on the 31st January, 1883, a minute of the Executive Council, the last clause of which I will read, showing that the Island Government were fully alive to the rights of that Province in the fulfilment of the terms of Union. The last clause is as follows:—

"The Council in Committee feel that the Government of Canada are justly chargeable with a most serious violation of the terms of Union in this respect; they desire once more, to bring the matter prominently before Your Excellency in Council, with the earnest hope that the ensuing Session of Parliament will not be allowed to pass without the adoption of effective measures for the immediate fulfilment of the Terms of Confederation; they request that they may be furnished with a reply to the address of the Council and Assembly herein referred to, as well as to this Minute, in sufficient time to submit the same to the Legislature of this Province, at the approaching session thereof. Should the Dominion Government fail to comply with the just request of this Province, its Government will be reluctantly compelled to lay the grievances complained of at the foot of the Throne, and to appeal for redress to Her Majesty the Queen, as one of the parties to the Articles of confederation."

During the same year a delegation was sent from the Province to wait on the Dominion Government and to urge the claims of the Province. After the delegation had returned on the 27th March they caused a telegram to be sent to the Dominion Government asking for a reply to their several Addresses and Minutes of Council. The telegram is as follows:

"Charlottetown, 27th March, 1883

"To the Secretary of State, Ottawa:

"Required immediately to lay before the Legislature now in Session, Dominion Government's answer to Joint Address of Legislature of April, 1881, relative to steam communication with mainland, and also the Minute of Council of January last upon the same subject.

"T. HEATH HAVILAND,
"Lieutenant Governor."

To this they received a reply stating that the subject was still under consideration. Now we gained an important step in that communication. We had the assurance given us then for the first time that this matter was under the consideration of the Government. On the 16th April, 1884, the Legislature passed a second Address, and I may say that although party spirit runs high in the Island, these Addresses were passed unanimously by both political parties in the Legislature. On a question of this kind they were united as one man. The answer to this second Address is dated the 24th April, and is as follows:—

"Ottawa 24th April, 1885.

"Sir,—I have the honor to acknowledge the receipt of your Despatch No. 7, of the 10th instant, transmitting, in order that the said may be laid before His Excellency the Governor-General, a Joint Address from the Legislative Council and House of Assembly of Prince Edward Island, on the subject of an efficient steam service for the conveyance of mails and passengers between that Province and the Mainland of the Dominion, winter and summer, and to state that this matter will receive due consideration.

"I have the honor to be, Sir,
"Your obedient servant,
"G. POWELL.
"Under Secretary of State."

Following that there was a Minute of Council passed on the 20th February, 1885 which was acknowledged on 6th March, 1885, and the same expression is used, that it will receive due consideration. In the Session of 1885 an Address was passed by the Legislature to Her Majesty the Queen, in which the whole question is so concisely put that I will venture upon the time of the House to read it. The Address is as follows:

"To the Queen's Most Excellent Majesty.

"Most Gracious Sovereign,—We, your Majesty's most dutiful and loyal subjects, the Legislative Council and House of Assembly of Prince Edward Island, in General Assembly convened, humbly approach your Majesty and represent that:

"1. Prince Edward Island entered the Confederation of the Dominion of Canada upon the 1st July, 1873, on certain terms and conditions set forth in the Order of Your Majesty in Council, dated 26th June, 1873, and of which terms the following is one:—The Dominion Government shall assume and defray all the charges for the following service, viz:—Efficient steam service for the conveyance of mails and passengers, to be established and maintained between the Island and the mainland of the Dominion, winter and summer, thus placing the Island in continuous communication with the Intercolonial Railway and the railway system of the Dominion.

"2. During no winter season since the time of the said Union has the service provided by the Dominion Government been efficient or the communication with the mainland continuous.

"3. The Dominion Government having shown no sufficient disposition to fulfil their obligation towards the Island in this matter, we are reluctanly compelled to approach Your Majesty, as one of the parties to the articles of Confederation, and pray Your Majesty's intervention to obtain for us that justice to which, as a Province of Canada, we are entitled by the terms of Union.

"4. Prince Edward Island is separated from the Main'and Provinces of Canada by the Strait of Northumberland, and during the winter season, which generally begins about the first of December and lasts until the end of April, the harbors and rivers are frozen, while the passage of the Strait is impeded, though at no time wholly prevented, by floating ice. Previous to the Union the only connection with the mainland during winter was by means of ordinary boats, dragged across the drifting ice and propelled by oars through the stretches of open water between Cape Traverse in the Island, and Cape Tormentine in New Brunswick—a distance of nine miles.

