THE HERALD

WEDNESDAY, SEPTEMBER 10, 1890.

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

THE JAMAICA EXHIBITION.

Adam Brown, M. P., Honorary Commissioner to the Jamaica Exhibition, addressed a meeting of merchants and others, in the Board of Trade rooms Charlottetown, on Tuesday evening of last week. In his opening remarks he expressed the opinion that the time had come when the British colonies should seek closer trade relations with each other. It is well of course to trade with the States and other countries; but special efforts should be made to do business with the sister colonies and the mother land.

The forthcoming Exhibition will afford a grand opportunity for showing what each province of the Dominion can produce, and in this way will serve as a starting point for future extensive trade relations between the West Indies and Canada.

Mr. Brown expressed himself as most highly pleased with what he saw and heard of this Province. He thought from the knowledge he had gained the Island should be called "Canada's Paradise."

Speeches were made by Senator Haythorne, who presided, Hon. D. Ferguson, A. MacNeill, Esq., Mr. John Newson, Hon. D. Davies, Dr. Bagnall and Mr. F. T. Newbery. It is to be hoped arrangements will be made for sending a most creditable exhibition from this Province.

TRADE WITH THE UNITED STATES.

Senator Sherman has introduced, in the United States Senate, the following resolution, as an amendment to the McKinley tariff bill:

"Whenever it shall be certified to the President that the Government of Canada agree by law or regulation to admit free of duty into all its ports coal mined in the United States, he shall make a proclamation of the fact, and thereafter, while such law or regulation is in force coal mined in Canada shall be admitted free of duty in all ports of the United States. Further, when it shall be duly certified to the President that the Government of Canada have declared a desire to enter into such commercial relations as will result in the complete or partial removal of duties upon the trade between Canada and the United States. He shall appoint three commissioners to meet those who may be designated to represent Canada, to consider the best method of extending the trade relations between Canada and the United States."

This resolution is practical and, if carried would be a step in the right direction. It also bears evidence of the fact that at least some portion of the Republican party has become convinced, notwithstanding the effusions of the few disloyal persons, who arrogate to themselves the right to speak for the Canadian people, that there is no desire on the part of the citizens of this Dominion, as a whole, for "Commercial Union," "Unrestricted Reciprocity," or "Annexation." It proves that Senator Sherman and those who support him, are convinced that any negotiations with this country, looking towards enlarged trade relations must be conducted on business principles, without any bias towards political union.

No valid reason can be advanced why the question of restricted reciprocity should not receive a calm and deliberate discussion, by representatives of the two countries; or why an effort should not be made to extend our trade relations, if such can be done on an equitable basis; because the Government of Canada have more than once declared their willingness to assent to a proposition of this kind. The Conservative party has been essentially the party of Reciprocity. By it the Reciprocity Treaty of 1854 was negotiated; by it was ratified the Washington Treaty of 1871, by which a free interchange of fish and fish oils was secured for ten years; and by it a standing offer of Reciprocity was placed on the Statute-book of Canada. On the other hand, it must be remembered that the Republican party has always been opposed to Reciprocity with Canada. By it the Reciprocity Treaty of 1854 (adopted by the Democratic party) was rescinded in 1865; by it the proposals of the Mackenzie Administration, made by the Hon. George Brown, in 1874, were rejected; by it the fisheries clauses of the Washington Treaty were abrogated in 1885; and by it the proposition of the Fisheries Commission in Washington, in 1887-88, that the question of Reciprocity be considered, was refused.

So far as Senator Sherman's resolution is concerned all is well; but its chances for passing the Senate are not by any means, the best. In reference to this whole matter we quote, from an article in the Ottawa Citizen, as follows:

"It must not be forgotten that a great struggle is now going on in the Republican party for the Presidential nomination in 1893, and that the two aspirants for the honor, Blaine and Reed, are by no means agreed as to the best fiscal policy to be pursued by the party. The McKinley bill; the amendment for Reciprocity with the South American States, and the amendment proposing negotiations with a view to extended trade relations with Canada, are all moves in the great Presidential game; and it is not quite certain that some new move may not be made before the tariff question is finally settled. In the next place, it must always be borne in mind that the Canadian and American ideas of Reciprocity are not identical, the American view covering a much larger field than Canadians would be willing to agree to. It must also, be recollected that the trade and commerce of Canada have undergone vast changes since the days of the old Reciprocity Treaty. New manufactures have sprung into existence under the protection of the National Policy; new industries have been fostered; new outlets for commerce have been found; new railway and other routes of transportation have been developed; interprovincial trade has expanded in an almost marvellous degree, and, in short, so many new and important factors have been introduced into the trade relations of Canada, that the negotiation of a Reciprocity Treaty with the United States is by no means the easy matter it was forty odd years ago, nor as it would have been any time up to the adoption of the National Policy and the building of the Canadian Pacific Railway, with the consequent enlargement of transportation facilities. Although it may be difficult, however, it is by no means impossible, that a mutually satisfactory arrangement might be arrived at for a much larger interchange of natural products between the two countries than now takes place; but there is no possibility of "such commercial arrangements with the United States as will result in the *complete* removal of duties"—as stated in the resolution. That would mean Commercial Union now, and Annexation in the near future; and the people of Canada are not prepared for either, however much they may be disposed to consider favorably a proposition for an extension of trade on a basis of Restricted Reciprocity."

