The Charlottetown Herald.

NEW SERIES. CHARLOTTETOWN, PRINCE EDWARD ISLAND, WEDNESDAY, JUNE 16, 1886. VOL. XV—NO. 33

NOTICE TO THE PUBLIC.

Having secured the services, as Manager, of my

BISCUIT FACTORY,

Of **Mr. Thomas Rankine,** formerly with Messrs. T Rankine & Sons, St. John, N. B., and lately from the Steam Biscuit Works of Messrs. F A. Kennedy & Co., Cambridgeport, Mass., I am now in a position to offer to the Wholesale and Retail Trade of the Island, anything in my line, guaranteeing a better article than can be imported, at reasonable prices.

J. QUIRK,

Charlottetown, May 12, 1886. PRINCE STREET.

FLOUR. FLOUR.

WHOLESALE AND RETAIL.

HAVING a large and well-assorted stock on hand, we are selling **CHOICE FLOUR** very cheap, to suit the times. We keep all the choice brands on hand, such as

Matchless (celebrated brand); **Kent** (highest grade).
Victory, **Forest City Queen,**
Our Favorite, **City** (bbls. & half bbls).

Also, CHOICE PASTRY, in half barrels. Every barrel warranted. Give us a call before buying elsewhere.

BEER & GOFF,

March 3, 1886. Opposite Market House

6,500 HATS

—AT—

L. E. PROWSE'S,

WILL BE SOLD CHEAP.

MOST of this stock has been bought at about 30 per cent. less than regular prices, therefore

BIG BARGAINS

will be given in every line. For Style, Quality and Low Price, we leave all other competitors behind.

PLEASE COME AND SEE

L. E. PROWSE,

Sign of the Great Big Hat, 74 Queen Street.

Charlottetown, April 7, 1886.

A POINTER!

THAT

REDDIN'S DRUG STORE

HAS RECEIVED PER S. S. *NORTHERN LIGHT,*

A PORTION OF THEIR SPRING STOCK,

COMPRISING IN PART:

Carter's Pills,	Diamond Dyes,
Burdock and Hop Bitters,	Handy Dyes,
Eno's Salt and Warner's Cure,	Potash,
Ayers' Sarsaparilla,	Cream Tartar,
Fellows' Syrup.	Fresh Essences.

We offer the above Wholesale or Retail at bottom prices.

N. B.—Telephone Communication. Goods sent with despatch, and free of charge.

D. O'M. REDDIN, Jr.

Charlottetown, March 24, 1886.

CHEAP GOODS

—AT THE—

London House, Kensington.

WE OFFER THE BALANCE OF OUR

WINTER GOODS AT GREATLY REDUCED PRICES

to clear, previous to Stock-taking and Spring Importations.

We have an immense Stock of

GENERAL MERCHANDIZE

to select from, and can give every satisfaction to our customers.

☞ *REMEMBER WE GIVE GENUINE BARGAINS.*

All kinds of Produce bought at highest Market Prices.

Seed Wheat, Oats, Barley, Timothy and Clover Seeds for Sale.

REUBEN TUPLIN & O.

London House, Kensington, March 10, 1886.

PRINCE EDWARD ISLAND RAILWAY.

1886. SUMMER ARRANGEMENT 1886.

On and after Tuesday, June 1st, 1886, Trains will run as follows:

Trains Depart—For the West.

STATIONS.	Express.	Mixed.	Mixed.
Charlottetown..	6.00 a.m	10.15 a.m	3 30 p.m
Royalty Junct'n	6.14 "	10.35 "	3.49 "
North Wiltshire	6.44 "	11.23 "	4.35 "
Hunter River..	6.56 "	11.34 "	4.50 "
Bradalbane..	7.28 "	12.18 p m	5.36 "
C'ty Line Junc.	7.30 "	12.21 "	5.40 "
Freetown	7.40 "	12.35 "	5.55 "
Kensington	7.55 "	2 57 "	6.17 "
Summerside ar	8.15 "	11.30 "	6.50 "
Summerside dp	8.20 "	2.00 "	See note below.
Miscouche	8.45 "	2.21 "	
Wellington	9.05 "	2.47 "	
Fort Hill	9.25 "	3.35 "	
O'Leary	10.30 "	4.55 "	
Bloomfield	10.47 "	5.20 "	
Alberton	11.14 "	6 10 "	
Tignish ar	11.58 "	7.00 "	

County Line Jun		5.45 p.m
Cape Trav'se ar		6.35 "

Trains Arrive—From the West.

