THE HERALD

WEDNESDAY, AUGUST 26, 1891.

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.

THE OTTAWA INVESTIGATIONS.

The conduct of the Government regarding all the investigations that have taken place or are still going on at Ottawa is such as should convince anyone that it is determined that justice shall be done, and that no guilty man shall escape. Arnoldi, Brunskill and all other officials of the Civil Service found guilty have been quickly dismissed or otherwise severely punished. Not only this, but the Government has shown its determination to purge the administration of anything having the appearance of irregularity, by accepting and supporting resolutions moved in the House by the Opposition, and which could never have been passed without ministerial support. A few days ago Sir John Thompson on behalf of the Government supported the following resolution which passed unanimously:

"That the acceptance of gifts or testimonials of any kind on the part of Ministers of the Crown or any member of their families from contractors, Government officials or others having pecuniary relations with the Government is entirely opposite to the sound principle of administration and calculated to bring parliamentary government into contempt and that the example thus given tends to corrupt and demoralize officials serving under Ministers who accepted or permitted the acceptance of gifts or testimonials as aforesaid."

In his remarks on this resolution the Minister of Justice said that while the Government freely accepted the principle of the resolution, it by no means followed that it believed in the speech with which Sir Richard Cartwright had introduced it. It was the merits of the resolution and not the speech that the Government and the Party voted on. Here is another resolution that received the support of the Government and passed unanimously:

"Resolved, that it is the undoubted right of the Committee on Public Accounts to investigate all circumstances connected with the payment of the several sums of money referred to that committee, and that in the course of such investigation no evidence should be refused on the ground that it may disclose improper conduct or relations on the part of Ministers of the Crown or any other party in connection with such payment."

All this clearly proves that the Government is determined, regardless of consequences, that no guilty man will escape. The Quebec boodlers now on trial before the Senate Committee need, therefore, expect no quarter. Nothing that the Government can do by way of investigation will be left undone, and those found guilty need expect no mercy.

CIVIL SERVICE REFORM.

Premier Abbott made an important announcement in the Senate a few days ago relative to the Civil Service. Senator McInnes, of British Columbia, asked whether the Government, in view of certain irregularities which had recently been discovered in some departments, intended taking any steps towards improving the regulations of the service. The Premier replied that the Government deeply regretted the irregularities that had unfortunately crept into some branches of the service. The time and attention of the Government were now taken up with ferreting out the guilty ones, all of whom would be severely punished as soon as discovered. This was not a party matter and he trusted members of both political parties would render every assistance in having justice done.

He said that as soon as the session would be over and time would be afforded, the Government would institute an enquiry into the whole service, so as to find out the defects of the system, in order that the proper reforms might be inaugurated. For this purpose, he expected the Government would appoint a commission of three. One of these he hoped would be a member of the Civil Service, who would thoroughly understand the workings of the system; a second member he expected would be of a judicial character, and thereby totally independent; the third member of the commission would most likely be some one having experience outside of politics in the management of a large number of people. This Royal commission would be able to discover whatever defects there might be in the present system, and then such steps as might be thought necessary towards reformation would be taken.

It is the intention to have appointed an inspector or comptroller, who would be something like the Auditor-General, to a great extent independent of Government or party, and would have the right to enter any of the departments at any time, and make such inquiries and institute such investigations as by him might be deemed proper.

The law governing our Civil Service has only been in existence a few years, and as it were on trial. It was perhaps but natural that some weak points should be found in it; but these being now discovered, a thorough investigation and revision will doubtless result in the establishment of a system as near perfection as could reasonably be expected. The Government should receive the thanks of all parties for taking up this matter, and should have the hearty co-operation of the community in bringing about such reforms as may be thought necessary.

HOW THE PROVINCIAL BUSINESS IS CONDUCTED.

The important(?) measures passed during the last session of the Legislature have already made the Peters Government famous for its discernment, but each day adds to its lustre. A very business-like coup in the running of the ferries took place last Saturday. The Rocky Point mail boat was on that day engaged to an excursion party, the steamer Southport taking her place, making her last trip at 4 o'clock p. m. It seems three of the constituents of the minister without portfolio who represents that section of the country were crowding in the city and happened to miss the steamer. But they must get home, and accordingly applied to the Premier to take the Elite off the Charlottetown route and place her at their disposal. This he very magnanimously consented to do, and ordered the Elite to proceed to Rocky Point, although the Southport was moored to the wharf and should have made the trip. While the Elite was on this trip, the Southport was not, as she should have been, idle. Acting in her place between the city and Georgetown, and consequently about fifteen vehicles and their occupants, besides many others bound for the city, were compelled to wait one hour and ten minutes after the scheduled time for crossing before they could get over. Such a management of the public service is indeed creditable, and shows how the people's interests are studied under the new regime.

