THE HERALD

WEDNESDAY, OCTOBER 22, 1890.

All matter for publication in the HERALD should be in this office before noon on Tuesday. Persons wishing their advertisements changed must give us Saturday forenoon.

TO OUR SUBSCRIBERS.

We wish, once more, to remind our subscribers that the time for paying the annual subscription to the HERALD is about at hand. Of course many of our subscribers do not need any such admonition; yet there are some who are always better pleased to be informed as to the course to be pursued each year, in the collection of our subscriptions.

As the collecting has to be done with in a short time, each autumn, and as our subscribers live in all parts of the Province, it will readily be seen that they cannot all be reached in person, without much trouble and expense. We would therefore ask our friends to be so kind as not to wait to be called upon; but to forward their subscriptions to our address in the envelopes with which they are furnished.

We have our obligations to meet as well as others in business, at this season of the year, and we would feelingly obliged to our subscribers if they would remit us promptly as possible. The amount from each one is but small, yet in the aggregate these amounts mean a great deal to us. In order to recompense our subscribers, in some degree for their trouble in forwarding their subscriptions we propose to do as follows:

Every one, whose subscription ended about this time, and who pays up to date will be granted a receipt up to Jany. 1st, 1891, thus getting the paper for the balance of this year free. Again, all new subscribers, who send one dollar will receive the HERALD from now till the first of January, 1892. That is they will receive the paper for fourteen months instead of twelve months. We trust these conditions will meet with the approval of our friends and that we will soon have the pleasure of recording the fact that most of them have forwarded their subscriptions.

The St. Clair Tunnel and the Story It Tells in Connection with the Subway Across the Straits of Northumberland.

THE PRACTICABILITY ESTABLISHED.

We have much pleasure to-day in submitting herewith the annexed cuts explanatory of the St. Clair Tunnel recently built between Sarnia, Ont., and Port Huron in Michigan, U. S.

This Subway or Tunnel passes under the St. Clair River, about fifteen feet under the river bed, and its length is about one and a quarter miles.

This Tunnel was built by the Grand Trunk Railway Company of Canada, to provide for its Eastern and Western bound traffic, which hitherto had been carried across on steam scows.

This ferry system was not satisfactory in winter, and, as in our case, a bridge was out of the question, on account of running ice and currents.

A Tunnel was thought to be the only solution, and for that purpose a company was formed in 1886. After a good deal of lost time and money in experimenting the company decided to use the Beach Shield, which has proved itself to be a complete boring machine in matters of underground Tunnels.

This Shield is thus described in the *Scientific American* of August 9th last:

"The Shield consists of a strong Cylinder, somewhat resembling a huge barrel, with both heads removed. The front end of the Cylinder is sharpened, so as to have a cutting edge to enter the earth. The rear of the Cylinder for a length of two feet or so is made quite thin, and is called the hood. Arranged around the main walls of the Cylinder and longitudinal therewith are a series of hydraulic jacks all operated from a common pump, each jack having cocks whereby it may be cut off from the pump whenever desired. Within the Shield are vertical and horizontal braces and shelves. When at work the iron plates of which the Tunnel is composed are first built up within the hindhood of the Shield, the hydraulic jacks are then made to press against the end of the Tunnel plates, which has the effect to push the Shield ahead into the earth for a distance equal to the length of the plates just laid. The jacks, say two feet or not quite the length of the hood, and as the Shield advances man employed in the front of the Shield dig out and carry back the earth through the Shield. By the advance of the Shield the hood within which the iron or masonry Tunnel is built, is drawn partly off from and stand of the constructed Tunnel, thus leaving the hood empty. The pistons of the hydraulic jacks are then shoved back into their cylinders and a new section of Tunnel is built up within the hood as before described. The Shield is then pushed ahead, and so on. The entrance and exit of Tunnel is always within, and covered and protected by the hood. In this manner the earth is rapidly excavated and a bored and safe Tunnel built without disturbing the surface of the ground."

This Shield, or underground boring machine, has been successfully used at Buffalo, in carrying a large sewer under a main street and under a canal. At Chicago it was used in the construction of one of the Lake tunnels. In London, 1886-87, it was employed in the construction of the city and Southwark subway, recently completed, and now to be opened for public traffic as the underground railway. It is at present used in the construction of the Rail way Tunnels under the Hudson River, between New York and Jersey City, N. J.

On the 1 shows the rear end of the Shield, with hood and rear; 2 the Shield in place ready for work; 3 the front view of the Shield; 4 the Shield in place; 5, 6 and 7 are details of the Shield; No. 8 is a section of the St. Clair Tunnel as completed; No. 9 is a view of the Tunnel in course of construction.

In No. 3 cut will be noticed the ingenious manner in which the segments are lifted to their place for riveting. The plan is the same as the old fashioned fulcrum and pole for drawing water from a well. It will also be noticed that the doors from which the clay is taken bear close resemblance to the doors of a bakers oven.