"5. During the first winter after Confederation (1873-74) no attempt was made by the Dominion Government to provide such steam service. During the two subsequent years (1874-75, 1875-76) an old wooden steamboat, which had for years been engaged in ordinary navigation, but without a single qualification to fit her for the winter navigation of the Strait, was placed upon the route between Georgetown, one of the Island ports, and Pictou, in the Province of Nova Scotia; and, as was to be expected, she utterly failed in the service required of her. At the commencement of the winter of 1876-77 a new steamer called the Northern Light was placed upon this route. This steamer was not constructed for the service, but was designed for another purpose and therefore her work can be regarded only in the light of an experiment.

"6. The service performed by the "Northern Light" has been most unsatisfactory, her trips being irregular and the accommodation she afforded has been neither continuous nor efficient. According to the official returns for the last four years, there had been an average in each winter of sixty-four days during which she has been entirely laid up. Nor does this furnish any idea of the irregularity of her trips before she entirely ceased running in each of these years, but only of the continued period when she was laid up and inoperative. At times she has been ice-bound for periods ranging from ten to twenty-four days, to the imminent danger of passengers and mails. Upon one occasion four years ago, some of the passengers—among them women and children—were forced, after remaining on board several days, to leave her and walk a distance of many miles to the shore, when night overtaking them they received injuries from cold and exposure which resulted ultimately in the death of one of the party.

"7. During the time when the "Northern Light" is laid up the people of the Island are obliged to resort to the old method of crossing between the Capes Traverse and Tormentine) already described, a route attended with many hardships and great dangers. In the month of January last a party of twenty-two persons were detained on the ice for two days and one night in an attempt to make the passage, when they suffered most severely from cold and exposure—the majority of them being badly frozen—and several have since suffered amputation of their limbs as a result of the injuries then received.

"8. One of the principal inducements held out to the people of this Island to enter the Confederation, was the promise contained in that clause of the terms of Union quoted at the opening of this memorial, and they naturally expected that a union with the Dominion would bring uninterrupted communication at all seasons of the year with the rest of Canada and the world. They believe that they would therefore, enjoy equal facilities for intercourse with the other Provinces as those Provinces enjoy between themselves, and that thenceforth they would participate in many benefits and advantages accruing from the Intercolonial Railway and other public works upon the mainland, from which they had previously been debarred for a great portion of the year. Cut off, as they had always been for nearly five months of the twelve, from all communication with the mainland, except by a most uncertain and dangerous route, the promise of continuous communication with the Intercolonial Railway and the railway system of the Dominion was, indeed, a strong incentive to them to surrender their self-government and unite with Canada.

"9. The inconvenience and loss which they have suffered in consequence of the failure of the Dominion Government to provide them with the efficient communication promised, are incalculable, while the disappointment to their reasonable expectations has not tended to enhance, in their estimation, the value of a connection with the Dominion, but on the contrary, has awakened a feeling of discontent which, though a matter of regret, is not unnatural under the circumstances. Were it only the transport of freight and merchandise that were stopped during the winter, they would have good reason to complain of being precluded from the benefits of the Intercolonial and other railways which their more fortunate neighbors on the mainland enjoy; but their chief grievance is that, in direct violation of the solemn compact upon which they entered Confederation, and to which Your Majesty was pleased to be a party, the Dominion Government have not provided that efficient or continuous means whereby mails and passengers can be transported to and from the mainland.

"10. The people of this Province, we submit, have just grounds of complaint at the inaction of the Dominion Government, and at the extraordinary apathy which has been shown in regard to the interest of this Island, in the matter of communication with the mainland. Nine winters have passed since the "Northern Light" was first placed on the route, and, notwithstanding the fact that her inefficiency for the service was apparent from the outset, no other steps have been taken to fulfil the terms of Union. From the time the "Northern Light" ceases running until she again resumes her trips, a period averaging as already mentioned, sixty-four days each year, the Post Office Department transmits the mails by the route between Capes Traverse and Tormentine, and during this period in each year, the Dominion Government have at no time since Confederation, made any provisions whatever, for the transport of passengers, who are forced to make such arrangements as best they can for crossing to and from the mainland. This unaccountable neglect on the part of the Government of Canada is the most direct violation of the terms of Union which we are called to represent to Your Majesty. Moreover the Dominion Government have established no communication between the Intercolonial Railway and Cape Tormentine, so that travellers are compelled in passing between these points, to drive in open sleighs a distance of forty miles in the coldest and most stormy portion of the year. Between Cape Traverse and the line of the Prince Edward Island Railway, a distance of about twelve miles, railway connection has been opened, and that but partially only this winter, although provided for by Parliament three years ago.