STATIONS.	Express.	Mixed.	Mixed.
Charlottetown	7.10 p.m	2 55 p.m	9.35 a.m
Royalty Junc. dp	6 55 "	2.35 "	9.17 "
North Wiltshire	6.21 "	1.47 "	8.35 "
Hunter River...	6.12 "	1.35 "	8.14 "
Bradalbane.....	5.47 "	12.58 "	7.50 "
C'ty Line Junc..	5.40 "	12 50 "	7.35 "
Freetown	5.30 "	12.35 "	7.15 "
Kensington	5.17 "	12.13 "	6.45 "
Summerside dp	4.55 "	11.40 a.m	6.10 "
Summerside ar	4.40 "	11.05 "	See note below.
Miscouche	4 25 "	10.44 "	
Wellington	4 05 "	10.18 "	
Fort Hill	3.55 "	9.30 "	
O'Leary	2.42 "	8.10 "	
Bloomfield.....	2.25 "	7.41 "	
Alberton	2.00 "	6 50 "	
Tignish .....dp	1.30 "	6.00 "	

County Line Jun		7.30 a.m
Cape Trav'se dp		6 30 "

Trains Depart—For the East.

STATIONS.	Express.	Mixed.
Charlottetown.....	3 15 p.m	6 30 a m
Royalty Junct'n.....	3.30 "	6.51 "
Bedford.....	3.58 "	7.28 "
Mt. Stewart Junc.. ar	4.25 "	8.05 "
Mt. Stewart Junc.. dp	4.30 "	8.30 "
Morell	4.56 "	9.04 "
St. Peter's.....	5.20 "	9.35 "
Bear River	5 55 "	10.27 "
Souris .....ar	6.35 "	11.15 "
Mt. Stewart Junc.....	4.35 p.m	2.25 a.m
Cardigan	5.28 "	3.38 "
Georgetown ..... ar	5 45 "	10.00 "

Trains Arrive—From the East.

STATIONS.	Express.	Mixed.
Charlottetown.....	9.20 a.m	6.15 p.m
Royalty Junct'n.....	9.05 "	5.55 "
Bedford.....	8.40 "	5.17 "
Mount Stewart ..... dp	8.15 "	4.40 "
Mount Stewart ..... ar	8.10 "	4.20 "
Morell	7.42 "	3.35 "
St. Peter's.....	7.20 "	3.02 "
Bear River	6.45 "	2.10 "
Souris ..... dp	6.15 "	1.30 "
Mount Stewart.....dp	4.10 "	4.15 p.m
Cardigan	7.17 "	3.03 "
Georgetown .....dp	7.00 "	2.40 "

Trains are run by Eastern Standard Time.

☞ Trains on Cape Traverse Branch leave County Line Junction Tuesday, Wednesday, Saturday, and leave Cape Traverse Monday, Wednesday, Thursday. Round Trip between Cape Traverse and County Line, Wednesday. All other Trains run daily (Sundays excepted.)

JAMES COLEMAN,

Railway Office, Charlottetown, May 27, 1886—3i Superintendent.

MARK WRIGHT & CO

1885. —ARE— 1885.

Better prepared than ever before to give the BEST VALUE in every description of

FURNITURE,

All manufactured on their premises by first-class workmen, and warranted second to none.

They have in stock **3,000 CHAIRS** of various designs, and will sell them at prices to suit the hard times.

LOUNGES, BEDSTEADS, TABLES, WASHSTANDS,

LOOKING-GLASSES, MATTRASSES, PICTUES

MOULDING, PARLOR SETS, BEDROOM SETS

and a thousand other articles too numerous to mention.

☞ Remember we cannot be undersold.

Undertaking Department a Specialty.