The Tunnel is built of 13 segments with a key, as may be seen in the cut marked "blue clay." Each segment is four feet ten inches long and 18 inches wide (vide fig. 6 of cut No. 9) and are completely cast to the shape of the Tunnel, as well as having holes ready for the bolts, or in other words are cut ready for going together.

The Shield employed at the St. Clair was 21 feet 7 inches, 16 feet long, built of plate steel one inch thick. It weighed 80 tons. The rate built per day was 159 feet of 21 feet diameter.

The manufacturers were the Tod Manufacturing Co., of Hamilton, Ontario.

Two Shields were employed, one starting from each side of the river. Their course was directed with wonderful precision, for they met in mid-river, and were "telescoped" together, forming a permanent centre piece for the great work in which they had been successfully employed. Segments were then built up within the two Shields to make the Tunnel more secure.

It will be at once noticed this Tunnel must be a very cheap one, inasmuch as there is not one pound of concrete, either inside or out, and also that the iron is only 1½ inches thick, whilst the flanges of six inches in every eighteen inches (the width of the segments) must also make it very strong.

It was estimated that this Tunnel would cost about 3 millions. It is now thought that notwithstanding the immense amount of money lost in testing and shaft digging, the cost will not reach that figure. Another tunnel is to be built alongside of this, and when it is completed we will then be able to get a much better idea of this work.

The lesson taught us by the building of the St. Clair Tunnel has completely demonstrated the feasibility of building the Tunnel across the Straits of Northumberland, a distance of 6½ miles. And the feasibility being established the matter deserves the thanks of the community for his persistent efforts to have this matter taken up by the Government, as a fulfilment of the terms of union. He hopes he will live to see the completion of this, his favorite project.

The feasibility and practicability of the Subway being established by the construction of the St. Clair Tunnel, it would appear that the Government should take steps to ascertain, from the most reliable authority, an estimate of its cost.

[When the above was written, we had the assurance that we would be furnished with the cuts illustrating the St. Clair Tunnel; but at the eleventh hour we found they would not be available. We trust, however, that our readers will be able to acquire from the account here given, a sufficient notion of the tunnel to awaken their interest in the Straits Subway.]

EDITORIAL NOTES.

LORD SALISBURY'S stand on the Behring Sea troubles has certainly had a most wholesome effect upon the blustering claims of the American Government. The season is just about finished and the whole of the sealing fleet has safely arrived back at Victoria, B C, with a very satisfactory harvest, and without a seizure having been made by any of the American cruisers. By next season, it is to be hoped, Mr. Blaine will have seen the error of his contentions and immediately come to an equitable arrangement with the British and Canadian Governments and prevent further unnecessary excitement and friction on the subject.—*Montreal Star.*

THERE is an interesting interview with Sir Charles Tupper in a recent issue of the London Pall Mall Gazette, one of the few English papers which go in for interviews with public men. Sir Charles, as Canadian High Commissioner, is asked in this interview the prospects for emigrants in Canada. He replies that the Dominion wants settlers for the vacant lands, with capital if possible, but in all cases strong and industrious, able to take off their coats and be agriculturists in deed as well as in name. Other occupations, the professions, clerkships and employment for mechanics are already well supplied, if not overstocked. What is needed is a farming population to raise wheat and cattle for the British market, and the prospects for such are excellent. Sir Charles Tupper's views if rightly circulated, will certainly tend to stimulate the emigration to Canada of the right kind of persons.

THE farmers of Canada are evidently not disposed to sit down in despair because the Grit-Wimanite organs tell them they are to be ruined, nor are they waiting idly till the Government provides, at the dictation of our anti-Canadian press, a new scheme for the rotation of crops. They are preparing for fattening stock, for augmenting their dairy products, for raising more hogs, for rearing more poultry, for growing barley to suit the British market, and in other ways adapting their out-put to existing circumstances and the requirements of consumers. This is what might be expected from our intelligent agriculturists. The men who have built up our great cheese industry are not likely to fall into desponding lethargy at the idea of turning on some product which will be profitable through its exportation. Yet it is doing just what they cannot follow exactly in the old rut.—*Empire.*

THE American Government having decided to protect their future ships of war with Nickel-steel armor, they have not been long in scenting out the very best mines of that mineral. They have a little nickel in the States, but of poor quality, so they have turned their attention to the Sudbury mines in Ontario, and have sent two officers to make a report on the extent and quality of the ore. They are so eager to secure the mineral that they have put nickel ore and matt on the free list, but to stop Canadians manufacturing it for armor plates they cunningly put a duty on refined nickel so as to benefit their own refiners. As over $1,000,000 has been voted for nickel plates for a couple of ships, that money might as well be spent at Sudbury as in Pittsburgh, and this the Dominion Government can easily manage by putting on the ore and matt an export duty sufficient to make it more profitable to do all the refining at Sudbury. This would only be doing justice to our refiners and their employes.—*Exchange.*

DESTRUCTIVE FIRE.