"11. The derangement of business consequent upon the irregularity of the mail service, when for many days at a time no communication is had with the rest of Canada, exercises a most prejudicial effect upon the interests of the Island. The hardships of travelling, which only the strong and robust are able to endure, and the dangers attendant upon the present mode which have been most painfully exemplified this winter, are other disadvantages from which the people of this Province suffer most acutely.

"12. The feeling that they are being unjustly treated is not without strong foundation. In order to fulfil the terms of Union with British Columbia, a Province of less than 15,000 of a population exclusive of Indians and Chinese, Canada has contracted for the construction of nearly 3,000 miles of railway at a cost of more than eighty millions of dollars.

(*Continued next week.*)

DANGERS OF THE DEEP.

The steamer Charrington, Capt. R. Dawson, arrived here at two o'clock yesterday afternoon from Sunderland, salt laden, to Messrs. Baine, Johnson & Co. On her way here Capt. Dawson met the waterlogged barque Carrier Dove, of New Brunswick, rescued crew and brought them into port. The experiences of the shipwrecked crew, as detailed by the captain, were thrilling in the extreme. The following are the particulars in detail: The barque Carrier Dove, Capt. A. Forsyth, left St. John, N B., on May 8th, bound for Glasgow. The vessel was a thousand and twenty-six tons register, and had a cargo of lumber. All went well till the 13th, when the ship encountered a heavy jam of ice, in which she remained for two days. During that time she was enveloped in a dense fog and received severe injuries to her cutwater and chainplates. She got clear on the 15th, and proceeded on her way. No suspicion that the ship had received damage below the water line was entertained, while the weather remained fine and the water smooth, but on the 19th a storm arose, which must have completed the work left undone by the ice, for after four hours the vessel filled. At this time the ship was in lat. 42°30 north, and lon. 40° west. The storm continued to rage and the waves made clean breaches over the ship. It was a position to daunt the bravest hearts, but Capt. Forsyth was not the man to be dismayed while the ship kept afloat, and, at his suggestion all on board mounted the afterhouse, where they lashed themselves down to prevent being washed over by the heavy seas. To add to the misery of the situation, there did not seem to be any possibility of getting any food from below. However, with great difficulty a few cans of preserved meat were fished up, and their contents with some cucumbers was the only thing that could be procured to sustain life. The captain's wife, who was on board, instead of being an encumbrance, by her hopeful words and brave heart, did much to cheer the crew. For three days the ship was tossed about at the mercy of the waves, and yet no ship appeared to the view of the straining eyes of the weary derelicts. During this time one of the seamen was carried away by a sea, but fortunately was driven back again safe, though he received severe injuries by the sea. At the end of three days hope was beginning to be well nigh abandoned when a ship hove in sight. She proved to be the steamer Charrington, bound to St. John's, Newfoundland. The steamer came as near as possible, and they powered her boats to go to the rescue.

BOATS WERE SMASHED TO PIECES.

Before any one was taken on board the steamer, Mrs. Forsyth was the first to be lowered over the side of the waterlogged barque. She was put in and lashed to a chair, which floated up from below, and she was lowered. It was a perilous undertaking, but the brave little woman affectionately embraced her husband and smiled back re-assurance as she was lowered. From the chair she was transferred to the boat in waiting, and taken safely on board the steamer. The captain and the rest of the crew of the barque were also taken on board in safety, after which the Charrington shaped her course for St. John's, Nfld. With the exception of a few slight bruises, all the crew are well, and with the captain and his wife will leave for New Brunswick by the first western bound steamer. Not one on board saved any of their effects beyond the clothing they had on. Mrs. Forsyth is the proud possessor of one black dress, all that remains of an ample wardrobe, but the brave little lady seemed just as happy in the parlor of the Central hotel this afternoon, as if in possession of the thousand dresses of Queen Elizabeth. Truly, her experience has been an awful one—one that will be remembered to the last days of her life.—*St. John's, Nfld., Colonist, 27th ult.*

A FOREST OF ICE.