Another matter which more forcibly evidences with what zeal and judgment the country's welfare if fostered by the present administration, has come to our notice. The ferry slip at Southport is being repaired. An inspector, a favorite of the Commissioner of Public Works, superintends the work, receiving, we are informed, for his onerous duties the very handsome sum of $3 per day. Now of his abilities we have nothing to say; but with the continuing in the public service of a man having such judicious traits of character we justly object. The material used in the repairs is, we are informed on the best of authority, rotten, and the aforesaid inspector, or whatever he may be, knows it to be such, yet allows it to be placed on a structure that needs the best of material. Perhaps the man is acting under orders, and no doubt he is, as next year like repairs will be required, and thereby some doughty adherent, who has withstood the brunt of many a hard fought fight, will receive his reward. And then how philosophically this individual viewed the matter when his attention was casually called to it! When asked what was the use of using such rotten material he naively replied that the "Tories around there would not know the difference."

Why the public money should be squandered in such a way is beyond our comprehension. No doubt with such a perspicacious make up, as our present rulers have shown themselves to be, the matter is of little import. What matters it if the coffers are depleted when some steadfast follower pockets the amount? If the public long allow such mismanagement we must mistake their calibre.

EDITORIAL NOTES.

The further the investigations into the Baie des Chaleurs Railway scandal are pursued the more unenviable becomes the position of the Grits. The Globe the leading Grit organ, has expressed itself in no uncertain language in condemnation of Mr. Mercier and his friends and colleagues in the matter. This has angered the Quebec Grits in the House of Commons. They blame Sir Richard Cartwright for the attitude of the Globe, and thus a nice little warfare is going in the Grit family.

The latest advices from Britain concerning the condition of the harvest there are confirmatory of what has already been said about it. The harvest is late, but now a fairly good idea of the yield in most crops can be given. Wheat, barley and potatoes will be above the average and all other crops below. Much depends on the next few weeks, and if they should be of the warm sunshiny kind the British farmers will not have much reason to grumble. The weather lately has not been good, and consequently much anxiety exists.

A scheme to settle six thousand immigrants from Scotland on Vancouver Island, British Columbia, has assumed practical shape. The British Government is directly interested, as these Highland crofters are members of the British royal naval reserve, and it is thought desirable to have them convenient in case of emergency on the Pacific coast. A naval contest with Russia on that coast is among the possibilities. In the meantime a gigantic English syndicate is being formed in British Columbia to develop the deep sea fisheries there, and the coming immigrants will find employment in this work.

When the British tenant farmers' delegates visited Canada last year they were not able to take in the Maritime Provinces in the course of their tour. This omission will now be rectified by the selection of Mr. Thomas Davey, of Beore Manor Farm, Somerset, and Mr. John McQueen, of Selkirk, Scotland, to come out and report for emigration purposes upon the capabilities of our provinces by the sea. Sir Charles Tupper in choosing these gentlemen for this important work sends them out at a time when the crop outlook is excellent, when the country looks finely and the provinces concerned has to admit that it is very prosperous.—*Exchange.*

The following extract from the report of the deputation appointed by the Dominion Millers Association to visit the experimental farm at Guelph, Ont., and enquire into the winter wheat experiments, may not be altogether without interest to our farmers:

"The committee are anxious to extend the growth of white wheat. They think very highly of the Surprise variety, and advise farmers to sow it. They highly recommend the Canadian Velvet Chaff, and regard it as a good milling wheat. In regard to the red varieties, they advise that the Rogers should not be sown, as it is inclined to smut and contains no good milling properties. They also fear that the Manchester is a weak wheat for milling purposes, but this conclusion is only based on the grinding of small quantities. They consider the Jones Winter Fife an extraordinarily good wheat for grinding, and they are of the opinion that if the farmers could raise it plentifully it would obviate the necessity of using so much Manitoba wheat. They very highly recommend the Hybrid Mediterranean, looking upon it as good, and they also highly recommend the Longberry Red.

The Examiner of Saturday last publishes an extract from the communication of a correspondent who, the Examiner says, "has not favored it with his name and whose statement it cannot easily verify." The correspondent complains of the conduct prevailing around Tracadie Cross, on Sundays and week days, etc. We here wish to state that we have no desire to palliate improper or discreditable conduct at any time or in any place, whenever such is properly brought to our notice. In the present instance however, we are not called upon to discuss this question. But we think it was scarcely in accordance with journalistic etiquette for the Examiner to publish anything from any one who would "not favor it with his name," or whose statement it could "not easily verify." Any man who will not attach his name to his communication, as a guarantee of good faith, is unworthy of being heard, and it is generally understood in journalistic circles that the communications of such a one are readily consigned to the waste basket. Once admit the principle that such irresponsible communications will find publication and you open the door to the masked assassin to stab his neighbor in the dark. Nay more, the community is left in doubt as to whether the writer of such communications or the journal which publishes them may not be actuated by motives other than a desire to disseminate knowledge or reform abuses.