Fire was discovered in the Leland Hotel, Syracuse, N. Y., in the modern and finest appointed hotel in Central New York, at 12.45 Thursday morning last, and in 30 minutes the building was in ruins. The inmates were awakened by the automatic fire alarm bells set ringing by the night clerk; and all escaped saves or eight succeeded in escaping. Many lives were saved by the patent fire escape—a piece of webbing and rope with which each room was furnished. Some of the scenes witnessed in the burning were appalling in the extreme. On the fifth floor four women appeared at a window screaming for help. The firemen tried to rescue them by means of a hook and ladder, but the overhead wires prevented the raising of the ladder. While the men were holding the ladder one of the women, hoping to reach a net held beneath, jumped, but struck the pipes and fell to the sidewalk seven feet from the net. Death was instantaneous. When the ladder was finally raised it was found to be too short for the women to reach; but one of the firemen running up and standing on the topmost round, reached up and helped down the three women. On all sides men and women could be seen dropping from the windows or sliding down the fire escapes. The loss on the hotel is estimated at $100,000; and other losses to the amount of $36,000.

A laborer named Schaaf, living in the suburbs of Berlin, once very wealthy but now heavily in debt, attacked his wife and five children with a hatchet, hacking their bodies in a terrible manner. Three of the children are dead and the other two are dying. The murderer

CHURCH MATTERS.

On Thursday last, 16th inst., the congregation of St. Margaret's took formal leave of their old pastor, Rev. D. J. G. Macdonald—who has officiated in St. Paul's, summerside, since his appointment took effect, as duly noted in this department—on which occasion they presented him with the following address, accompanied by a purse of $100:

To the Rev. D. J. G. Macdonald.

REVEREND AND DEAR SIR: We have learned with unfeigned regret that circumstances necessitate your relinquishment of the pastoral charge of St. Margaret's, which position you have occupied for the past eighteen years, and we cannot allow you, Rev. and dear sir, to leave us without an expression of our sincere and affectionate regard, to which you have established an indisputable claim, through the good and kind services which you have rendered to us in your holy office as a missionary priest.

We bear cheerful testimony to the zeal and efficiency which have characterized your missionary labors in this part of the Island; nor would we be doing justice either to ourselves or to you, dear sir, did we omit to acknowledge the extreme readiness with which you have discharged the duties of your sacred office, at all seasons and at all hours, without regard to your own personal convenience.

Your charities have been wide-spread and indiscriminate, and your generous hospitality has long since been the theme of admiration of numerous friends, who without reference to creed or nationality have been on many occasions your honored guests.

The long period during which we have been associated as pastor and flock, has so interwoven our affections that your separation from us is regarded by us as a loss much to be deplored; still we bow submissively to His Lordship's will, which assigns you to another field of labor.

In the meanwhile, Rev. and dear sir, we humbly hope and pray that under the favor of God, His choicest blessings may be showered upon you in your new field of labor, and that perfect health and long life may be vouchsafed to you.

We ask your acceptance of this accompanying testimonial of the affection and esteem borne towards you by your late parishioners, on whose behalf we beg to subscribe ourselves.

Reverend and Dear Sir,
Your obedient and humble servants,

DUGALD MCDONALD,
JOHN D. MCISAAC,
JOHN MCINTYRE,
JOSEPH MCPHEE,
ANGUS R. MCDONALD,
ARCHIBALD C. MCPHEE.

On Friday, the 17th, at the Souris Convent, a musical reception was tendered Father Macdonald by the pupils, at which the following address was read:

To Rev. D. J. G. Macdonald:—

HONORED AND MUCH ESTEEMED FATHER,—Oft have we assembled in this Hall to greet, with smiling faces and happy hearts, one to whom to-day we must reluctantly say farewell.

Farewell!—That word now suggests to us a stanza of the poet priest:—

"They are like deaths; they bring a wintry chill
To Summer roses and to Summer's rill
And yet we breathe them still."

But Rev. and dear Father, we are not going to be selfish in our grief; we feel that our loss will be the gain of our little sisters of Summerside; therefore we rejoice with them, that they are going to have our good, kind Father Gregory for their pastor.

Their Angel Guardians will no doubt join with them in singing your welcome, for they have heard our sighs, as well as our whisperings for the future happiness of one who knows so well how to make himself at all to all with the little ones of the fold.

Year after year, since the opening of this institution, have we greeted you in our midst, and you have always proved yourself a true friend, a kind father, and, we must gratefully add, a lenient judge at those annual ordeals, where you endured yourself to those whose childish fears are so often dispelled, and whose timid steps you kindly encouraged to persevere in the paths of Virtue and Science.

Allow us to assure you, Rev. and much loved Father, that you have helped to make our youthful days happy. Now it is only by becoming true and noble women, that we may hope in a slight degree to repay the deep debt of gratitude which we owe our own beloved pastor and the Rev. gentlemen who have taken so much interest in our welfare, and in the prosperity of this institution.