The steamer Caspian, from Liverpool via St. John's, arrived at Halifax on Friday last. She reports on Monday 2nd, in lat. 50.18 N., 42.10 W., she passed a small iceberg, but the next day, from 4 o'clock in the morning until the same hour in the afternoon, she passed hundreds of icebergs. They were on either side of them, all shapes and sizes, forming a regular forest of ice, and a sight never to be forgotten by the passengers who were very calm and the weather perfectly clear.

The largest berg was about half a mile long, but was flat, being only about sixty feet in height. Some of the others were much taller, but the vessel steamed down the centre of the line and only twice was obliged to change her course to escape them. The first berg that was sighted was in lat. 48.20 N. 49.15 W., and from that to sixty miles west of St. John's they were passing bergs, a distance of about 150 miles.

Among the passengers on the Caspian was a farmer from the other side who attracted great attention from his quaint appearance. He was short of stature, about sixty years of age, and his costume would win a prize at an ice carnival, consisting of a red flannel shirt, pants of the same material, a tweed vest and an inside coat much worn, and a short oilskin coat outside. He wore a beaver which was dented in numerous places, was covered with dust and had evidently seen much usage. Tied around his body was a whip, and over his right shoulder he carried an oats bag containing all his clothing, etc. In his left hand he carried a scythe. He said he was a farmer and intended to work his way to Buffalo, N. Y., where he had friends. He had two sons in this country but he has not heard from them for a long time. His wife was dead and they might be dead as well, for all he knew.

K. D. C Cures Dyspepsia.

EXPLOSION ON AN OIL STEAMER.

An explosion took place on the 5th inst., on the German tank steamer Hans and Kurt, lying at the works of the Atlantic Oil Refining Co., Point Breeze, Delaware River, which set fire to the vessel and wharf property, almost destroying the former and burning the brick storage building. The steamer was towed down the river and run ashore and was practically burned out. She will have to be rebuilt. Joseph H. Quinn, shipping clerk, 36 years old, was so badly burned that he died soon after being removed to the hospital. Harris Shorholz boseman, was overcome by the heat and the smoke and will die. John Karl, the steamer's carpenter, Henry Gampen, steam fitter, and John E Storey are probably fatally injured. A dozen others were more or less seriously burned by the flying oil. The loss on the steamer and cargo is estimated at $150,000 on the Atlantic Oil Refining Co's storage building and $250 barrels oil $5,000. The Hans and Kurt tramp tank steamer, owned in Hamburg, was 280 feet long, 1,635 tons burden, and fitted with iron tanks for carrying oil in bulk. She had a capacity of a million gallons and had taken about 800,000 gallons on board when the explosion occurred. No cause for the explosion is known.

CLOUD BURST AND TORNADO.

LINCOLN, Neb., June 5.—The State Journal party returned from the scene of the tornado at Bradshaw, York county, last evening. Bradshaw is a town of 500 people, situated on the Nebraska railway, 60 miles west of Lincoln. The storm struck the town at 8.30, Tuesday evening, coming from the southwest. The roar of the whirlwind was the first notice the terrified people heard. It struck the town fairly and not a building escaped. In the extreme western part of the village a few houses are left with a semblance of their former appearance, without windows or doors, their contents scattered broadcast over the prairie. The railroad station was crushed into kindling wood. Every car standing was wrecked except one loaded with stock which was blown without leaving the track to York, nine miles. A relief party found a Russian settlement, near the town, struck. The report is that nine persons were killed there. Physicians say in all twelve are dead and eight mortally wounded and perhaps twenty-one hurt more or less seriously.

COUNCIL BLUFFS, Iowa, June 5.—A special to the Nonpariel from Underwood states that about two, yesterday morning, a cloud burst some miles north of the valley, and Mosquito Creek, received a delnge. The little city which lies on the flat was all but engulfed. Scores of dwellings were totally wrecked and others twisted from their foundations. At noon the waters of the Mosquito creek registered 25 feet above high water mark. The lower part of the city is standing in ten feet of water. It is impossible to estimate the damage at present.

FORT DODGE, Iowa, June 5.—There was a destructive cyclone in this section yesterday. One man was killed at Reunita and a big iron bridge near there was blown away.