The Glasgow Herald of August 12 contains an account of the trial trip in the Firth of Clyde of the new Allan steamer Numidian. The building of this fine steamship is an important evidence of the growth of Canada's trade with the motherland. The Herald says: "The results were highly satisfactory both to owners and builders, the vessel attaining a speed of 14½ knots on the measured mile, and immediately afterwards running at full speed for fully five hours without the slightest sign of heating. The engines worked very smoothly, and the boilers kept up an ample supply of steam during the whole trip. After the trial the vessel proceeded to Liverpool, whence she sails for Montreal on the 20th inst. She has been built for the cargo and passenger trade between these two ports. The accommodation for saloon passengers is of the most comfortable description, the dining saloon, music room, smoke room and ladies' cabin all being panelled in polished hardwoods. The staterooms are forward of the machinery, and are of exceptional size. A complete installation of electric light is fitted throughout the vessel. She is also fitted for the conveyance of dead meat, the after 'tween decks being insulated, the refrigerating machinery is by the Linde Company on their ammonia system. The propelling machinery is supplied by the builders and consists of a set of triple-expansion engines with cylinders 30 inch, 50-inch, and 80-inch diameter by 60-inch stroke, working at a pressure of 160 lbs." The Numidian left Liverpool for Montreal on Thursday last. It is expected that an interesting race is taking place between her and the Larbrador, a new steamer of the Dominion Line which left Liverpool on the same day.

ST. DUNSTAN'S CHOIR PICNIC.

If you want to have a pleasant outing, go, with a party of friends, on a picnic to the country. The success of a gathering of this kind depends of course upon the disposition of those who constitute the party; their capacity for enjoyment and the happy facility of contributing to one another's pleasure. These being the requirements, it will readily be understood that the picnic held by the members of St. Dunstan's Choir, on Wednesday last was an event of rare enjoyment. The annual picnic by the members of the choir is always a happy event; for all go for the purpose of enjoying themselves, and each one considers it a duty incumbent upon him to contribute as much as possible to the happiness of his companions.

The picnic was, this year, held at Emerald; the party numbered twenty-five, members of the choir and a few friends. The special car "Charlottetown" was at the disposal of the party and was attached to the regular train for the West, leaving here at 9.45 a. m. The day's enjoyment commenced when the train started. On the way up [illegible] The affair was under the direction of Rev. Father McElmeel, who was indefatigable in his efforts for the comfort and enjoyment of everyone present. At St. Dunstan's, Rev. Father McLellan the Worthy Rector of the College joined the party.

It was about high noon when the train reached Emerald, and the party at once proceeded to the Hall of the B. I. Society which was kindly placed at their disposal. It is but proper to record here the obligations the picnicers are under to Dr. Wall, Messrs. G. R. McMahon, John Hughes, Bernard Crorken, T. Goodwin and other good people of Emerald, for their great kindness in contributing in every way possible to the comfort and accomodation of the visitors.

A table was improvised on the stage and the viands were spread. The party then sat down and the rapidity with which lamb, chicken, tongue sandwiches, cake, coffee, etc., disappeared bore ample proof of the excellence of the fare as well as the appetite of its consumers. After the wants of the inner man had been satisfied amusements of various kinds were indulged in, vocal and instrumental music entering largely into the programme. An organ and a violin were the principal musical instruments. Mr. Blanchard, organist of the choir, ably presided at the former, while Mr M. Smith delighted those with terpsichorean proclivities by his excellent performances on the violin. The qualities of such first class vocalists as Professor Caven, Mrs. Blake, Mrs. Byrne, the Messrs. Hermans and other members of the choir were displayed in numerous solos and choruses. Some tried angling in the river, nearby; but, either because the haunts of the finny tribe were not in those waters, or because this was not their day to be caught, no speckled beauty made his appearance.

About 6.40 p. m. the "Charlottetown" was attached to the express train from the West and after an hour and a half, most agreeably spent, the party arrived at Charlottetown, without mishap of any kind. But the end crowns the work. Through the kind invitation of Mr. Blanchard, nearly all who attended the picnic repaired to his residence, where two or three hours were most agreeably spent, in music, song and dance. An excellent luncheon was spread by the genial host to which all sat down. "Auld Lang Syne" and "God Save the Queen," brought the proceeding to a close and all went away delighted with the day's enjoyment, and thoroughly convinced that this was the best picnic ever held by St. Dunstan's choir.

Official advices received at Paris announce the calamity which visited Martinique the most severe since 1817. The disaster is said to equal the famous one which swept over the island of Antigua in 1871. In the coast towns alone 210 persons were killed by the hurricane; and the loss of life in interior towns may be as great. The damage done shipping and property is stupendous. About two fifths of the island is under cultivation. All cultivation and all forests in the path of the hurricane appear to be swept away. A number of vessels foundered and were blown ashore.