MARK WRIGHT & Co.

Kent Street Charlottetown, Dec. 17, 1884.

NEW DRY GOODS!

—AT—

PERKINS & STERNS'

AS usual, our stock has been personally selected in the best British and American markets, and comprises, in addition to a full range of

STAPLE DRY GOODS

all the novelties to be found.

London, Paris and New York Millinery, Fancy Goods, Hats, Bonnets and Shapes.

New Parasols and Umbrellas,

Large Stock of New Hosiery, Gloves, &c.,

New Trimmings New Frillings, New Laces,

NEW DRESS GOODS, WITH TRIMMINGS TO SUIT.

New French Muslins, New American Muslins, New Laces to Match.

New Cloths, New Pink Cottons, New Jerseys, New Jackets,

New Carpets and Oilcloths.

PERKINS & STERNS.

Charlottetown, May 12, 1886.

Reciprocity.

The following extract from a speech delivered at a large meeting of representative men, held recently in Boston, will give our readers a fair idea of what thoughtful people, in that city, think of the ridiculous position in which our neighbors have placed themselves relative to the fishery question:

The matter of the duty on fish is so closely bound up with our relations with Canada, that it is very difficult to allude to the subject without reference to present events, and yet it is too large a subject to go into wholly. I believe that the present disagreement arises on the question as to how far we are bound by the provisions of the treaty of 1818. The provisions of that convention as relating to the fisheries as perfectly plain and clear. By it our fishing vessels are forbidden to approach within three miles of the shore, except for certain clearly specified purposes. Yet it is held that more recent commercial treaties with Great Britain give the right to so approach to merchant vessels, and, undoubtedly, they do give those rights but is a fishing vessel a merchant vessel? The Canadians hold that it is not. The United States say that a merchant vessel is not a fishing vessel, and that a fishing vessel cannot become a merchant vessel except upon surrender of the fishing license, and a vessel sailing under a register cannot fish. I think this is a new question, that has never been raised before, and, if Great Britain sustains the view of Canada, it can be settled in no way except by the appointment of a commission and a compromise, for I don't think that we are going to war to force our interpretation on the other side. It should be borne in mind that there is no such thing as a Canadian vessel; it is a British vessel, and sails under a British register, which must be deposited with the British consul, and a vessel that sails under a register is clearly and undoubtedly a merchant vessel. I simply wish to show that there are two sides to this question, and I think it can safely be left to the administration to settle the matter. (Applause.) The administration, clearly realizing the troubles that might arise, with commendable foresight—and, indeed, it did not require any extraordinary foresight to predict what would happen—attempted to guard against these troubles, by the President's recommendation to Congress for the appointment of a commission. Great indignation was expressed in New England at the action of the President and Secretary of state, but knowing, as I do, the reasons which prompted Mr. Bayard in his action, I say that the indignation and abuse heaped upon him by New England fishermen is not only unjust, but gross ingratitude. (Applause.)

No one would question the propriety of freeing fish were it not that certain sentimental reasons have been allowed to take the place of sound business principles, and I don't think I can do better than to attempt to answer the arguments of opponents of free fish, and to show that they have been based on ignorance or misconception. One argument against free fish is that our fishing vessels form a training school for our marine. (Laughter.) Gentlemen—I have as much respect for the navy as circumstances will permit—(laughter and applause)—and if I believed that the fishing fleet of New England was furnishing a training school for the navy, I should not stand here to advocate free fish. But the argument which was a good one 50 or 75 years ago is perfectly worthless now, because a large number of the men sailing in the cod and mackerel fishing vessels are not citizens of the United States, and everybody knows it. There are in the New England cod and mackerel fishing, according to the returns of 1885, 14,000 and odd persons, and it is estimated that three fourths of these men are not citizens of the United States. A great many of them are citizens of the Dominion of Canada, who come here during the season and return home to spend their earning when the season is ended. Indeed, in the port of Boothbay, Me., the whole fleet was detained on one occasion while waiting for their crews to come from Nova Scotia. I know of four counties alone in Nova Scotia which furnished 4,000 or 5,000 men to the American fishing fleet. A great many captains of the vessels are Nova Scotians as well, although they have to be naturalized citizens in order to command a vessel, but it is simply a matter of form, because many of them, although naturalized citizens, continue to live in Nova Scotia.