MOUNT CARROLL, Ill., June 5.—This city was shut off from the world the past two days, owing to the over flow of Plum river, which is higher than for 28 years. Damage to property and crops is heavy.

ST. PAUL, Minn., June 5.—Over an inch of rain fell in this city yesterday, the city receiving the most thorough drenching in many months. Railroad washouts are reported.

A FAMOUS MONASTERY IN DANGER.

La Grande Chartreuse, the famous monastery in the department of Isere, fourteen miles from Grenoble, France, has been much damaged by the explosion of a quantity of dynamite. The outrage, it is believed, was done by persons living in the locality who took that means of venting their anger at the failure of an attempt made by them to extort blackmail from the monks in charge.

La Grande Chartreuse is the headquarters of the Carthusian Order, which was founded in the Middle Ages by St. Bruno. The monastery stands at the top of the Lower Alpine ridge, on the French side, and with its dependencies occupies a pretty large area of ground. It is visited by many travellers during the summer season, but the rules of the order forbid the entrance of women within the monastery. Still, one exception was made last year in favor of Queen Victoria, who was gracefully received by the 'Prieur,' and took luncheon in the visitors' refectoire or dining-room. The hospitality of the Grande Chartreuse monks is proverbial; any visitor there is well received, furnished with meals and with a comfortable bed, but for one night only, and that without charge, a politeness which travellers reciprocate by dropping their offerings in the 'trone' or slot of the monastery. The rules of the order are nearly as severe as those of the famous monastery of "La Trappe;" the monks perform agricultural work during a portion of the day, never indulge in any meat at table, and they are forbidden to wear any linen or cotton undergarments, only woollen cloth, like their coarse outside robe. The monastery is wealthy, and it sent to Pope Leo XIII for his late jubilee a present of a million of francs. The wealth of these monks, or rather of the monastery, for they cannot possess any worldly riches, proceeds from the sale of the world renowned cordial, Chartreuse, which they prepare according to a prescription which has remained a secret, except to the chiefs of the order, and which is based mainly on the use of some herbs or flowers growing on the rugged slopes of the mountain. The preparation of the cordial is superintended by a "Frere," who gives it the final and mysterious touch, and who at his death transmits the secret to the "Frere" designated to succeed him. Many times attempts have been made to sell spurious cordials under the label of "La Grande Chartreuse," and recently the monastery had to fight in the courts in order to prevent the counterfeiting of their label in America.

K. D. C. Positive Cure.

THE NEWFOUNDLAND DIFFICULTY.

Rev Father Guillo, who arrived at Halifax from St John's, Nfld., on Friday last said that the fishermen at Sandy Point, St. George's Bay, are very much excited over the way in which they have been treated by the French. A day before the steamer Caspian sailed, the schooner Rover, Capt. Graham, while fishing off St. George's Bay, was hailed by a French man of war and ordered to take in her nets. The captain of the Rover refused, and the Frenchmen deliberately pulled the fishing gear from the water. Rev. Father Howley interviewed the commander of the French vessel, and got him to refrain from further action until the arrival of the St. John's Delegates, who are now on the other side trying to effect a settlement of the question. A number of fishermen had a meeting at St. Georges the same night, at which resolutions were passed to the effect that if the French came inside the shore limits and floated their nets they would be fired on.

THE CENTURY.

THE JUNE CENTURY opens with another article by Albert Shaw, whose paper on "Glasgow" recently attracted so much attention. This time Mr. Shaw treats of "London Polytechnics and People's Palaces," a subject which is particularly timely as similar institutions are springing up in different parts of the world. The frontispiece is a portrait of Walter Besant, author of "All Sorts and Conditions of Men."

John La Farge, who is writing "An Artists Letters from Japan," this month describes the very beautiful temple of Iyemitsu, and makes some general remarks on Japanese architecture. These papers, being both illustrated and written by the famous colorist, are quite unique in their treatment of a subject which is growing in popularity—namely, the life, art, religion, and thought of the Japanese.

This being the first summer number of THE CENTURY, Walter Camp's illustrated paper on "Track Athletics in America" is particularly timely.

Perhaps the most striking feature of this number is the beginning of another anonymous novel called "The Anglo-maniacs." The scene is laid in New York, and the story is evidently written by one who knows well the situation. The pictures are furnished by C. D. Gibson, who knows how to give charm to his heroines.