Call and get some of these cheap cups and saucers that are selling off so fast at the cheap crockery store.—W. P. Cutell.

DOMINION PARLIAMENT.

In the Commons Monday the 17th, replying to Mr. Somerville, Hon. Mr. Bowell stated that of $235,000 voted for subsidies to the Nova Scotia Central Railway $222,000 had been paid.

Hon. Mr. Foster moved the House into committee on a resolution providing for the payment of a bounty on beet root sugar. The resolution passed.

After recess Sir John Thompson moved the second reading of the following bill:

(1.) The Governor-in-council may transfer without pecuniary consideration to the provinces of Ontario, Quebec, Nova Scotia, New Brunswick, British Columbia and P. E. I., or any or either of them, all the interest of Her Majesty or the right of Canada in the foreshores and bed of every or any stream, river, lake, harbor, bay, or open sea or other territorial waters of Canada, or in any portion or part thereof within the respective limits of such provinces, together with all gold and silver in any such foreshore or bay and thereupon; every interest which Her Majesty in the right of Canada now has therein shall be vested in provincial government to which any transfer is made under provisions of this act, subject to the limitations and conditions hereinafter mentioned and to any other limitations and conditions expressed in such transfer, and the lands so transferred may be dealt with as provincial public lands within the province in which is the property so transferred, subject to such limitations and conditions.

(2.) Every such transfer shall be subject to limitations and conditions contained in the schedule to this act as well as to any others that are expressed in such transfer.

(3.) No such transfer shall be held to impair any agreement, lease or conveyance made before the passing of this act.

Mr. Davies and Mr. Mills made some observations approving the bill which passed without opposition. House adjourned early after putting through committee the bill about shipment of cattle.

The first business Tuesday, was the Northwest Act, after which the order of the day respecting Thomas McGreevy was taken up. That member was not present in obedience to the summons. After the speaker had read the return showing that the summons had been served, Sir John Thompson moved that the sergeant-at-arms be authorized to take Mr. McGreevy into custody and bring him to the house. The motion passed.

Hon. Mr. Foster moved the house into committee of ways and means for the purpose of considering resolutions respecting customs and excise duties on ale, beer and porter made from sugar cane and rice. This change is due to the doubling up of malt duty which gave an advantage to Canadian producers of beer from sugar and other articles. A corresponding increase is made in customs duty. Rate on beer made from malt will now be six cents, while that from sugar is ten cents. Passed.

Dr. Borden took opportunity on motion to go into supply to enquire into the effect on Canada of the treaty between the United States and Spain. He wanted to know whether in the opinion of the government the most favored nation clause of the treaty between Great Britain and Spain would prevail to prevent discrimination in Cuba in favor of the United States and against Canada.

Hon Mr. Foster said the question was one of great importance especially in the Maritime Provinces. He discussed the situation and said he could not suppose that Spain would not Canada was entitled to the most favored nation treatment. Cartwright, Thompson, Stairs and Fraser spoke on the subject. The discussion concluded, the Minister of Finance made another attempt to get into supply when he was headed off by a want of confidence motion proposed by the leader of the opposition. Mr. Laurier's complaint was that settlers on lands in certain districts in British Columbia had not received with their grants of land the right to mine coal and other minerals.

After recess and some observations by Mr. Mulock, Sir John Thompson took the floor. In his hand Mr Laurier's argument went bad to pieces. It was first shown that the settlers whose claims Mr. Lauri was supporting were originally squatters on the land which at the time was by act of British Columbia reserve for settlement and for specific purposes. The statute of their native province said that these men had no right thereto the surface or to the minerals.

Messrs. Dewdney, Mills, MacGordon and Haggart continued the debate, and at 11 o'clock the vote was taken, the result being: yeas 80, nays 101. The House then went into supply on the Intercolonial estimates.

When the House met Wednesday the Speaker announced that he had received a letter from Thomas McGreevy announcing his resignation and that as was his duty when the vacancy of a seat was brought officially to the notice of the Speaker he had issued his warrant for a new election. A section of the Speaker led to a discussion of Mr. McGreevy's status as a member. It was pointed out that the committee of the House had under consideration certain charges against Mr. McGreevy; moreover his election in Quebec West was protested. Sir John Thompson said that the Speaker's warrant was not the same thing as a writ that no serious step had yet been taken. He thought the matter could properly go to the privileges and elections committees. Subsequently on motion of Mr. Davies this reference was made.

