

THE HERALD

WEDNESDAY, MAY 18, 1887.

The Fisheries Question.

WERE we to judge by what appears in many of the United States journals relative to the fishery dispute, we should be forced to the conclusion that our neighbors either do not accurately or thoroughly understand the nature of the issues in dispute; or, understanding them, are unwilling to make public declaration of their knowledge. Some of the foremost journals in that country have, by their own showing, only just discovered the character of the proposal made in November last by Secretary of State Bayard. What is still more wonderful, they proceed to discuss this proposal in apparent ignorance of the fact that a reply to it, backed up by the strongest arguments, had been made by the Canadian and British Governments.

The Upatric Grits.

SCARCELY a day passes without producing some fresh proof that this Province need expect no fair play at the hands of the Grits. Mr. McKenzie and Mr. Blake have, again and again, repeated in Parliament that Canada has done very well by Prince Edward Island. Mr. Davies has never lost an opportunity, during the short time he has been in the House of Commons, of throwing obstacles in the way of our claims, and endeavoring to prejudice the minds of members from the other Provinces against our cause. It is doubtless remembered by our readers how he tried to influence the Belfast election in 1884, by his false relation to the piers, and how, but a few days ago, he tried to create a false impression in Parliament, relative to the \$200,000 additional subsidy to be granted to this Island.

That Victory!

ACCORDING to the Patriot newspaper, the Opposition in the Dominion House of Commons "scored a victory" on the 17th inst. We are much mistaken or an examination into the case in question will prove either that the lexicographers have been altogether wrong in their definitions of the word victory, or that our contemporary is laboring under a hallucination.

Canadian Pacific Railway.

THE annual meeting of the shareholders of the Canadian Pacific Railway Company was held in Montreal on Wednesday last, the 17th inst. The report of the directors submitted to the meeting, shows that the road is in a highly flourishing condition. The earnings for the past year amounted to over Ten Million Dollars—and the working expenses something over Sixty-three per cent. of that amount, or about Six Million Three Hundred and Seventy Thousand Dollars, leaving a surplus on the year's transactions of over Half a Million Dollars. Some idea of the rapid increase in the earnings of the road may be had from the following facts: In 1884, the receipts from passenger traffic was a little over one million nine hundred and eighty dollars. In 1885 they had increased to over two million one hundred and seventy dollars, while, during the last year the increase in this department was about one million dollars. The increase in the freight earnings was still more remarkable, the receipts having risen from something over two million dollars in 1884 to upwards of Six Millions last year.

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RAILROAD ACCIDENT.

The other day a freight train was derailed about a quarter of eight o'clock at Campbellton, Ont. on the Millard branch of the Grand Trunk Railway. The engine was suddenly derailed, a box car engine right over and over, and the train was derailed. The engine was derailed, and the train was derailed. The engine was derailed, and the train was derailed.

DEADLY EXPERIENCE.

The Summerside Pioneer, contains the following account of a dreadful experience in the Straits of Northumberland. Mr. John Sheriff, teacher, North Carleton, started a few days ago, in a small boat, to visit a friend who was in a hospital. The boat was derailed, and the teacher was derailed. The boat was derailed, and the teacher was derailed.

DEADLY CATASTROPHE.

The recent accident, caused by an explosion of gas in a coal mine in Nainaim, British Columbia, was one of the most dreadful disasters of our time. At the time of the catastrophe there were in the mine over one hundred white men and about eighty Chinese, nearly all of whom lost their lives. The first intimation those on the surface had of the explosion was a concussion of shocks and the issuing from the air shaft of a cloud of thick black smoke, and the hurrying of pieces of wood, iron, and other material, which were flying in all directions. The explosion was accompanied by a loud, roaring noise, commencing from the shaft. In the meantime the men were making their way to the surface, and many of them were killed. The explosion was caused by a gas explosion, and the result was a disaster of unprecedented magnitude.

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PROFESSOR HENRY TANNER recently published a pamphlet on British Columbia, in which he says the valuable coal mines at Nanaimo, yield an output equal to 1,000 tons of first class coal daily. This, he considers, will create a large local trade which will cause the circulation of much money, and create a demand for all kinds of agricultural produce. The large quantities of good prairie land in the vicinity, have caused settlement and cultivation to advance rapidly, and the results have been very satisfactory and profitable. He thinks the opening of the Nanaimo railway will largely increase the prosperity of the district.

THE HON. DR. FORTIN.

THE Hon. Dr. Fortin has been appointed to the vacancy in the Dominion Senate, caused by the death of the Hon. Mr. Cormier. This appointment will, no doubt, be a popular one. The Dr. has had a long and varied experience in public life. He has been commander of a Government fishery protection vessel, and it was largely through his influence that the useful telegraph and signal service of the Gulf was carried to completion. He has been the representative of Gaspe in the House of Commons or in both, almost continuously since Confederation. He has also been Speaker of the Legislative Assembly and Commissioner of Crown Lands.

CARDINAL GIBBONS.