Let us now, dear Rev. Father, renew our sincere thanks for all you have done for us, solicit a remembrance in your holy sacrifice of the Mass, and ask as a favor that you may occasionally visit our Alma Mater, where you will ever be greeted with a "Cead Mile Failthe."

THE PUPILS OF THE CONGREGATION DE NOTRE DAME.

Souris, Oct. 17, 1890.

To both these addresses the Rev. gentleman made most appropriate verbal replies.

EXTRAORDINARY REVELATION.

A lodging-house keeper in the Whitechapel district has told the chairman of the Vigilance Committee a story, concerning the escapades of a young man boarding at her house during the crimes committed there, which, if true, would leave no doubt even in the mind of Jack the Ripper. He engaged a bedroom from her, told her he had been to sea up to that time, was in receipt of £1 a week and a further small allowance from his brother who was a physician. He had a great quantity of clothing, and had guns, revolvers and many other articles not usually found in the outfit of a workingman. He was irregular in his habits coming in at unusual hours of the night—he having procured a door key from her—and lying in bed until about five in the afternoon when he would rise and go out. Her suspicions were first aroused by the bloody condition of his towels; but he told her he was of an artistic turn and very often wiped his brushes with them. One evening she happened to be in his room and saw him with a sponge and spread on his table and upon a large piece of raw meat that she took to be liver. He said it was from mutton given him by a friend employed on a boat which came from New Zealand with a cargo of meat. She saw the man do up a piece of the meat in a box and deliver it to the Chairman of the Vigilance Committee and leave her house with it under his arm; and also to place bits of flesh in envelopes and address them to newspaper agencies and prominent members of the police force. He left these envelopes and their contents in the room when he left, and she threw them into the dust bin. On two occasions he brought home blood-stained aprons, which he gave her, and which she can yet produce. On the morning of the Castle Alley murder which was the last committed her lodger left her and has not yet returned. Besides the envelopes left behind she found in his closet a pair of silver shoes, several bags and a long overcoat all of which she says are blood-stained.

DURING a children's service in St Stanislaus' Catholic church Chicago on Friday morning last the altar drapery caught fire from a gas jet. There were about 1500 children with their mothers in the church. In the rush for the door twenty children were crushed and trampled, but none are dead, although a large number are injured.

Telegraphic News.

SYDNEY, N. S. W., Oct. 20.—The conference between the striking Marine Officers and Shipowners was held today but no result was reached. The shipowners refused to discuss the question at issue, because the officers had not withdrawn from the trades council.

MONTREAL, Oct. 20.—The Military band of the fifth and sixth district officers to-night, in honor of Sir A. P. Caron was a great success. Besides the quest there were present Hons Foster, Chapleau, Thompson, Bowell and Colby.

HALIFAX, Oct. 20.—The Domion Point Company of this city is meeting with success on the Pacific coast. It has lately received another large order for ship paint and made a shipment on Friday by the C. P. R. for Vancouver.

It is reported that an unknown ship is cast away at Sissapri, and all hands lost.

HALIFAX, Oct. 20.—The 64 pounder shifting competitions by the Garrison Artillery, which were not held at Quebec on account of rain, came off at the drill shed to-night before Captain Tell of the R. A., as umpire. Three detachments took part. No 1 did it in 4.17 shifts in 4.39 m., No 2 in 5.54, and No 3 in 12.21. The "B" or go as you please was done by the same teams respectively in 22 10, 6.51½, and 1.24. The competition was for second and third prizes, Coburg having taken first at Quebec.

MONTREAL, Oct. 20.—An English syndicate has almost finished negotiations for the purchase of nearly the whole of the flour milling industry of Canada. It will combine the Ogilvie Mills, which are the most extensive in the Dominion, the Lake of the Woods Milling Company's Mills, and the Hudson Bay Mills. The purchase price will be about three million dollars, two millions of which will go to Messrs. Ogilvie, and the remaining million to the other two companies.

PORT HURON, MICH., Oct. 20.—The steamer Annie Young, of the Lake Superior transit Company, was burned to the water's edge off Lexington, at 8 o'clock this morning. The steamer Ed. Smith, went to rescue and took 13 of the crew off and brought them here, the balance of the crew eight men, took to a yawl boat and were drowned. The Young was valued at $30,000 and was bound from Gladstone to Buffalo. The insurance is unknown.

OTTAWA, Oct. 20.—Col. Herbert, the new commander of the militia, is expected to arrive here the latter part of November.

In view of the fact that a United States report had recommended the use of Canadian nickel for military and naval purposes, an agitation is on foot to urge the government to impose an export duty on nickel ore. The nickel mines at Sudbury are supposed to be almost inexhaustible.

Rev. Oswald Birchall, of Birkshire, England, has written the Governor-General, asking consideration for his brother under sentence at Woodstock. He adduces no strong reasons.