When the order of the day was called Mr. Cameron, of Huron, had a charge to make against a member of Parliament. His allegation was that the member had claimed and received money payment of federal office in his county and a gift. Mr. Cameron then read a statement showing that Edward Coel member for East Northumberland had in consideration for a note of $200 from one H. S. Simpson, in favor of another, offered to procure for him position of lighthouse keeper at the Isle Point, Northumberland Co., for which position Simpson was an applicant. A second charge of the same character was made by Mr. Cameron against Cochrane. Sir John Thompson suggested that Mr. Cameron place his statement on the table of the house in order that the members and other members might see it. It would be reasonable to ask Mr. Cochrane until tomorrow to reply to the statement in reply. Mr. Cameron thought this was fair and the matter went on the table accordingly.

The next attempt to go into supply was blocked by Sir Richard Cartwright, who spoke briefly and temperately of the necessity of producing all papers before the public accounts committee necessary for a full enquiry into any public expenditure. Sir John Thompson said an adjustment to go into supply was not the way in the world to frame or digest rules for the guidance of the committees. However, he did not think that any member of the house for a moment think of questioning much less opposing the doctrine set forth in Sir Richard Cartwright's speech.

After Mr. Prior had briefly advocated better public accommodation and additional railway facilities for British Columbia, we got safely into supply, taking the supply estimates.

When the House met Thursday the Speaker read a letter from the sergeant at arms who had been sent in search of Thomas McGreevy. Mr. Smith wrote that he had not been able to find Thomas, though he had made diligent search.

Mr. Cameron of Huron moved that his charges against Mr. Cochrane be referred to a select committee composed of Sir A. Caron and Skinner, Tisdale, Dickie, Mulock, German and Cameron himself. He also moved that there be struck out of the charges, the general statement that other corrupt transactions had been entered into than the two specified. Sir John Thompson said another clause stated that corrupt propositions to various persons not named had been made. Mr. Laurier agreed that this clause should be struck out but Mr. Cameron should be allowed to prove other charges if he could. Mr. Cameron said he would make other statements to the chairman of committee as it met. The Minister of Justice said statements should be made first in the House and then referred to the committee. There could be no objection to Mr. Cameron adding charges from time to time but these must reach the committee through the House of Commons. This proposition struck the opposition favorably.

Mr Dickey said he was a member of the Privileges Committee he had about 1800 pages of evidence taken by that committee to study. He thought he had his hands full now and asked to be relieved from this new service. Sir John Thompson suggested that Mr. White of Shelburne should be substituted.

Meanwhile Mr. Cochrane had made a short and concise statement. He declared that the charge relating to the payment to him of $200 by appointee to light house at Presque Isle was entirely without foundation. In respect to the payment of $200 by the man appointed bridge Keeper he (Cochrane) believed that this sum was paid by the party mentioned toward the extinction of a debt incurred in some local election contest, with which debt he (Cochrane) had nothing to do. He got no benefit from this payment and received no part of the money. The agreement as to to the life lease mentioned in he charges was between a man who got an office and another person and he (Cochrane) had no part in it.

Upon motion to go into supply, Col. Amyot moved an amendment censuring the Government regarding the contract for the Kingston Dock. A debate ensued, and on the vote being taken the amendment was defeated by 99 to 82. Sixteen members were paired and 11 Conservatives and 4 Grits absent.

Mr. Tarte rose to a question of privilege Friday, complaining that some body had cabled to the London Times that he had received $5000 in boodle from contractors. Mr. Tarte said the telegram was untrue. The fact on which the despatch was based was that Mr. Tarte once received $3000 from Thomas McGreevy when the latter was treasurer of the election funds of his district.

Mr. Davin rose also to announce that Senator Peletier had written a ribald and lying letter about him; he was proceeding to characterize Peletier's conduct in fine wild western style when the speaker called him down.

Consilerable discussion followed on the fishery vote. Mr. Fraser raised the question of the dismissal of collector and fishery officer Troy of Guysboro who was set aside because, instead of confiscating a U. S. trespassing fishing vessel he had accepted $800 and let her go. Mr. Fraser said that Troy was an old and faithful official who had done what he thought was right. Mr. Troy was a good conservative and should not have been dismissed.

Sir Richard Cartwright wanted to know about the cruiser Dream. He read a letter from some one who said the Dream was no good for the purpose. Mr. Gilmore, the Grit member for Charlotte did not agree with his leader's views. He said the Dream was a magnificent vessel for the Dream was too high and Hon. Mr. Tupper explained that the owner had to keep her in order.

Mr. Perry said the lobster regulations were enforced in a partizan manner. He could give the minister of marine the names of a number of Conservatives who were now violating the laws. Hon. Mr. Tupper asked for the names, stating that he would at once telegraph to have these persons prosecuted, thus proving non partizanship of the department.

THE MCGREEVY INQUIRY.