EDITORIAL NOTES.

Supt. Wilmot has just returnep to Ottawa from British Columbia. He says that the salmon catch in that Province is quite equal to last year. The cannaries will turn out at least 400,000 cases or about 20,000,000 cans.

The net debt of Canada decreased a million and a half during the last month. Completed returns for the fiscal year ended June 30th show a surplus of four millions, being more than a million better than estimated. The returns of the first two months of the present fiscal year show a surplus of two and a quarter millions.

During the recent session of the Imperial House of Commons there were 290 divisions. Only three members, Mr. Akers-Douglass and Mr. Herbert (Government whips) and Sir R. Temple took part in all. Hon. A. J. F. Egerton. Earl Bective and Mr. Kynsch never voted at all. Mr. Gladstone voted 26 times. Amongst the other voters were the Chancellor of the Exchequer 207, Mr. W. H. Smith and Mr. Matthews 208, Mr. Balfour 200, Mr. Morley, 175, Lord Hartington 70.

Judge Humphrey, in the District Court of East Norfolk, Mass., made a return on the 4th inst., on the inquest held upon the recent Old Colony Railroad disaster at Quincy. He finds that a track jack was the cause of the accident, and that Joseph F. Walsh, section master, was guilty of criminal negligence in allowing the jack to be placed on the track at that time. He is guilty of grosser negligence for not ordering its removal before the train was due at that point. He finds that Michael Hartley placed the jack on the track.

London advices say that a North Canadian and Atlantic Railway and Steamship syndicate has been incorporated with a capital of fifty thousand pounds. The chairman is the Lord Mayor of London. The intention is to form a company with a capital of £4,000,000 to work the Milford route and construct a railway from the extreme eastern part of Labrador, probably St. Charles' Bay, to Quebec, with the great western joining Milford and London. Canadian charters and concessions have already been secured, and surveyors are at work laying out the route.

One of the most remarkable cases in medical practice occured at Eastbourne, Eng., where a lunatic named Thomas Wickens drove four nails into his head with a hammer. Dr. McQueen produced the four nails, which he said he had great difficulty in extracting from the man's head, into which they had penetrated three inches, passing through the brain. To the intense surprise of the medical staff at the hospital to which Wickens was taken, he not only did not die, but recovered rapidly, and entirely regained his reason, declaring that he "felt better in his head." He is now quite sane, and has resumed his business. The case is remarkable; but it will scarcely serve as a precedent for hammering nails into the heads of lunatics as a means of restoring their reason.

A delegation of the Trades and Labor Congress waited on Sir John Macdonald on the 3rd inst. to ask that the right of appeal and certiorari, granted to persons convicted under the Seamen's Act by the amendment of last session, be extended to seamen on inland waters. Sir John promised to bring the matter to the notice of the Minister of Marine. They also asked that the Government defend the striking printers, recently arrested for conspiracy by the Montreal Company. Sir John explained that these arrests were probably made and conviction sought under the old statutes, but if it was found that conviction was sought under the Combines Act, his agent at Montreal would be instructed to watch the case for the printers and carry it to the highest courts, if necessary, to protect workingmen's rights.

The names Macdonald and Smith appear destined to divide somewhat equally the hierarchical honors of Scotland, the Holy Father having deigned to approve the decrees of the Sacred Congregation of Propaganda nominating as Bishop of Aberdeen Very Rev. Hugh Macdonald, provincial of the Redemptorists in England, and brother to Rt. Rev. Angus Macdonald, Bishop of Argyll and the Isles, and appointing Bishop of the long vacant see of Dunkeld, Very Rev. James Smith, D. D., canon of the Cathedral Chapter of Edinburgh and Professor at Blairs College, near Aberdeen, a former alumnus of the Scots College, Rome. He ranks high as a theologian and scholar. It is noted as a rather curious coincidence that the Bishop-elect of Aberdeen succeeded in the post of provincial of his Order in England another fellow Redemptorist, Rt. Rev. Dr. Coffin, who died Bishop of Southwark.—*Exchange.*

The outcry made by English and other manufacturers over the clauses in the McKinley bill brings an answer to the question so often asked in Canada: Who pays the duty? from the Chicago Inter-ocean: "If—will our free trade friends please answer this question?—the tariff is a tax which the consumer pays in the form of increased price of the dutiable goods, why are the Sheffield cutlers, the Welsh tinplate makers, the Parisian modistes, the German plush manufacturers, the American importers, howling in pain, as they contemplate the provisions of the McKinley bill? The truth is that the importer knows that American made goods will supplant foreign made goods if proper protection be given. The people have nothing to dread, because the American manufacturers would employ ten hands where the importer employs one." Let the Grit party of Canada, who now claim that our farmers pay duty both ways, answer the question: "Why should Sheffield protest if the tariff is a tax which the consumer pays?"