Another argument used is that the Canadians, using cheaper outfits, are enabled to undersell us in our own harbors, and that they are therefore ruining a once important industry.

What proofs are there? It is said that the tonnage has decreased one-half, but the decrease is attributable to entirely different causes, the main reason being that, owing to the improved method, our men can catch more than twice as many fish as 25 years ago. (Applause.) In fact, a vessel can catch 10 times as many mackerel under the improved method as with the old method of hook and line. Then, again, the demand for salted fish has not increased in proportion to our population. Indeed, I believe it to be actually smaller than in 1860. Now, as to the profits, the statistics show that the mackerel fishery from 1880 to 1883 was exceedingly profitable under free trade with the provinces. When it is taken into consideration that those vessels are employed in some instances only eight months and sometimes only four months, in the year, it will be seen by an examination of the statistics of the business that it is exceedingly profitable. The tonnage has fluctuated, perhaps. If you find one or two poor years, tonnage will fall off, but from 1881 to 1884 there was an increase in tonnage, and that was during free trade. It is said also that Canadians can undersell us, because they fish in cheaper vessels. It may surprise you, but it is a fact that to-day a vessel can be built as cheaply in Maine as in Nova Scotia. It is a fact that, to a large extent, our fishermen do fish in larger vessels, but if they cost more, it is because they are larger and better vessels, that will last many years, and, although the first cost may be greater, they are really cheaper in the end. Now as to the matter of wages, provincial fishermen usually fish on shares, and on just the same "lay" as our Gloucester fishermen, but our fishermen recently have been in the habit, not of fishing on shares, but for so much on the round trip. I have compared the wages, however, as well as I could in the codfishing business, and I can say that the quintal of fish cannot be landed in our harbor cheaper by Canadian fishermen than by our own. But it has always been our boast that we can beat the Canadians in fishing, and it is only lately that we learned that they could beat us. The resolutions introduced into the Legislature said that on equal terms we can compete with our Canadian rivals in all the markets of the world. Another reason why they are not so much injuring us, as many people think, is that much of this fish are of a size, or grade, or quality or method of curing that the Americans do not compete with. It may surprise you to know that we had a large trade in fish with Canada, amounting to an average of $600,000 a year, that we sent to them during the Washington treaty. A great part of that trade is lost. The western parts of Canada bought fish largely from us, and now that we put on a duty, Canada has put on a duty also, and that trade has been lost to us. In closing, I would say when this matter approaches a settlement, we hope that it won't be a question simply of free fish, but of a general reciprocity treaty with Canada. (Great applause.) We want all that the lower provinces can furnish, and they want a great deal from us, and it is going to be a great advantage to Boston generally that we should have that reciprocity treaty, and I hope that we shall have it.

Two Mementoes.

OF MARY QUEEN OF SCOTS AND ST. THOMAS A. BECKETT.

The ecclesiastical art exhibition and sale of work in aid of the new cathedral schools was opened on Monday, the 26th ult., by the Bishop of Southwark at Brent's Court Schools. For an exhibition of its kind it was all that could be desired, containing, as it did, memorials of Catholic faith and devotion, the value of which was enhanced by the fact that they once belonged to or were in the possession of those who laid down their lives for the Faith. Many such memorials are exhibited. To describe all such memorials would be more than our space permits, but one or two examples we may give.

There was, in the first place, the gold rosary of Mary Queen of Scots. The beads are entirely of gold and were originally enriched with enamel, some faint traces of which are still perceptible. Tradition has it that this precious object was presented by the Pope to Queen Mary, and that it was worn by her at her execution. On the scaffold she charged her faithful servant, Sir Andrew Melville, the master of her household, to convey the rosary as a last token to the Earl and Countess of Arundel.