In the Privileges committee Wednesday last, the arguments of Counsel were not produced but instead Sir Hector Langevin took the stand and gave testimony on the evidence given the last day of meeting by Mr. Starrs relating to the withdrawal of Starrs & O'Hanly's tender for the Esquimault dock. Sir Hector contradicted Mr. Starrs in some important particulars. Mr. Starrs was quite mistaken in saying that Sir Hector told him his tender war too low and advised him to withdraw it. On the contrary he recommended the acceptance of Mr. Starrs' tender and afterwards a letter was received from the firm stating that they had made a mistake and begging the privilege of withdrawing which was allowed them. Sir Hector said he wrote to Mr. Starrs asking him to call at his office and when he arrived Mr. Perley read his report to both witness and Mr. Starrs. The report stated that the tender was too low. Sir Hector also says that the additional security which Stairs says he offered was not placed in his hands, as Mr. Starrs testified. He positively denied that this $9000 security was ever given him.

Before the committee Thursday morning, Mr. Starrs repeated more strongly than before and with more detail the statement which Sir Hector Langevin contradicted when last on the stand. He reaffirmed that he had handed to Sir Hector himself the full amount of his deposit and that his withdrawal of the tender was on Sir Hector's request.

Mr. Hanley, who is Mr Starr's partner, testified that the story told now by Mr. Starrs is practically the same as that told by him immediately on returning from Public Works Department at the time of Esquimault dock matter was under consideration. Mr. Starrs says that his letter withdrawing his tender was prepared according to advice giving him by Sir Hector himself.

The case was then closed and Mr. Fitzpatrick was to have addressed the committee yesterday for Mr. McGreevy. Counsel for the prosecution will then present their opinions and it is supposed that this will be final.

Three distinct shocks of earthquake were felt at St. Louis, Mo., Thursday night. The first shock was severe enough to rock the houses, breaking crockery and dishes.

Wellington Lindon, who lived near Sussex, met a shocking death on the railway track about a mile and a half above Sussex station Friday evening. Lindon had been around Sussex station in the afternoon in an intoxicated condition, and instead of going to his home went away up the track. This was the last seen of him alive. Saturday morning the passengers on the Chicago Express while running between Penobequis and Sussex were horrified to see lying by the track the mangled fragments of a human body. The matter was reported to the conductor, who ordered the train backed up to the spot. The body was horribly mangled, the fragments being strewn over the track for a distance of thirty yards. The heart, liver and intestines were torn out and lying on the sleepers. He was a widower, and leaves two small children.

A MYSTERY.

THE BODY OF AN ISLANDER FOUND IN THE RIVER NEAR CAMPBELLTON, N. B.

The body of an unknown man was found in the river eleven or twelve miles below Campbellton, N. B., on last Wednesday. It had evidently been in the water a week. The body was well dressed; and $149 in cash and a watch were found in the pockets. In one of the pockets was found a ticket from Chicago to Pt. du Chene and a baggage check which corresponds with an unclaimed trunk which arrived at Pt. de Chene on the 8th instant. This trunk was brought to Moncton by the Intercolonial authorities, and when opened found to be filled with clothing of very superior quality, but no sign of money except five dollars American counterfeit. The clothing was stamped with the name of James Shaw and in the trunk was found a letter addressed to James Shaw, La Grange, Cook county, Illinois, from his sister at Manitou Springs, Colorado, dated last December, and advising him as the oldest member of the family to go on a visit to their mother in Prince Edward Island (place not mentioned), as she was getting old and they had been away a good many years. Nothing further can be learned. The express would pass Campbellton about midnight. The railway station is close to the river and one hotel is directly on the bank of the river. It is supposed that Shaw got off the train, which stops fifteen minutes to go to the hotel to get a drink and either walked into the river in the darkness or was foully dealt with. The proprietor of the Royal, the only hotel near the railway station at Campbellton says that no person called at his house on the night of the 8th inst., nor is the bank of the river steep or dangerous near his house. How the man met his death is yet shrouded in mystery. This is the second case of a strange traveller being found dead at or near Campbellton, the other being that of an old countryman on his way from Halifax to Ontario, whose body was found on Sugar Loaf mountain, and the mystery of which was never cleared up.

It has been ascertained on inquiry here that the deceased was a native of this Island, and was on his way here from Chicago to see his mother, who resides with her son John, at Brackley Point. He had been absent from the Island for about twenty years.

SHOOTING THE RAPIDS.

It is safe to assume that but few who have travelled as far as Montreal or beyond, in the Summer Season, have not availed themselves of the pleasure and excitement afforded by passing down the Lachine rapids, in one of the Steamers daily plying on the River. The village of Lachine is a few miles above Montreal, and during the Summer months, at certain hours in the forenoon and afternoon, great numbers go thither by train so as to meet one of the boats coming down the river, which always stop here, and "shoot the rapids."