At the recent Millers' Convention held at Edinburgh, it was shown that the estimated wheat harvest of Europe for the present year amounted to 155,700,000 quarters, while the quantity required for European consumption is estimated at 175,000,000 quarters. This leaves 19,300,000 quarters to be supplied from America, Australia, India and Africa. Apart from this an estimate was given of the deficiency in the three kingdoms, which amounted to nineteen million quarters additional. This also will have to be supplied from foreign sources. It was observed that the increase in the price of silver would have the tendency of checking the export of wheat from India, because the profit in the trade was obtained by buying with silver and selling for gold. This with a considerable expected decrease in wheat exports from South America will, it was thought, help to keep up prices. From these reports it would appear that Canadian farmers will reap the full benefit of their harvest. It is also worthy of note that the United States harvest is considerably below the average.—*Montreal Star.*

Private cable advices received by the Canadian Pacific Railway Company announce that "The Empress of India," the first of the three new steamers being built for their Pacific mail service, was successfully launched on Saturday, the 30th ult., at the yards of the naval construction and Armaments Company at Barrow in-Furness. The steamer will be furnished up immediately and will sail about the first of November, under command of Captain Marshall, formerly of the Peninsula and Oriental Line. The C. P. R. steamers will all be completed on time, and their regular service on the Pacific commenced without delay. In connection with this Pacific Service it may be mentioned that the Seattle Press states that the negotiations between the Pacific Mail Steamship Company and the Canadian Pacific Steamship Company with reference to the steamers of the latter touching at San Francisco, has been settled, practically, on the terms demanded by the Canadian Company. The Press says:

"Portland has been the scene of important negotiations between representatives of the two companies, the California people being represented by General Traffic Manager George H. Rice; the Canadian Pacific by D. E. Brown, general freight and passenger agent at Vancouver and Robert Kerr, general freight and passenger agent at Winnipeg. Several conferences were held, and the people departed without enlightening the public as to their terms of agreement. It is undoubtedly true that the Pacific Mail people have agreed to pay the Canadian Pacific the amount demanded, $240,000 a year, as a bonus for keeping out of San Francisco.

S. J. Dixon walked across Niagara gorge Sunday afternoon. At 3.30 he began his perilous walk and landed at the American side 3.42½. On his way across he stood on one leg at quarter and three-quarter distance over and laid on his back in the centre of the cable. Several thousand spectators witnessed the feat.

An editor works 365¼ days per year to get out fifty-two issues of a paper; that's labor. Once in a while somebody pays him a year's subscription; that's capital. And once in a while some dead beat takes the paper for a year or two and vanishes without paying for it; that's anarchy. But later on justice will overtake the last named creature.—*Exchange.*

The Ottawa Free Press says: When Prince George landed at Quebec on Tuesday, the usual royal salute from the guns on the citadel was dispensed with, through fear of causing another rock-slide. From this it appears that in the event of Quebec being attacked by a foreign foe the city would be in greater danger of destruction from the guns in its own citadel than from those of the enemy.

AS OTHERS SEE US.

The members of the Maritime Press Association, from Nova Scotia and New Brunswick, who recently visited this Province, were most favorably impressed with what they saw. From the reports which they published we make the following extracts.

Halifax Herald.

One of the surest means of developing love of country and building up a national sentiment is to become thoroughly familiar with one's country. What Canadians need more than anything else to this end, is to know Canada, its history, resources, and natural beauties. The great majority of our people know far more about the history and scenery of foreign lands than they do of that of their own; while no country under the sun can boast of such varied resources and of such magnificent natural beauties, sea shore and inland, lake and river, mountain and vale, as our own land of 'illimitable possibilities.' One of the chief objects of the maritime press association is to thoroughly familiarize the members with every section of the maritime provinces, its people, their views and needs. It is astonishing how little is known of the country by the men who ought to know it thoroughly; how little New Brunswickers know of Nova Scotia, and vice versa; while even less is known about Prince Edward Island. The writer met a man recently who for years had represented one of the largest and wealthiest maritime counties in the Dominion parliament, but who had

NEVER BEEN IN HALIFAX.

Yet he has lived fifty years within a hundred and fifty miles of the chief maritime city and frequently voted on matters of greatest importance to it. And this is by no means a solitary instance. Many similar cases could be given of men holding important public positions who are innocent of personal knowledge of the chief cities and other important sections of their own provinces; while the great mass of people are still more innocent of any such information. The maritime press association has only been in existence three years, and in addition to accomplishing a great deal for the general improvement of the press and for the cultivation of more friendly personal relations, they have visited Moncton and Chatham, crossed New Brunswick over the western and northwestern road, visited the beautiful city of Fredericton, sailed down the majestic St. John river, and enjoyed the sights of St. John city. Last year Cape Breton was visited and descriptions of its vast agricultural and mineral resources and its unsurpassed scenery published. This year the association visited Prince Edward Island, that gem of the gulf, and returned by the recently opened Cape Traverse and Cape Tormentine route and the line of the Chignecto ship railway. The party comprised some fifty members, as jolly a crowd as ever travelled together, and were afforded marked courtesy and every facility of transportation by the Intercolonial, Prince Edward Island and Cape Tormentine railways and P.E.I. steam navigation company; and were handsomely treated by the press and people of the Island.