LIFE AND TIMES OF SIR LEONARD TILLEY.

Arrangements have been made with Mr. James Hannay, editor of the EVENING GAZETTE, to write a book on the life and times of Sir Leonard Tilley, governor of New Brunswick. The volume will be one of the most valuable historical works ever issued in this province, and will cover the political, social and industrial history of the past seventy years. This period is the most important the province has seen. The struggle for responsible government was brought to a successful termination and the province formed into a confederation in that time. The story of these two great events; the personal life of Sir Leonard Tilley; the building of roads and railroads and the general development of the province will be the conspicuous features of the book. No one is better equipped with the information necessary for such a work than Mr. Hannay, and in the production he will have the active assistance of Sir Leonard Tilley and other prominent men. The volume will comprise upwards of 500 pages and will be printed with new types on good paper and will be well bound. John A. Rowan, St. John, N. B. is the publisher.

THE DOMINION ILLUSTRATED.

The last issue of this popular weekly abounds in good things—both pictorial and literary. The place of honor in the week's pictorial gallery is occupied by Mr. Hannay, the gifted author of "Acadia" and one of our ablest journalists and essayists. In scenery, the views of the lake on Beloil Mountain exemplify different phases of "Picturesque Canada." The ceremony at the erection of a monument to the memory of Mr J. H. Samuel, late of Montreal, who lost his life during the antivaccination excitement in that city; the view of the dam taken left by the fire at the Pillow-Hersey Co.'s rolling mills; the ski jumping ball at Niagara, and some football and other sporting illustrations make up a capital number as far as the pictures are concerned. The young artists, Patterson and Heming, are fast making reputations for themselves. The tone of the letter-press is, on the whole, praise-worthy. The Christmas number is announced, and, according to the format, Canada has had nothing like it before. The Dominion Illustrated is evidently bent on going ahead, and we wish it success. It is published by the Sabiston Lithographic and Publishing Company, Gazette Building, Montreal.

A Newspaper Directory for Canada.

Messrs. A. McKim & Co., advertising agents of Montreal, are preparing what will be the first comprehensive newspaper directory of this country.

Canada is now quite large enough and its journalistic interests of sufficient importance to require its own Newspaper Directory, and there are several new features in the proposed work, which will make it a valuable book for all seeking information concerning the Canadian press.

We bespeak for this enterprising firm the hearty support and co-operation of Canadian publishers generally.

PROSPECTIVE MARKETS FOR CANADA.

The Department of Agriculture at Ottawa has issued a commercial pamphlet dealing with the trade done on this continent, and contains besides the detailed statistics of trade between the United States and Central and South America, the tariffs of the Argentine Republic, Ecuador, Peru, Paraguay, as well as the new United States tariff including the free lists. In a brief introduction, Mr. George Johnson, Government statistician, says: "The tables show what trade with the continent has been done by the United States. As Canada has much the same class of articles to export as the United States these tables will serve as a guide to our exporters. Attention is specially directed to the table showing the market there is for flour. The several countries in South and Central America and the West Indian Islands import over $12,000,000 worth of flour. It is believed that with our superior wheat much of this trade could be done by Canada, which is compelled by the increased tariff against her products entering the United States market to seek new outlets for her products, and thus make up for possible loss."

THE steamer Olanda arrived at Halifax on Friday morning and was put into dry dock in the afternoon in the presence of Lord and Lady Stanley.

GRAPE CULTURE IN CANADA.

The phylloxera is gradually extending over the wine-growing districts of Europe, and though perhaps not so generally destructive as it was during the first few years after its appearance in Europe, has lately excited more discussion than usual from its ravages in the chief seats of two of the leading wines of the world, Tokay and champagne. Around Tokay the vineyards were almost totally destroyed, while Charente, Vermenay and other seats of champagne manufacture have suffered considerably, and fears have actually been expressed that champagne will disappear. This, however, is unlikely. The phylloxera has been combatted with much success in various parts of France, and recent advices from Austria indicate that the disease has been stamped out there. In France one of the means used has been the replacing of vineyards with the Concord grape, which is not subject to injury from phylloxera. This vine was used on hundreds of thousands of acres around Philadelphia, which other grapes were grafted, while for ordinary wines of the claret order it has itself been extensively used, answering the purpose well and being a much more prolific vine than any of the varieties previously planted in Europe.

While in one way and another phylloxera may be fought, the fight is a severe one. Old vineyards have in many instances to be uprooted, and where the disease is not so bad as to require so radical a treatment it very seriously diminishes the produce of the vineyard.