Then there was the grace cup of St. Thomas a Beckett. This cup is of ivory resting on a high silver foot. On the flat ivory is laid a silver band inscribed in the Lombardic characters—"Sobrii Estote." Between the words are the letters "T. B.," which in their turn enclose a mitre. This cup was presented to Catharine of Arragon by Sir Edward Howard, Lord High Admiral, but with the death of the Queen it reverted to the Earl of Arundel.

There was a Byzantine Reliquare—the Virgin seated on a throne, enamelled in colors. These were lent by the Duke of Norfolk. There was also a fine collection of ecclesiastical vestments, ancient and modern, ranging in date from the eleventh century to the present day, as well as an admirable selection of artistic and sacred objects of art, in gold, silver and brass. There are several specimens of Irish cottage industries which were admired by all. In these there were samples of hosiery, tweeds, serges and friezes, as well as hand-made red and blue cloth, which for beauty of color and soundness of manufacture is probably unequalled. Then there were home spun flannels which few would recognize as such, for by means of careful dyeing, hand block printing and embroidering they had been turned into art fabrics, being, as all art fabrics should be, the work of human hands and minds, not of machinery. The Kells art embroideries gained the admiration of all. In these, dyed polished flax threads of Irish manufacture are worked on various linens in designs mainly derived from the ancient Irish illuminated books of the seventh and eighth centuries, when Ireland was in the matter of art far in advance of this country.—*Catholic Times.*

Hierarchy of the United States.

MOST REV. JAMES WHITFIELD, D. D., FOURTH ARCHBISHOP OF BALTIMORE, A. D. 1828.

James Whitfield was a native of England, and was born at Liverpool, November 3, 1770. In his early youth in France he formed the acquaintance of the Rev. Ambrose Marechal, who was then professor of Theology at Lyons. It was only the eye of Divine Providence that saw at that time, in this pious priest and in the pure-minded youth who sought his society, two future chiefs of the American Church. The native piety of young Whitfield was fostered by his good and zealous friend, and, yielding to his own predispositions and the gentle influences by which he was surrounded, he entered the Theological Seminary at Lyons as a student of the divine science under the learned and accomplished Marechal. After completing a thorough course of theology, he was ordained in the holy priesthood at the city of Lyons in 1809. He now sustained a sad loss in the death of the good mother to whom he had been so devoted, and to whom he had been so true a son. He soon after returned to England, and was engaged in the duties of his high calling as parish priest at the town of Crosby, which he continued for several years with fidelity and zeal.

In the course of time M. Marechal had returned to the United States where he had previously served as a priest, and had been elevated to the Archiepiscopal chair of Baltimore. At his invitation Rev. J Whitfield left England and arrived in the United States, September 8, 1847, and was immediately appointed one of the pastors of St. Peter's church in Baltimore, the duties of which station he continued for a number of years to discharge with remarkable ability and zeal.

When the health of Archbishop Marechal began to fail, he requested of the Holy See the appointment of a Coadjutor Bishop, with the right to succeed to the episcopal chair of Baltimore. He placed the name of Dr. Whitfield first on the list of candidates, and the Papal Brief of January 8, 1828, was issued appointing that distinguished ecclesiastic coadjutor, with the title of Bishop of Apollonia *in partibus infidelium.* When the brief arrived at Baltimore, Archbishop Marechal had departed this life. The saintly Bishop Flaget, of Bardstown, consecrated Dr. Whitfield as Archbishop of Baltimore, on Whit-Sunday, May 25, 1828.

On the eleventh of September, 1828, Archbishop Whitfield laid the corner-stone of the Orphan Asylum at Baltimore, of which he and his predecessor were munificent patrons.

The great glory of the administration of Archbishop Whitfield was the assembling around him at Baltimore of the Prelates of the American Church in the First Provincial Council held in this country. Long had the bishops of the United States been anxious for such assemblies to be held, in order that by combined action much could be accomplished, which was impossible of attainment by the individual Prelates separately. Difficulties had heretofore stood in the way of holding such synods or councils and Archbishop Whitfield undertook to remove them. No sooner is he invested with the powers conferred by the granting of the *Pallium,* than he determined on summoning his colleagues and suffragans to meet in council, and in order that they might have ample time to consider and investigate the condition of their respective dioceses ascertain their wants and necessities, and devise the plans and means of supplying them, he issued notices for them to assemble at Baltimore on October 4, 1829. This summons was received and hailed by the bishops with great joy, who congratulated their flocks on this event so auspicious to the Church and so fraught with future blessings to them and their posterity.