Charlottetown has many fine buildings. In the centre of the city is a large square, in which are located the market building, the post office and custom house, the provincial building and the court house. The last three are substantial stone or brick edifices. The surrounding grounds have been laid out (by the deputy provincial secretary) into handsome flower beds—a public garden on a small scale. This is a charming little spot, is the pride of Charlottetonians, and its lovely walks are crowded with citizens and visitors up to a late hour at night. Music is discoursed by the band two or three evenings a week, and thus the people have free open air promenade concerts. The provincial building is out of repair and requires a considerable expenditure of money; the post office and customs building, recently erected, is a fine looking edifice from the outside, but a visit to the inside shows it to have been poorly constructed. It has settled considerably, the plaster on the walls and ceilings is badly cracked and in a few years it will present a more delapidated appearance than some buildings that have been up a quarter of a century. From the cupola of the provincial building the visitors were afforded a magnificent view of the city and surrounding country, the Straits of Northumberland and the Nova Scotia and Cape Breton coasts. The chief feature of the day in Charlottetown was the visit to the market. Market days are held twice a week—Tuesdays and Fridays. It appears that the people buy nearly all their supplies of meat, vegetables and dairy produce on those two days. The best farmers for twenty miles around come to town on those days with the products of their farms; and the market is patronized by the best people of Charlottetown. The contrast found between the supplies and the people found in the Halifax and Charlottetown markets is not uninteresting. One is struck by the scrupulous cleanliness observed in handling meats and all other edibles. The butter is put up in rolls or pats in white cloths, and covered with large leaves. The produce found in the Charlottetown market is put up in a more attractive manner and sold by

WELL DRESSED FARMERS WIVES AND DAUGHTERS,

much cheaper than Halifax prices. Here are the prices which ruled last week: Beef from 6 to 12 cents per lb., which we in Halifax pay 10 to 18c for; mutton 6 to 8c; lamb 10 to 12c; pork 7 to 10c; chickens 35 to 45c; ducks 40 to 50c; eggs 10 to 12c per doz; butter in rolls or tubs 14 to 16c; cheese 14c, hay 40 cents per 100 lbs; turnips 17 to 23c per bushel; potatoes 45 to 50 cents do. There are many fine churches, public buildings and private dwellings in Charlottetown. The reading room of the Y. M. C. A. is better equipped than that of Halifax, and women are not excluded from its benefits there as here. The palace of Bishop McIntyre, built of Nova Scotia freestone at a cost it is said of $50,000, is the finest glebe this side of Montreal. There is a taste, neatness and beauty about the architecture and surroundings of many of the private dwellings which is not generally known to Nova Scotia outside of Amherst, Truro and Yarmouth. It would not be a bad idea for some of our city architects to visit these enterprising towns and get some modern ideas of architecture. The water supply of the town is unique. Two years ago the population of 12,000 depended upon pumps or wells located in the public streets. But these were not sufficient to supply the people, and water was trucked around the city and sold for a cent a bucketful. It cost some families $50 a year for water. Recently a never failing supply was discovered in a small valley two and a half miles from the city. This water is obtained through an artesian well, and forced by pumps to a reservoir on high land a mile and a quarter distant, whence it supplies the city by gravitation. Water is supplied to householders at a cost of about $8 a year.

One of the chief features of interest to most visitors is the grounds and buildings of the provincial exhibition and driving park association. A couple of years ago this association of lovers of horseflesh, purchased eighty acres of land within a short distance of the centre of the city, on the bank of the Hillsborough river, and commanding a fine view of the city, harbor and surrounding country. The sum of $9,000 was paid for this land and shortly afterwards half of it was sold for $6,000, so that the association secured 40 acres of land adjoining the city for $3,000. The stock of the association is $25,000 in $100 shares and no person can hold more than two shares. The stock is held by farmers and horsebreeders all over the Island. These men appreciate the benefits of the institution and freely took up the stock. Some $30,000 was expended as follows:

Exhibition building	$5,000
Grand stand	4,000
Grading the track	4,500
Cattle and horse sheds	4,500
Fencing	1,500
Land	3,000