Our own continent, except in California, is not well adapted to the culture of European grapes. Either the cold of winter or the excessive heat and humidity of summer are obstacles in every part of the vine-growing country east of the Rocky Mountains. The variation developed from the native grapes, or produced by crossing the native and European grapes, are not yet sufficiently numerous or varied to enable us to compete with Europe in a large list of wines. Gratifying progress has, however, been made in securing varieties of admirable quality both for table and wine making. It is within the possibilities that portions of this continent, such as northern Ohio, western New York and southern Ontario may acquire as great a reputation in wines as any part of Europe, especially should the phylloxera continue its ravages in that continent. The reasons for this are (1) that the Concord, Wordon, Niagara and other native grapes derived from the *Labrusca* so extensively distributed along the rivers of Canada and the United States yield crops two to three times greater per acre than any of the vines of the old world, and (2) that though phylloxera has been present both in Canada and the United States for very many years none of these native varieties have suffered any injury, but have been demonstrated to be phylloxera proof, even where, as in California, native and foreign grapes are grown in the same vineyard.

The varieties of wine adapted to the districts mentioned are claret, champagne and a sort of sauterne. Visitedly the chief European authority on wines has visited every part f Europe and all the leading wine growing parts of America. In his work on champagne he pronounces the country around Lake Erie admirably adapted to champagne and decidedly the best district for that wine on the American continent. The Superiority of the Lake Erie region in viticulture to the other districts further south is due to the absence of the excessive heat and humidity, which in the other districts have proved, or have stricken many of the vineyards with mildew. The growing season of this region corresponds in length and heat and other conditions bearing on grape culture with the best districts of central and southern France.

Should phylloxera drive experienced European vineyardists and wine makers to look to this continent for a more secure supply of wine southern Ontario would be almost certain to develop a wine export to Europe amounting to many millions of dollars. The profits on wine are very much greater than wheat or cheese.

MARINE DISASTERS.

VINEYARD HAVEN, Mass., Oct. 20.—The schooner Avalon, Williams, of Windsor, N. S., from Newcastle for New York, reported on 17th inst., thirty miles east of Mt. Desert rock, encountered a terrific east south-east gale, and at 4 p. m. the wind hauled to north, making a heavy cross sea, the vessel labouring heavily and pumps continually going. She lost part of her deck load, and had cabin flooded. The vessel is leaking moderately in still water.

BOSTON, Oct. 10.—The steamer Colorado, from Hull, England, reports Oct. 14, lat. 44, 13 N, lon. 43, 03 W., spoke steamer Engineer, from New Orleans for Liverpool, who reported had taken a crew of seven men off the dismasted and waterlogged barque. The Colorado was unable to undertake the same or salvage the barque.

SALEM, Mass., Oct. 20.—The schooner John D. Griffin, Gray, from Rockland for New York, put in here to-day with her cargo of lime on deck.

The schooner Lewsee, Everett, from Yarmouth, N. S., for Lynn, which put in here to-day, reports that on Friday night in a heavy northeast blow she lost her entire deckload of 40,000 feet of spruce lumber, broke her jibboom, split jibs, lost foremast and strew the quarter rail.

GLOUCESTER, Mass., Oct. 20.—Arrived schooner C. C. Warren, from Port Antelope. Lost all sails and part of deckload of wood.

CHATHAM, Mass., Oct. 20.—Northerly gales, nasty weather and rough sea continue. The wrecked schooner Ada Parvern has gone to pieces.

THE GLADSTONE COMPETITION.

The following persons are winners of prizes in the word competition offered by R. F. Madigan some time ago:

1st, R E Johnston, Ch'town; 2d, W J O'Donnell, Avondale, Lot 49; 3d, Thos M O'Donnell Avondale, Lot 49; 4th, Michael Connolly, Ch'town; 5th, A D McCormac, Bonshaw Creek; 6th, Johnson MacKinley, North River, 7th, D McPherson, Victoria Cross; 8th, Jas Fleming, North Rustico; 9th, Raymond McPhee, Bluffton, Lot 47; 10th, A A Bradley, Carlisle Rustico.

The winners of the last ten prizes are as follows:

Mary A Monaghan, Ch'town; Thos I Kennedy, Little River; Saul Hallonan, Hunter River; J J Lynch, Bonshaw, Lot 62; Robson E Cahill, Kingston; Keith C McKinnon, New Annan; Harry W Bagnall, Mt Stewart, Lot 25; Thos McAlister, Mistequash, Lot 2; T H Lawson, Little York; Hugh Clarkin, jr., Baldwin's Road.

Thanking all those who tried the competition,

I remain, very truly,
R F MADIGAN

GRAPE CULTURE IN CANADA.

A monument has been procured at Montreal for the grave of Riel. It bears the inscription, "Riel, 16th November, 1885."

JAMES ANDERSON, a young jockey, while driving the running horse Kalidis in the fall meeting at Belleville, Ont., was thrown from the horse, broke his skull and died instantly.

HIS LORDSHIP, COADJUTOR BISHOP MCDONALD went to Halifax on Saturday last, and was present at the dedication of St. Agnes' Church in that city, which took place on Sunday.