It was a charming morning in Canada's Capital; the sun shone brightly; the birds twittered merily amid the leafy trees; the smoke rose slowly and hung lasily over the city. The Parliament buildings whence but a few hours previous resched the voices of those who on its floors contended for the mastry in statecraft, and engaged in combat with intellectual rapaiers, were now deserted. The dew-moistened grass on the well-trimmed lawn in front of the Parliament buildings glistened in the morning sun. Scarcely a sound could be heard save the roar of the Chaudiere cataract as it tumbled in foam from its lofty architrave.

A ride of about two hours and a half over the Canada Atlantic Railway, through the beautiful green fields of Russel and Glengarry counties brings you to Coteau landing. Here you take the steamer and start down the St. Lawrence. The scene is beautiful. A vast expanse of water, smooth as polished marble, or shimmering in the morning [illegible] with here and there villages with tall chimneys, indicating the hum of industry, or with cross-crowned spire rising majestically aloft.

Passing through a railroad bridge you, at once, perceive by the tumbling, the eddying, the swirling of the waters, that you are descending the river. In many places the river is narrow, and, not unfrequently studded with small Islands. Lofty and precipitous mountains in many places line the banks. Now and then you imagine the prow of the steamer is making straight for a rocky cliff, and more than once you begin to fear she will ground, judging from how she hugs the shore. But it is all a delusion, there is no danger, under the experienced guides who navigate the steamer. In a narrow portion of the river, after rounding a mountain, you are all at once face to face with the "cascades." The waters are enraged; they are leaping, and boiling and foaming, and apparently coming towards you from the side of the river. "Will the boat be smaped," you ask yourself. No, you have passed along without any mishap.

This with some slight valration, is the nature of the scenery through which you pass for many miles. Nearing Montreal the river widens, and villages on either side loom up. A short stay at Lachine and you are off again. Passing under the Canadian Pacific Railway bridge the famous rapids soon come into view, as you draw close, the passage narrows, you can see the rocks on your right hand and on your left, the water dashes madly from both sides into a foamy seething whirpool. Through this you have to pass. Like Scylla and Charybdis these grim sentinel rocks on either side threaten. The least wrong movement or slip on the part of him who guides the steamer must result in destruction. You get to the prow of the boat, not without experiencing some nervousness. You look to the wheel-house. Two men are there, calm and cool. You are reassured, cool heads and steady nerves on the part of those ensure your safety. A moment and the steamer dashes down between the rocks into the whirlpool, a gush of spray comes on board and all is over, you have shot the rapids.

Mr. Gladstone in a letter to the Liberal candidate for Lewisham, says:—"Lord Salisbury delivered recently a speech which appears to mean that, if at the coming election the nation pronounces in favor of home rule for Ireland, that boon, which would be equally a boon to each of the three kingdoms is to be frustrated by what he terms the play of the other parts of the constitution, that is to say the House of Lords will reject it. It is for you to decide how to receive this threat to overbear the judgement which during the last four years has been so unequivocally declared. I trust you will be enabled to show that the sense of the people so evident elsewhere, is shared by the metropolis and that electors of Lewisham will perform their share in closing a controversy injurious to every interest of the empire."

Saturday afternoon an explosion occurred in a five story brick building on Park Place, New York. The explosion was immediately followed by fire and the building collapsed in a few minutes. From all that can be learned fully fifty people lost their lives. The accident came so suddenly that not a single person in the building escaped. The fire spread to the adjoining buildings, which were also shattered. The cause is said to be the explosion of the boiler. It is not known how many were in the building but of the number only two men are known to have escaped. An eye witness says that seven persons passing in front of the building at the time of the explosion were knocked down by the shock, and before they recovered the wall fell on them. He believes they were killed. Thirty nine dead bodies have already been found. They are unrecognizable.

Choice family Flour for sale by the bbl. cheap at Beer & Goff's.

ANOTHER OPPORTUNITY.

TO SECURE SOME RARE BARGAINS.

We have secured One Case of sample WOOL KNIT SHAWLS—German make—which we shall offer for a short time at VERY MUCH below their value. A few of them slightly soiled will be sold for half price.

STILL ANOTHER.

We are offering the balance of our SPRING SACQUES DOLMANS, CAPES and FICHUS at prices reduced sufficiently to please the shrewdest buyer.

As we are anxious to completely close out these lines to make room for our immense Fall stock, we shall not allow price to interfere with sales.

BEER BROS.

James Paton & Co's

GREAT ALTERRTION & EXTENSION SALE

will last about 3 weeks longer.

Come & Secure a Bargain.

JAMES PATON & CO.,

MARKET SQUARE.

Prince Edward Island Railway.

1891. SUMMER ARRANGEMENT. 1891.

On and after Monday, June 1st, 1891, Trains will run as follows:—

TRAINS FOR THE WEST.