and the balance in sundries. The exhibition building is a very attractive looking and well built edifice 200 feet long by 87 wide. The grand stand is beautifully located by the side of the driving park, and is capable of comfortably seating about 2,500 persons. From it an excellent view may be had of the horses in their contests of speed in trotting or running, and of the grand parade of all the prize animals. The ground floor under the grand stand is conveniently fitted with dining and lunch rooms. The half mile track for showing or testing the speed of horses is conceded by all who have seen it and are capable of judging, to be unequalled in the Dominion and to be equal to any this side of Cleveland, Ohio, being graded on the plan introduced by Falsig in that city. There are stalls for 250 horses. The doors are made in two sections; the upper half may be open all the time and horses viewed by visitors whether the attendants are present or not. The sheds for cattle, sheep and swine are convenient, spacious and arranged so that no animal will be in the least exposed to the inclemency of the weather. The poultry house is constructed so that the fowls will be subject to no inconvenience in receiving food and water, and their admirers will have every opportunity for seeing them which good space and light can afford—something which is ahead of the famous Toronto exhibition buildings. Flooring has been put down in the avenues through the centre of the sheds in which animals are exhibited, so that visitors are protected from dampness in case of rain. The owners of this driving park are also the exhibition association. They hold the provincial exhibition annually and the government contributes $2,000 to the prize list on condition that the association adds $1,000 for prizes for exhibits, in addition to any prizes for trotting competitions for the coming exhibition $4,000 in prizes are offered. It promises to be the most successful yet held on the Island.

St. John Sun.

The man who visits Prince Edward Island expecting to see a land as level as a billiard table, and entirely free from stone, will be disappointed. He will see a charming picture of a cultivated and well-wooded province, with villages and fertile farms dotted along the coast and by the sides of the bays and rivers. Although generally level, the land is in many parts beautifully undulating, rising here and there to an elevation never exceeding 550 feet above the sea. Professor Sheldon, who visited the Island in 1880, writes: In some respects this is one of the most beautiful provinces in the Dominion, and it has probably the largest proportion of cultivable land. The soil generally is a red, sandy loam, of one character throughout, but differing in quality. On the whole the grass land of the Island and the character of the sward, consisting as it does of indigenous clovers and a variety of finer grasses, reminds me strongly of some portions of old England. The people, too, are more English in appearance than those of any other of the provinces, except New Brunswick.

A. W. Brennan, of Parkside farm, Summerside, a noted horse-breeder and a Kentuckian by birth, says the Island is the best spot on earth for horse-raising, and far superior to the famous "blue-grass" region. Blue grass, according to Mr. B., is the only grass that will stand the great heat and dryness of the Kentucky summer, while in P. E. Island the clover and grasses are of the most nourishing nature. There are no flies on the Island, (no slang implied) to bother the horses, which can feed in day time and sleep at night, as nature intended, whereas in the blue grass region fly-fighting consumes most of the day and food-getting the greater part of the night during the torrid season.

A pamphlet published by authority of the provincial government for distribution abroad, replete with information regarding Prince Edward's climate, soil, resources, suitability for summer visitors, tourists, etc., states among other things that the Island is covered with a soil that is easy to cultivate, sound and healthy, capable of giving excellent crops of roots, grain and grass, an honest soil that will not fail to respond to the skill of the husbandman. Of wheat the yield runs from 18 to 30 bushels to the acre, and of oats from 25 to 70 bushels. Potatoes not uncommonly foot up to 250 bushels to the acre. The following table gives a fair idea of the yield per acre:

	Wheat per bushel.	Bushels.
Wheat	60 lbs	18 to 30
Oats	34 lbs	40 to 60
Barley	48 lbs	30 to 45
Potatoes	60 lbs	150 to 300
Turnips	60 lbs	400 to 1,000

In shape the Island takes the form of an irregular crescent, concave towards the north, measuring in length 150 miles, and, being deeply indented at many points by large bays and inlets, it varies in width from four to 30 miles. Its area is 2,133 square miles, equal to about 1,365,000 acres (New Brunswick's area is 27,124 square miles, or about that of Scotland, exclusive of the islands), and its population, according to the census of 1881, was 108,891, of whom 47,115 were Roman Catholics, 33,835 Presbyterians, 13,485 Methodists, 7,192 Church of England, and 6,236 Baptists. Rated by nationalities, there were 48,933 Scotch, 25,415 Irish, 21,404 English, 10,751 French, and 281 Indians. There are about 300 post offices, or one for every 400 inhabitants.

There is an indian tradition that when the great Manitou created the world he finished his work in the maritime provinces. The stones left in his apron after the rest of the globe had been covered he dumped where Nova Scotia now stands, while he shook out the dust that remained where Prince Edward Island to-day blossoms and thrives. All outside reports to the contrary, however, there are a few deposits of stone here and there on the Island, but rare indeed is the occasion where the plow turns them up in the field, or they are to be seen by the roadside. The Island school boy may be as expert in robbing birds' nests as the school boy on the mainland, but he is not exposed to the temptation of throwing stones at the birds themselves. This is the paradise of the English sparrow. Three years ago seven members of this pugnacious family arrived in Summerside. Their pugilistic reputation had preceded them, but the seven behaved themselves so well that the public hailed them as most desirable immigrants.

But to return to stone. A few days ago the Sun man visited a red sand-stone quarry on the outskirts of Charlottetown and was also shown the parsonage attached to the episcopal church there, built of stone from this very quarry. The color of the stone is pleasing to the eye and the stone itself has the merit of hardening by exposure. At Summerside stones gathered on the beach are used in street making, but only in about that proportion to the surrounding red clay that raisins bear to the great mass of duff, which in consequence of their presence is dignified at sea with the title of plum pudding.