This venerable assembly took place on Sunday, October 4, 1829, at the Cathedral at Baltimore. The Archbishop celebrated a solemn High Mass, and on the same occasion received from the hands of the venerable Bishop Flaget the investiture of the *Pallium,* which had been transmitted from Rome. The Council closed on Sunday, October 18, and resulted in the adoption of thirty eight decrees, prescribing regulations for the conduct of the clergy, and wholesome instructions for the laity. These were submitted to Pope Pius VIII. for his approval, and were returned with his approbation, through the Congregation "*de Propaganda fide,*" to America, October 16, 1830, and published.

The completion of the cathedral was an object of the Archbishop's private liberality and public zeal. In addition to the means of his own which he expended on it, he caused collections to be made by small periodical subscriptions, after the manner practiced in Society for the Propagation of the Faith. One of its noble towers was begun and finished during his administration, and other progress made towards its completion. St. James' Church, in Baltimore, was another object of his private and individual bounty, having been built entirely with means supplied from the private fortune of the Archbishop. He laid the corner-stone of this temple, May 1, 1838 and on the first of May of the following year he consecrated it to the service of the Most High. Mt. St. Mary's College, at Emmittsburg, was incorporated during his administration, as well as a most excellent society of the ladies of Baltimore, called the Maria Marthian Society, for the relief of the poor and distressed, and other Catholic bodies and institutions. A considerable portion of the funds for the erection of the episcopal residence near the cathedral, was also contributed from the private means of Archbishop Whitfield.

The increase of Episcopal sees since the first council was an evidence of the progress of the Church; and the second council, which adjourned on the twenty seventh of October, solicited the erection of another See at Vincennes, including within its jurisdiction the State of Indiana and a part of Illinois. The principal other matters that engaged the attention of the council, were: the fixing of proper limits to the several dioceses of the United States; the manner of selecting Bishops to fill vacant Sees; the confiding of the Indians beyond the limits of the respective dioceses to the Fathers of the Society of Jesus; the providing of spiritual care and assistance for the negroes who emigrated from the United States to the African colony of Liberia; the establishment of theological seminaries in the various dioceses; the regulation of the books of instruction used in Catholic schools, and other important subjects. It is scarcely necessary to add that the decrees of this enlightened and venerable assembly were cordially approved at Rome.

In 1834 the health of Archbishop Whitfield began to fail so much, that his physician, in the summer of that year, advised him to visit the springs for its restoration. All the efforts made to arrest his disease and improve his declining health proved unavailing. Neither changes of air and scene nor the utmost skill of the medical profession could save the dying Prelate for his flock. The brilliant virtues of a long and useful career were more conspicuous in his death than even in in his life. He expired October 19, 1845, in the sixty-fourth year of his age, teaching now by his example, as he had often done before by his precepts, the important lesson how to die a good death.

The lumbermen of Michigan are much exercised over the news that the Canadian Government has advanced the export duty on pine saw logs from $1 to $2 per 1,000 feet. The effect of this advance in the export duty will be to materially injure the sawmill industry of eastern Michigan. Parties in this State own about 1,700,000,000 feet of pine timber in the Georgian bay district, the great bulk of which was purchased in the expectation of cutting the logs and shipping them to Alpena, the Saginaw river and other points for manufacture. The Emery Lumber company alone own 100,000,000 feet, and cut last winter 55,000 pieces, scaling about 15,000,000 feet which they were expecting to bring to East Tawas and Saginaw this season. It is, of course, generally conceded that the object of the Canadians is to prevent the exportation of saw logs to American points for manufacture and compel Americans who have purchased timber limits in Canada to erect mills in Canada.

Stemear "Heather Belle."

1886. 1886.

Summer Arrangement.