THE Dominion Government has taken the export duty off logs. The Ottawa lumbermen have expressed much satisfaction with the action, and several hundred car loads of logs left immediately for the United States. What the ultimate result will be, time alone will tell.

THE ship Lizzie C. Troop, whose officers narrowly escaped being poisoned on the high seas by the steward, D. Dias, while on the voyage from Philadelphia to Nagasaki, Japan, has been wrecked on the island of Lonchoo. Nearly all of the crew have been lost. The Troop was owned by Troop & Son, St. John, N. B.

MR. JOHN T. O'BRIEN will sell upon our subscribers at Morell, St. Peter's, St. Teresa's, Byrne's Road, Peake's Station and vicinities. We trust our friends in those places will be prepared to transact business with him, with as little delay as possible.

THE American schooner Samuel R. Crane, which picked up the torpedo boat and brought her to North Sydney, has hauled her over. The amount of salvage is to be decided on arrival in Halifax between the admiralty and Consul-General Frye. The Bazzard left North Sydney on Friday last with the torpedo boat in tow.

THE October term of the Supreme Court held at Summerside adjourned on Wednesday evening last. The prisoner Curtis, found guilty of stealing hymn books from the Presbyterian Church at Alberton was sentenced to 2 years at Dorchester; and Kinch and McAdaff, for assault, were sent to the county gaol for six months.

THE Canadian Pacific Railway, with its American and Atlantic connections has reduced the second class through rates to Scandinavian ports from $52 via New York and $50 via Montreal, to $37 and $33 respectively. The second class rates to English, German and Scandinavian ports also to be dropped from $27 to $12 or $15 by the Montreal agencies.

JOHN SPELLMAN, son of millionaire Spellman, of Peoria, undergoing trial at Bloomington, Ill., for the robbery of a gun store is, at present, a much sought after young man. He is wanted in other parts of the state for robbing a mail pouch and safe cracking; and Terre Haute, Ind., authorities request his presence for robbing a ticket office. He admits the acts, claiming emotional or impulsive insanity.

TRADE between Halifax and St. John and the West Indies Islands has greatly increased of late. The steamer "Lomela" which left Halifax last week on her regular voyage could not find room for all the goods sent forward from all parts of the Dominion to make up her cargo. This would indicate that the new foreign market is not the myth some people would try to make it appear.

CAPTAIN MACNEALY, commanding the French naval division of Newfoundland, has communicated to Capt. Smith, R. N. R. of Halifax the existence of a dangerous shoal with only thirteen feet of water on it shown and a half miles from land west of the French Island of Miquelon. This shoal, which was generally known by the name of the Island Shoal, is more dangerous on account of its extremely small size and being so far in the immediate vicinity of soundings of eleven fathoms.

A recent Fargo, N. D., despatch says: A development of affairs among ranchmen is reported as a result of the prairie fires. Between Hart and Cannon Ball rivers and in the valleys the destruction has been almost complete, while about Kildeer mountains and east of there nothing has been left stock to live upon. In almost every instance in the valleys the small farmers have had their crops and feed for the winter. The ranchmen lay there fires to the Indians from the Fort Yates reservation, and propose to take the matter before the proper authorities.

AN Elmsdale correspondent sends us the following:

On Saturday morning, the 11st, the barn and out houses of Mr. Michael O'Brien, Dock Road, Lot 4, were burned to the ground. The fire started about 1 o'clock a. m., and there can be no doubt it was the work of a fire fiend. All Mr. O'Brien's crop was entirely destroyed and being a very extensive farmer his loss is correspondingly heavy. This is the third fire that has taken place in this vicinity during the past summer and it would be well for the peace and safety of the place to try to ferret out the miscreant who perpetrated the deed. The loss is about $1500. No insurance.

THE members of St. Joseph's Society of this city intend holding a bazaar towards the latter part of November, in order to assist in clearing off the debt on St. Joseph's Convent. Judging by the preparations they are making the bazaar will be a first class affair, and may be looked forward to as a most pleasant event. We trust our readers will keep this in mind and make such arrangements as will permit them to attend without fail. Besides assisting a most praiseworthy object, they will be well repaid for their attendance. Any donations towards the bazaar and fancy tables will be gratefully received by the ladies of St. Joseph's Convent.

Married.

At the Sacred Heart church, Alberton, on the 7th inst., by Rev. D. A. Chiasson, P. P., assisted by Rev. Amorose, of Kildare Cent'al, to Mary, youngest daughter of J. J. Arsenault, of Pointe, Newfoundland, Newfoundland and papers please copy.

Died

At Souris, on the 19th inst. Alexander O'Healey, aged 41 years, leaving a widow and family to mourn their loss. Deceased was born at Caledonia, in this province, where he lived formerly known and respected by all who knew him for his kindness and hospitality. Engaging in lum-

MYRTLE STREET. Missing exposés note that choice, new and reliable trees, bulbs of the earth, but honesty in general find it necessary to use Dr. Hoyne's Extract of Wild Strawberry for bowel complaints, dysentery, diarrhoea, etc. It is a sure cure.