The island railway has for some years been sadly maligned by commercial travellers and others who make it the subject of their feeble wit and delight to tell about its alleged curves, so sharp that the engine driver can shake hands with the brakeman on the rear car, and how, when a passenger misses the train at one station, he can walk across lots and catch it at the next stopping place. As a matter of fact the road being of "narrow guage" pattern, can be operated with sharper curves than a standard width line, hence comparisons with broad guage roads are absolutely unfair. The railway traverses the island from Tignish, the western terminus, to Souris, the eastern, with branches to Charlottetown, Georgetown and Cape Traverse, a total distance of 210 miles, is well equipped with rolling stock, and has as comfortable first-class passenger coaches as any traveller could ask for. Superintendent Unsworth, who is a practical railroad man and an inventor of no mean ability, has done much to improve the line and its equipment since he has been placed in control. The road employs 21 engines, of which 19 are in use at the present. A visit to the shops and offices at Charlottetown found everything in apple pie order. Motive power is supplied by a locomotive fitted up as a stationary engine. Many years ago it ran on the European and North American railway between St. John and Shediac. Water from the Charlottetown station has been introduced, and perfect protection against fire exists in all the departments. Wooden bridges are being superseded by iron structures all over the line, the iron work being done in the shops. Four or five have already been constructed and the balance will be completed as fast as possible. There is one serious blot on the otherwise creditable character of the service given by the road and that is the location and condition of the station at Summerside. By erecting a new station a short distance from the head of the wharf, the danger to life of people who use the streets in that section of the town would be minimized, and at the same time a foul and pestilence-breeding spot could be done away with. The present station was built on a foundation largely filled in with brush and it has been found impossible to remove the filth as it accumulates year by year, consequently the air in the ladies' waiting room is such as to disgust or sicken all who enter it. The matter is being pressed on the attention of the railway authorities at Ottawa and Mayor Hunt laid the case before Sir John on his recent visit to Summerside. Hopes are now entertained that a move in the right direction will come quickly.

Mr. Unsworth is preparing a model of his patent electric semaphore for the St. John exhibition. By means of this invention a perfect block system is established whenever required at a moment's notice. A broken down train for instance can at once close the track, front and rear, against all traffic without resorting to the present mode of sending out signal men. The system, which works, the inventor claims, as well in winter as in summer, can be operated from any point along the line. It has been favorably commented on by all railway men who have examined its workings.

THE SEPTEMBER CENTURY.

California topics occupy considerable space in the September Century. The paper by John Muir on "The Treasures of the Yosemite Valley," in the August number, is followed by another on "Features of the Proposed Yosemite National Park," which is illustrated by William Keith and Charles D. Robinson, the California artists, and by Fraser, Moran and Davies, the sketches being made in several instances from sketches by Mr. Muir himself. The writer describes the wonderful scenery in the neighborhood of Yosemite—the Lyell Glacier, the Cathedral Peak region, the Tuolumne Meadows and Canon, and the Hetch-Hetchy Valley, all of which are included in the limits of the proposed park as defined by General Vandever's bill in the present Congress. In conclusion, Mr. Muir records his protest against the injuries done to the Yosemite Valley under the control of the present and preceding Commissions. In "Topics of the Time," is an editorial in the same strain on "Amateur Management of Yosemite Scenery." The number also contains, apropos of the celebration on the 8th of September of the fortieth anniversary of the admission of the State, a paper by George Hamlin Fitch, entitled "How California came into the Union," illustrated by a large portrait of General Fremont from a daguerreotype of 1850, and by others of Commodores Sloat and Stockton, Governor Burnett, Senator Gwin and J. Ross Browne, together with pictures of Colton Hall, Monterey—the scene of the Constitutional Convention—and the famous Bear Flag, hoisted at Sonoma in '46. This paper is a forerunner of the series on the Gold Hunters, and in the present number the Century begins a temporary department of "California," similar to the "Memoranda on the Civil War," and to be devoted to short articles on topics of special interest relating to the '49ers. This month these articles are "Light on the Seizure of California," by Professor Royce of Harvard, "The California Boundary Question," by Francis J. Lippitt, Esq., and "The Date of the Discovery of the Yosemite," by Dr. Bunnell, of the Party of Discovery.

A few days ago Mr. H. McD. Henry purchased a pair of carriage horses in Montreal for Lieut-Governor Daly, paying $600 for them. On Saturday word was received here that the animals had been suffocated while en route to this city, by burning straw in a car on the G T R, between Richmond, P Q, and Arthabaska.—*Hx. Chronicle.*

The only radical cure for rheumatism is to eliminate from the blood the acid that causes the disease. This is thoroughly effected by the persevering use of Ayer's Sarsaparilla. Persist until cured. The process may be slow, but the result is sure.

A fact that all men with gray and many shaded whiskers should know, that Buckingham's Dye always colors an even brown or black at will.

K. D. C. Cures Indigestion.

FOR YOUR MOULTING HENS.

The time when hens shed their feathers is again at hand. It is a very exhausting process. Are you preparing to help them through this trying period? Eggs have not been so high for years at this season as now; they will be still higher. Hens rarely ever lay while moulting, then help them to get their new plumage quickly.

