THE HERALD

WEDNESDAY, JULY 3, 1889.

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.

DEATH OF THE REV. PIUS MCPHEE.

IT is our sad duty to-day to record the death of Rev. Pius McPhee, which took place suddenly at Tracadie, last night the 2nd inst. He came to Charlottetown from Rollo Bay on Monday morning last, and on the same afternoon went as far as Tracadie to spend a few days with Father McIntyre, before returning east. He was in as apparent good health as he had been of late; but about midnight last night word was brought to the Episcopal Palace here that he had died suddenly about ten o'clock. He complained of feeling very sick, lay down on his bed and in a short time afterwards expired.

The Rev. Pius McPhee, son of Angus McPhee and Mary McInnis, both natives of Uist, in the Western Highlands of Scotland, was born at St. Andrew's, in this Island, on the first of May 1820. He was baptized by Bishop McEachern, from whom he also received his first Communion in 1832. From 1832 to 1837 he prosecuted his studies in St. Andrew's College, which had been founded by Bishop McEachern in 1830. In 1839 he went to the Seminary at St. Hyacinthe, in the Province of Quebec, where he pursued his ecclesiastical studies. He returned to the Island in 1844, and on the 20th of August of that year, was ordained priest by Bishop McDonald, in St. Augustine's Church, Rustico.

In the following year he was appointed pastor of the district comprising St. Columba's, East Point; St. Margaret's, Bear River, and St. Mary's, Souris. In 1853 Father McPhee was transferred to the pastorate of St. Andrew's, St. Peter's and St. Bonaventure's, Tracadie. For some years past, on account of ill health, he had not been engaged in the active duties of the ministry.

During his pastorate of the eastern section of the Island, he built the churches of St. Columba, East Point; St. Mary's, Souris, and commenced that of St. Margaret's, Bear River. He was a warm-hearted, generous priest, and during his missionary career endured many hardships from cold and exposure which told severely on his physical constitution, and caused him intense suffering from rheumatism in his latter years. His numerous friends among the clergy and laity will be exceedingly sorry to learn of his demise. His funeral takes place to-morrow. May his soul rest in peace.

CANADA'S NATAL DAY.

ON Monday last, the 1st inst., was celebrated the twenty-second anniversary of the confederation of the British North American Provinces. This anniversary finds the country in a healthy and prosperous condition. Taking them as a whole, our industries are in a progressive state, and our people are full of hope and confidence in the future of the Dominion. Nor is there the slightest reason to doubt the realization of those bright hopes for the future of Canada. We possess the best half of the North American continent; our people are the descendants of the most vigorous races of Europe, and our country affords all the conditions, climatic and otherwise, for the production of a hardy race. Indeed, we have within ourselves all the perequisites of national greatness.

Besides the conditions already premised, something else is necessary to advance our young country to the position of national prosperity which she is capable of attaining; and that something is that her sons be faithful to the trust reposed in them, that they carefully guard the rich heritage to which they have succeeded. A retrospect of the last twenty-two years plainly shows the giant strides that have been made in that time. Then the different Provinces were comparatively unknown to each other, were widely separated and had no bond of union. Now all are connected by railways, time and distance are, as it were, annihilated, and all are members of one great whole—the Dominion of Canada. We said all were united by railways; well, not quite all, one link, between this Province and the mainland, yet remains to be completed, yet this we hope to see accomplished in the near future.

To the men who watched by the cradle of confederation; who laid deep and solid the foundations of our future great national superstructure, and many of whom are still guarding the destinies and shaping the policy of the country, the present and future generations are and shall be under a debt of gratitude. Sir John McDonald and his co-laborers in the work of confederation and their subsequent career in perfecting that scheme and developing the resources of the Dominion, have earned for themselves a high place among the world's statesmen.

It would be unnatural to expect that, while the country was generally prosperous and progressive under the guidance of these wise statesmen, there should not be, from time to time, some little friction among the different elements which compose the population of the Dominion. Now and then a handful of men loudly declare they would prefer that the bonds of Confederation should be smashed rather than that they should not be permitted to ride their favorite hobby. But, as in the past, so at present we may have every confidence in the wisdom and prudence of those placed at the helm of state. They, we may be sure, will now, as on former occasions, steer the ship of state clear of the shoals upon which some of her enemies would wish to see her stranded.

Appreciating what has been done for us in the past, let us stand shoulder to shoulder in guarding our present inheritance, and let us be prepared to do our part in shaping the future of our country. Our future largely depends on ourselves; have we the proper dispositions?

FULL returns show the amount of duties collected at the port of Montreal during the fiscal year just ended to be $9,264,819, being an increase of $715,573 over last year, and nearly four hundred thousand dollars ahead of the best year Montreal has ever known.

EDITORIAL NOTES.

THE customs receipts of Halifax for the fiscal year show an increase over last year of $149,169.

THE sum of $21,557 has already been received for the St. Sauveur, Quebec, relief fund and 200 new buildings are already in course of erection.

IT is stated that nearly 80,000 acres of land in the neighborhood of Commissioners lake, Quebec, on the line of the Lake St. John railway, has been purchased from the Government by a number of French Canadians from the United States, who went on the recent repatriation trip to Lake St. John.