STATIONS.	Expr's	Accom	Ac'm
	A. M.	A. M.	P. M.
Charlottetown .....dp	6 00	8 45	3 30
Royalty Junction.....	6 14	9 17	3 49
North Wiltshire.....	6 48	10 02	4 35
Hunter River.....	6 58	10 15	4 50
Bradalbane	7 23	10 48	5 26
Emerald Junction.....	7 30	10 56	5 40
Freetown.....	7 40	11 10	5 55
Kensington	7 53	11 29	6 17
		12 00	6 50
Summerside .....ar	8 15	P. M.	
Summerside .....dp	8 30	1 05	
Miscouche	8 45	1 26	
Wellington	9 05		
Port Hill.....	9 35	2 35	
O'Leary.....	10 30	4 00	
Bloomfield	10 47	4 25	
Alberton	11 14	5 15	
Tignish.....ar	11 55	6 05	

TRAINS FROM THE WEST.

STATIONS.	Expr's	Accom	Accom
	P. M.	A. M.	
Tignish.....dp	1 10	6 00	
Alberton.....	1 50	7 05	
Bloomfield	2 15	7 44	
O'Leary.....	2 32	8 10	
Port Hill.....	3 23	9 35	
Wellington.....	3 52	10 18	
Miscouche	4 11	10 44	
	4 25	11 05	
Summerside .....a		P. M.	A. M
Summerside .....dp	4 55	12 00	6 15
Kensington.....	5 17	12 31	6 48
Freetown.....	5 30	12 50	7 10
Emerald Junction.....	5 40	1 04	7 30
Bradalbane.....	5 47	1 12	7 39
Hunter River.....	6 12	1 43	8 14
North Wiltshire.....	6 22	1 57	8 30
Royalty Junction.....	6 56	2 41	9 17
Charlottetown.....ar	7 10	3 00	9 35

Emerald Junction..dp			P. M. 5 45
Cape Traverse.....ar			6 35

Cape Traverse.....dp			A. M. 6 25
Emerald Junc.....ar			7 15

TRAINS FOR THE EAST.

STATIONS.	Expr's	Accom
	P. M.	A. M.
Charlottetown .....dp	3 15	6 30
Royalty Junction.....	3 30	6 50
Bedford.....	3 58	7 28
Moun Stewart Junc. .....ar	4 25	8 05
Moun Stewart Junc. .....dp	4 30	8 20
Morell.....	4 58	9 00
St. Peter's.....	5 20	9 30
Bear River.....	5 55	10 14
Souris.....ar	6 25	10 55
	P. M.	A. M.
Mount Stewart Junc ....dp	4 35	8 25
Cardigan.....	5 28	9 38
Georgetown.....ar	5 45	10 00

TRAINS FROM THE EAST.

STATIONS.	Expr's	Accom
	A. M.	P. M.
Georgetown.....dp	7 00	1 40
Cardigan.....	7 17	2 03
Mount Stewart Junction..ar	8 10	3 10
	A. M.	P. M.
Souris.....dp	6 15	12 40
Bear River.....	6 45	1 18
St. Peter's.....	7 20	2 00
Morell.....	7 42	2 30
Mount Stewart Junc. .....ar	8 10	3 10
Mount Stewart Junc. .....dp	8 15	3 20
Bedford.....	8 40	3 58
Royalty Junction.....	9 05	4 26
Charlottetown.....	9 20	4 45

Trains are run by Eastern Standard Time.

J. UNSWORTH,
Superintendent.

Railway Office, Ch'town, May. 28, 1891.—6i

Haying TOOLS.

Scythes,
Snaths,
Stones,
Rakes,
Forks.
Machine Oil,
Sweet Oil.

Wholesale & Retail.

DODD & ROGERS,
CHARLOTTETOWN.

Binder Twine

JUST RECEIVED,

100 BALES BINDER TWINE

For Sale at Lowest Wholesale Prices.

DODD & ROGERS.

July 29, 1891.—4i

HOW TO CURE A HEADACHE.

In case of the ordinary nervous headache, from which women suffer so much, says an authority, remove the dress waist, knot the hair high up on head out of the way and, while leaning over the basin, place a sponge soaked in water as hot as can be borne on the back of the neck. Repeat this many times, also applying the sponge behind the ears, and, if the assertion of the writer is not a mistaken one, in many cases the strained muscles and nerves that have caused so much misery will be felt to relax and smooth themselves out deliciously, and very frequently the pain promptly vanishes.

One or two of EVERYBODY'S PILLS taken occasionally will generally PREVENT these Headaches, and hundreds can testify to their efficacy in this and kindred troubles. These Pills are prepared only by A. S. JOHNSON, Charlottetown, and are sold by druggists at 25 cents per box. Their action is mild and pleasant, and persons using them will not experience any annoying after effects, so common to ordinary purgative medicines.

May 14, 1891.