Many people get only five to six dozen eggs in a year from a hen and lose money when they ought to get three times that many and make money rapidly. How? There are about 600 eggs in the ovaries of a hen; get all you can of them in two years and keep the hen no longer. You thus save two or three years feed of the hen which is no small item if you buy all the food. When a hen is in "condition" says a high poultry authority "she will lay plenty of eggs." Therefore help her through the moulting season, that she may be in condition to lay early, as everything is pointing to higher prices for eggs this fall and winter than ever before. The elements needed by a hen at moulting, in addition to good food is contained in Sheridan's Condition Powder to a very high degree. Thousands of people have proven it to be worth its weight in gold, when hens are moulting. It keeps them in health, helps form the new plumage, and gets them in condition to lay early. A hen will not lay while moulting. But if you give them during the moulting Sheridan's Condition Powder daily in extra doses they will get to laying much sooner and lay all winter; larger, better, and more vigorous eggs for hatching, than pullets. But don't keep them a third year; get all the eggs in two. *Remember Sheridan's Powder is not an egg food; you can raise or make food as cheaply as anyone.* To any person interested, I. S. Johnson & Co., Boston, Mass., on receipt of address and stamp for reply will send a recipe for making a good egg-food. Any person buying and using Sheridan's Condition Powders now, will get their hens in good laying condition and stand a good chance to win one of the large gold premiums to be offered later by the same firm; who are the only makers of Sheridan's Condition Powder. For 50 cents they will send two 25 cent packs, five packs for $1.00; or for $1.20 one large 2¼ pound can of Powder, postpaid; six cans for $5.00 express prepaid. A copy of the best poultry magazine published, sent free; The paper one year and a large can of Powder for $1.50.

Telegraphic News.

Augusta, Sept. 8.—In the Maine state elections held to-day, Burleigh is re-elected governor by over fifteen thousand majority. For Congress, Reid is re-elected by over four thousand five hundred majority.

London, Sept. 8.—The dock laborers, coal porters, sailors and firemen at Southampton have struck against the employment of non-union men. The strikers have placed pickets at the railway stations who menace the non-unionists going from this city to take their places.

Toronto, Sept 8.—The Empire of to-day says: The essential difference of the Sherman proposal to the others respecting the trade of Canada which have been brought before Congress, is that it does not bind us before hand to an unrestricted reciprocity, which it is out of the question for us to adopt, but asks for a negotiation, leaving it an open question as to what measure of reciprocal trade would be mutually advantageous. If such a resolution passes, we may be sure the Dominion government will meet Congress halfway, for while it has resisted, as all patriotic Canadians have, the scheme which Mr. Wiman advocates, it has always manifested a disposition to facilitate reciprocal trade in so far as it may safely and honorably be done.

Ottawa, Sept. 8.—The judgment given by the court of chancery at Toronto, which decided that the commutation of sentence imposed by local acts is vested in the lieutenant-governors, involves a decision which has been much argued in reference to the prerogative of the lieutenant-governors and the precedence dependent upon it. The decision that he holds the power of pardon is virtually a decision that he is the direct representative of the sovereign and as such holds precedence over even princes of the kingdom.

The British Columbia labor delegates interviewed the premier to-day, asking for the exclusion of the Chinese, or at least the prohibition of Chinese labor in mines. The premier expressed doubt that parliament had the power under existing treaties to exclude them, and said that if the United States persists in the policy of exclusion it would be Canada's opportunity to monopolize the Chinese trade, which is illimitable. He could see no reason why the Chinese should be excluded from mining if permitted to engage in other pursuits.

Ottawa, Sept. 8.—Mr. Heaton, a member of the British house of commons, arrived here to-day to ask for the co-operation of the Dominion government in the establishing of a penny postage system between England and America, and ultimately between all English speaking countries. Mr. Wheaton recently interviewed Mr. Wannamaker, the postmaster-general of the United States, with the result that he hopes shortly to see a three-cent postage rate established between England and the United States. The object of his visit to Ottawa is to discover what attitude the Canadian ministers will take towards the project and to lay before them the advisability of negotiating with the Washington government a uniform trans-Atlantic rate. Mr. Heaton proposes that the two cents paid in postage on this side is to be regarded as equivalent to the English penny, but as a beginning expects that a three-cent system will be adopted.

Markets.

BOSTON PRICES, SEPT. 6.

Eggs.—Receipts have been moderate and there has been a steady fair demand for choice stock with a further slight improvement in prices. Nova Scotia, New Brunswick and P. E. Island firm at 20c and some of the best marks bring 21c. Eastern extras 22c. Eastern firsts 19c to 21c. Nova Scotia and New Brunswick firsts 20c. P. E. Island firsts 20c. Canadian firsts 20c.