The second of Mrs. Mason's very strikingly illustrated papers on "The Women of the French Salons" treats of the literary influence of the Salons in the Seventeenth Century. As every community in America of any size has something which is supposed to Emulate the French Salon, these papers should find an unusual number of readers. The full-page illustrations of the present contribution are portraits of the Duchesse de Montpensier, the Marquise de Sable, Anne of Austria, and Mme. de Motteville. There are smaller portraits of the Duchesse de Montbazon and Catherine de Medicis.

A paper illustrated with four very striking wood-cut engravings by Elbridge Kingsley is devoted to the young American, Albert Pinkham Ryder, who is here called "A Modern Colorist."

Joseph Jefferson's Autobiography this month deals with the "Keans in Austria," there being full-page illustrations of Mr. and Mrs. Charles Kean.

CONCERT AT SOURIS.

The following account of the Souris concert was received too late for our last issue:

Mr. Ferguson's second musical convention at Souris was very successfully brought to a close on Monday night, the 2nd inst., by a grand musical entertainment in the Court House.

The programme, though somewhat lengthy, was on the whole very well rendered, while some of the selections were rendered in a manner that would do credit to professionals. The following is the programme.

JOHN F. FERGUSON, DIRECTOR.

PART 1.

1. Chorus, "Come with me"....Danis
2. Tenor Solo. "The Stream of Life" .....Howard
Elijah Leard.
Accompanist—Dr. McLellan.
3. Cornet solo.
"When the robins nest again" .....Howard.
L. E. Shaw, Accompanist—Dr. McLellan
4. Solo. "Ave Maria"...Bach-Gounod
Miss Gertie Coghlan.
Accompanist—Mrs. F. J. Conroy.
5. Quartet (male voices) 'Speed away' .....Woodbury
Accompan's—Miss Carrie Dingwell.
6. Bass Solo 'Committed to the Deep' .....Jackson
Dr. McLellan.
Accompanist, Miss Lottie McWade.
7. Soldiers' Chorus.....C. F. Leslie
Cornet Accompaniment by L. E. Shaw.
8. Solo "The Broken Pitcher" .....Pontet
Miss Carrie Dinwell.
Accompanist, Miss—
9. Bass Solo. "The Diver".....Loder
John T. Ferguson.
Accompanist—Mrs. F. F. Conroy.
10. character duett and childrens chorus
Accompanist—Miss Carrie Dingwell.

PART II.

1. Reading, with musical accompaniment, "My First Solo." .....Selected
John T. Ferguson.
Accompanist—Miss Gussie Muttart.
2. "The song that reached my heart," .....Jordan
Miss Katie McDonald.
Accompanist—Miss Gussie Muttart.
3. Bass Solo. "Down by the Sea." .....Knowlton
James D. Dingwell
Accompanist—Miss Gussie Muttart.
4. Tenor Solo.
"We're growing old together".....Miller
William Millett.
Accompanist—Miss Carrie Dingwell.
5. Solo. "Ellen Allanna" J. R. Thomas.
Miss Gussie Muttart.
Accompanist—Miss Gertie Coghlan.
6. Solo. "Tit for Tat"..... ...Pontet
Miss Lottie McWade.
Accompanist—Dr. McLellan.
7. Chorus. "The Storm King"..Baker
Cornet accompaniment by L. E. Shaw.
8. Solo. "Maid of Athens" .....Henry R. Allen.
Miss Gertrude Coghlan.
Accompanist—Mrs. F. J. Conroy.
9. Instrumental Selections.....
R. F. McDonald.
Accompanist—Miss Lotie McWade.
10 Chorus. "Good Night." .....From "Erminie"
Miss Carrie Dingwell.
Organ accompanist for Choruses.

GOD SAVE THE QUEEN.

THE schooner W. W. Rice, of Gloucester, Mass., with a crew of sixteen hands, which left on a halibut trip, for Iceland, on the 20th March last, is supposed to be lost. The captain was John McDonald, formerly of Rock Barra in this Island. There was another Islander on board, named Frank McIsaac, of Souris.

K. D. C. Is Guaranteed.

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Seedling Flower Plants (transplanted) at 10 cents per dozen. Balsam, Zinnia, Pansy, Daisy, Portulaca, Petunia, African Marigold, Pot Marigold, Morning Glory, Phlox, Everlastings, Candytuft, Mignonette, Indian Pinks, Nasturdium, Sweet Pea, Stocks and Verbena etc., Extra large Stocks and Verbena, 20