An artist of still-life always expects to get his best pieces at local on the line.

THE PROPRIETY SUPPLIES. People make a sad mistake when they neglect the use of such simple and unsophisticated medicines as Dr. Hoyne's Extract of Wild Strawberry for bowel complaints, dysentery, diarrhoea, etc. It is a sure cure.

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K. D. C. Cures Indigestion. K. D. C. Cures Dyspepsia. K. D. C. is Guaranteed.

3
Lines Claim Your Attention.

DRESS GOODS

Our stock, now complete, gives you Choice New Goods of Latest Fashion at very low prices. See our Special Double Width Goods at 27 cents, 38 cents, and 47 cents. In Black Goods of all kinds our Prices and Goods are the very finest obtainable.

BEER BROS.

FUR GOODS.

By this time nearly every one on the Island knows that Fur Goods are one of our specialties and that we carry the largest and finest stock of Astrakan Sacks on the Island. QUALITY is our strong point, and we have prices to suit every one. In Capes, Muffs, Boas, etc, etc., we show a beautiful variety in all new styles.

Men's Coats also receive great attention from us. For Racoon Coats, Astrakan Coats, Bear, Bulgarian and Goat, our stock is unsurpassed.

BEER BROS.

MANTLES.

The last Department we now ask your attention to is our Ulster and Jacket Department. Full of new goods, full of good goods, full of cheap goods, you cannot but be interested in our splendid assortment.

Every department is doing its best to gain your approval and secure your trade, and every Department shows Novelties and bargains not obtainable elsewhere.

BEER BROS.

IMMEDIATE
Relief to children suffering from
WORMS
IS SECURED BY USING
WOODILL'S
WORM
LOZENGES.
Sold by Druggists everywhere.
WM. D. PEARMAN,
Manufacturer,
Halifax, N.S.

Mortgage Sale.

TO be sold by Public Auction in front of the Law Courts Building in Charlottetown, in Queen's County, on Thursday, the Sixth day of November A. D. 1890, at twelve o'clock, noon, under and by virtue of a Power of Sale contained in an indenture of Mortgage bearing date the eighteenth day of September, A. D. 1888, and made between Hugh E. Dwyer, of South Shore, in Lot 65, in Queen's County, and Mary Doyle, his wife, of the one part, and the Credit Foncier Franco-Canadien, of the other part, all that piece or parcel of land situate lying and being on Lot or Township Number Sixty-five, bounded as follows, namely: Commencing at a square post fixed on the bank of Hillsborough Bay at the division line between the estate of the Misses Fanning and a tract of land belonging to Mr. Brecken; thence running on said division line north for the distance of eighty-one chains and fifty links, or until it meets the old French Road, thence along the course of said road south seventy-one degrees, west for the distance of six chains and forty links; thence south to the bank on shore of Hillsborough Bay; thence following the various courses of the bank eastwardly to the place of commencement, containing fifty acres of land, a little more or less.

ALSO, all that other tract, piece or parcel of land situate lying and being on Township Number Sixty-five in Queens County aforesaid, bounded as follows, that is to say: Commencing on the south side of the Hillsborough Bay, at the southwest angle of a tract of fifty acres of land conveyed to Mary Doyle; thence north eighty one chains and fifty links, or until it meets the old French Road, thence along the course of said road south seventy-one degrees, west for the distance of six chains and forty links; thence south to the bank on shore of Hillsborough Bay; thence following the various courses of the bank eastwardly to the place of commencement, containing fifty acres of land, a little more or less.

ALSO, all that other tract, piece or parcel of land situate lying and being on Township Number Sixty-five in Queens County aforesaid, bounded as follows, that is to say: Commencing at a stake fixed in the south side of the South Shore Road, at the southwest angle of land formerly in possession of John Lannan, now James Lannan; thence running north along the same until it meets the old French Road; thence west along the old French Road until it meets one hundred acres of land in the possession of Roderick Hogan; thence running southwardly along the said boundary to the south shore road; thence, and thence eastwardly along the said South Shore Road to the place of commencement, containing eighty-three acres of land, a little more or less. The three above described pieces of land containing in the whole one hundred and eighty-three acres of land, a little more or less.

For further particulars apply at the office of Macaulay & Macdonald, Solicitors for the mortgagees.

Dated this third day of October, A. D. 1890.

CREDIT FONCIER FRANCO-CANADIEN,
Mortgagees

Oct. 8, 1890.—4 sls

Handbills printed at the shortest notice, at the Herald Office.

The Charlottetown Hospital.

UNDER the management of the Sisters of Charity, visited daily by a staff of skilfull physicians, supplied with all the conveniences for the treatment of special cases, private rooms at moderate charges for private patients. For admission, terms, or other particulars apply to the Lady Superior, or to any member of the medical staff.