Fish.—There is very little change in the condition of the fish market. Supplies are generally light and prices for most kinds firm. Codfish still keep well sold up. Barrel herring firm. Mackerel scarce and bringing high prices. Cod, dry shores, large, $5.50 to $6. Cod, dry shores, medium, $5. Hake $2.25. Haddock $2.50. Pollock, salt, $2.25. Herring, pickled, Nova Scotia, large split, $4.50 to $5. Herring, pickled, bay shore gibbed, $3.50. New Brunswick and Nova Scotia Eels per pound 6c to 8c. Mackerel number 1, $23. Mackerel number 2, $20. Mackerel number 3, large rim, new, $18. Mackerel number 3, plain, $17.

CH'TOWN PRICES, AUGUST 26.

Beef (quarter) per lb	$0.07 to	$0.00
Beef (small) per lb	0.06 to	0.12
Mutton, per lb	0.08 to	0.10
Pork (small)	0.07 to	0.09
Ham, per lb	0.14 to	0.15
Fowls, per pair	0.30 to	0.45
Butter (fresh)	0.14 to	0.16
Butter (tub)	0.14 to	0.15
Oats (black) per bushel	0.45 to	0.50
Eggs, per doz.	0.11 to	0.12
Potatoes, per bushel	0.45 to	0.50
Ducks, per pair	0.40 to	0.50
Mutton, carcass	0.07½ to	0.08
Lard	0.06 to	0.07
Flour, per cwt	2.40 to	2.50
Oatmeal (black oats) per cwt	3.00 to	3.50
Oatmeal (white oats) per cwt	2.50 to	2.75
Hides	0.00 to	0.3½
Calf skins (trimmed)	0.05 to	0.08
Sheep pelts	0.60 to	0.70
Lamb skins	0.55 to	0.60
Cabbage, per head	0.02 to	0.03
Hay, per 100 lbs	0.40 to	0.45
Straw, per load	1.50 to	2.00
Geese	0.50 to	0.80
Turnips, per bushel	0.00 to	0.00
Carrots, per doz	0.06 to	0.00
Parsnips, per doz	0.00 to	0.00
Beets, per doz	0.20 to	0.00
Turkeys	.75 to	1.10
Wild Geese	0.00 to	0.00

First Arrivals!

1st.

A genuine bonanza in Ladies Wool Wraps and Scarfs at half price. Call at once and secure a Bargain.

2nd.

A case of New Silk Sealette—now so much worn for Ladies Jackets and Wraps.

3rd.

A case of Black Merinoes—beyond doubt the finest goods for the money ever placed on our counters. We want you to examine these goods whether you buy or not.

4th.

New Colored Dress Goods—Latest Styles and Splendid value.

BEER BROS.

WHAT WE EXPECT.

1st.

In a few days we expect a magnificent stock of New Ulsters, Jackets, Wraps, and Cloths.

2nd.

A large lot of New Carpets—Late Designs and Low Prices.

3rd.

Everything that goes to make up a Fashionable Stock of High Class English and Canadian goods at

Very Lowest Prices.

BEER BROS.

GRATEFUL—COMFORTING.

EPP'S COCOA

BREAKFAST.

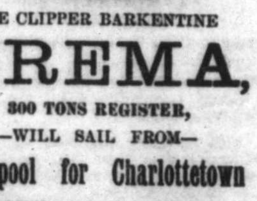
"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavored beverage which may save us many doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame."—"*Civil Service Gazette.*"

Made simply with boiling water or milk. Sold only in Packets, by Grocers labelled thus:

JAMES EPPS & Co., Homeopathic Chemists, London, England.

Sept. 10, 1890.—9m

Fall Trip from Liverpool!



THE CLIPPER BARKENTINE

EREMA,

300 TONS REGISTER,

—WILL SAIL FROM—

Liverpool for Charlottetown

ABOUT 25th September,

and will carry freight at through rates to the different railway points on the Island.

For Freight apply in London to John Pitcairn & Sons, 7 Union Court, Old Broad Street; in Liverpool, to William Bullen, 51 South John Street, or here to the owners,

PEAKE BROS. & CO.

Ch'town, Aug. 27, 1890.—4i

Notes of hand forms in good style printed at the Herald Office.

CH'TOWN DRIVING PARK

—AND—

Provincial Exhibition Association.

THE PREMIUM LIST for the Exhibition to be held on the Grounds of the above Association, on the 30th September and October 1st, 2nd and 3rd nrxt, has been amended as follows:

Class 3 to be changed by inserting Sections 1½ and 3½.

Section 1½ to be: "Stallion 3 years old and under 4 years old, imported, 1st prize $12 00; 2nd, $8.00; 3rd, $5.00."

Section 3½ to be: "Stallion 3 years old and under four years old, Island bred, 1st prize, $10.00; 2nd, $8.00; 3rd, $5.00."

N. B.—Exhibitors please cut out.

A. B. WARBURTON, Secretary.

Sept. 3, 1890.—4i

IMPERIAL CREAM TARTAR BAKING POWDER

PUREST, STRONGEST, BEST, CONTAINS NO ALUM, AMMONIA, LIME, PHOSPHATES, or any injurious materials.

E. W. GILLETT, TORONTO, ONT. CHICAGO, ILL.

Man'f'r of the CELEBRATED ROYAL YEAST CAKES.