ON and after TUESDAY, MAY 4, the Steamer *Heather Belle,* Hugh McLean, Master, will run as follows:—

Every Tuesday morning, at 4 o'clock, will leave Charlottetown for Orwell Brush Wharf; leaving Orwell Brush Wharf at 7 a. m. for Charlottetown, calling at China Point and Halliday's Wharves; leaving Charlottetown at 3 p. m. for Halliday's, China Point and Brush Wharves, where she will remain over night.

Wednesday, commencing May 5, will leave Brush Wharf for Charlottetown at 7 a. m., calling at China Point and Halliday's Wharves; leaving Charlottetown at 3 p. m. to return, remaining at Brush Wharf over night.

Until further notice, every alternate Wednesday, commencing May 12, will leave Vernon River Bridge for Charlottetown at 7 a. m., calling at Brush, China Point and Halliday's Wharves; leaving Charlottetown at 3 p. m. to return, remaining at Brush Wharf over night.

Thursday, will leave Brush Wharf for Charlottetown at 7 a. m., calling at China Point and Halliday's Wharves; leaving Charlottetown at 3 p. m. to return; leaving Brush Wharf about 6 p. m. for Charlottetown.

Friday, will leave Charlottetown for Crapaud at 4 a. m.; leaving Crapaud at 7 a. m. for Charlottetown; leaving Charlottetown at 3 p. m. for Crapaud, remaining over night.

Saturday, will leave Crapaud at 7 a. m. for Charlottetown; leaving Charlottetown at 1.30 p. m. for Crapaud, and returning to Charlottetown from Crapaud same day.

FARES:

Cabin, to and from Vernon River, Orwell and Wharves, 30 cents; Deck, 20 cents.
Cabin, to and from Crapaud, 40 cents; Deck, 30 cents.

Excursion Return Tickets will be issued from Charlottetown to Orwell every Thursday evening at one first-class fare. Also, Excursion Return Tickets will be issued every Saturday to Crapaud at one first-class fare.

JOHN HUGHES, Agent.

Charlottetown, May 5, 1886.

Percheron Horse Young Havre

WILL stand for the season at the Subscriber's stable, where he will be allowed to serve a limited number of mares.

Young Havre will be three years old the 1st of June; color, dark gray; stands over 16 hands high, and weighs 1,250 pounds. He is heavy muscled, with good action, which is a model of the Percheron breed.

Havre is pronounced by competent judges to be one of the handsomest horses of his age and size on the Island.

Young Havre was sired by the celebrated Percheron horse "Old Havre," weighing 1750 pounds. He by "St. Laurent" weighing 2100 pounds. His dam was sired by the celebrated "Minchin Horse," imported by the Government from Scotland.

Parties wishing to breed active and heavy stock would do well to see "Young Havre" before breeding elsewhere.

All mares served at the risk of the owners.

CHARLES MACMILLAN, Owner.

Alberry Plains, Lot 50, May 5, 1886—2m

CREAMERS!

—AT ABOUT—

Half the Usual Price.

Good Creamers for	$1.00
Creamers with Patent White Metal Tap	1.50
Creamers, good as are usually sold, with Patent Tap and Glass	1.75
"Wadman's Creamer," patented Nov. 13th and 16th, 1885—the best Creamer in use	2.00

These Creamers are manufactured by myself, and will be sold by my regular salesmen, who will endeavor to reach all persons in want of Creamers. Orders addressed to me will, on receipt of price, receive prompt attention, and goods will be delivered on Steamer or at Railway Station to such parties as my salesmen may not reach.

All Creamers made by me are plainly stamped thus:

"HENRY D. WADMAN, Maker, 55 Pownal Street, Charlottetown."

May 5, 1886—6i

TO SHIPPERS

—OF—

Lobsters and Canned Goods.

FOR the convenience of Lobster Packers and Shippers we will place that large three-storey building on No. 2 Wharf, at a cheap rate of storage, and will grant warehouse receipts for goods stored therein. On goods so warehoused and shipped by any of our vessels no storage will be charged.

As this warehouse is well situated, there is scarcely any risk from fire, and being almost surrounded by water, Insurance can be effected at a very moderate rate.

PEAKE BROS. & CO.

Charlottetown, May 12, 1886.