THE Dominion Post-office Department has concluded a convention with the Department of Communications of the Empire of Japan for the exchange of money orders between the Dominion and Japan, taking effect on October 1, next. The maximum amount of orders is to be $50, the commission to be the same as for all other foreign money orders. The amounts of the orders will be expressed in Canadian currency in both directions, but on account of the frequent fluctuations in the rate of exchange between the two countries, it has been agreed that all amounts shall be converted into their equivalents by Japanese officials. Tokio, Japan, and Victoria, B. C., will be the exchange offices for the respective countries.

THE Behring sea question in its various phases gives much trouble to the United States press. The Washington *Star*, commenting on the rumor that Britain would propose that the question be submitted to a conference of maritime powers, thinks that such powers would naturally be in favor of deciding Behring sea to be an open sea. Says the sapient Washingtonian: "If this country ever submits the Behring sea question to arbitration the arbitrators will be selected from nations which are inland and shipless and do not covet the Alaskan seals. Other nations, if suggested as arbitrators, will naturally be challenged on the score of interest." There are very few nations in the world that will not oppose a selfish preemption of the high seas.—*Empire.*

SINCE the completion of the Canadian Pacific Railway nothing has stirred up in the United States people more alarmed attention to the importance of the Dominion of Canada than the subsidies to fast steamship lines voted by Parliament last session. The question of aiding foreign trade by similar subsidies has been much discussed in the leading American papers since, and has met with approval from those supporting the present Administration. The New York *Tribune* having heard that the Government of New South Wales will renew its present contracts for a year pending a final decision of the intention to transfer the mails to a Canadian line, calls upon the Washington authorities to make such liberal arrangements with the lines plying between San Francisco and Australia that the business may not depart from American channels. Under the right policy, this New York paper thinks, foreign trade in the direction of Australia would be advantageously stimulated. Strange that our level-headed American neighbors, whose manufactures have even driven out those of the vaunted free trade communities, should be so anxious about the steamship subsidies which a few doctrinaires declare a waste of money. —*Empire.*

SCHOOL EXAMINATION.

The examination of the Grand River School took place on Friday, the 28th ult. The following prizes were distributed:

Longfellow's Poems—presented by Cyrus W. Shaw, Esq., M. P. P.—awarded to D. J. McKinnon.

Moore's Poetical Works—presented by Mr. Cain—awarded to J. A. McLellan.

Mrs. Heman's Poems—presented by Mr. Shaw—awarded to A. D. McCormack.

"The Wonderful Country"—presented by Judge Reddin—awarded to E. O. McDonald.

"Whelan's Speeches"—presented by H. L. McDonald, M. P. P.—awarded to J. H. McCormack.

Mrs. Heman's Poems—presented by Rev. J. C. McMillan—won by G. J. McCormack.

Book from Rev. J. C. McLean—awarded to Jas. D. McCormack.

Prize from Dr. Robertson—awarded to Geo. V. McKinnon.

Cash Prize from McDonald & Westaway—awarded to Geo. McCormack.

Gold Locket—presented by A. A. McDonald Bros.—won by Ellen McKinnon.

Book from H. L. McDonald—awarded to Gregory McLellan.

Clock—presented by Hon. D. Gordon—awarded to J. A. McLellan.

Satchel from McDonald Bros.—awarded, by vote of scholars, to D. J. McKinnon.

Cash Prize from McDonald & Westaway—won by A. D. McCormack.

Book from H. L. McDonald—awarded to Minnie Campbell.

"Pickwick Papers," presented by Hon. D. Ferguson, not yet awarded.

I take this opportunity of publicly thanking the gentlemen who so generously contributed prizes for my school.

T. MCDONALD.

Grand River, July 1st, 1889.

THE YELLOW FEVER PLAGUE.

The recent yellow fever scare in New York has provoked an interesting discussion as to whether or not yellow fever is a "contagious" disease. It appears that Dr. Duncan, surgeon of the S. S. Colon, arrived at New York from Aspinwall, suffering from bilious remittent fever. He was taken to a friend's house in Brooklyn and placed under the charge of a very reputable physician of that city. The Board of Health hearing of the case swooped down and took possession of the house, denied the inmates all communication with the outside world, and placed Dr. Duncan in quarantine at a marine hospital. It was subsequently demonstrated that the case was not yellow fever; but the almost unanimous opinion is now that even yellow fever is not "contagious" under such circumstances. The N. Y. Journal of Commerce appears to voice medical opinion when it says: "Yellow fever is no more contagious than a broken leg. If a well person goes into an infected district he may be attacked by the disease, but if a patient is taken from that district to a healthy location, he cannot communicate the disease to any other person." This statement is full of interest when we recall the reports that reached us from Jacksonville last year when hundreds succumbed to the epidemic of yellow fever that was then raging in Florida. Travellers who sought to leave that city were driven back with shot guns and bowie knives on the plea that they would carry the germs of the pestilence to the more northern districts. Many lives were thus sacrificed to the pestilence which would have been saved if they had been allowed to escape to a more bracing atmosphere. If it be true, as now claimed, that there is no "well authenticated case where one sick of yellow fever was transferred to a place free from the infection and communicated the disease to any other person in that locality," then it is time that a more humane treatment of refugees from yellow fever districts prevailed in all civilized countries.—*Halifax Mail.*

CONVENT DE NOTRE DAME.

PRIZE LIST:

PREPARATORY CLASS.

Prize for good conduct awarded to Bernadette Gillis.

First Division—Catechism, Reading, Spelling, Sacred History, Unseful Knowledge and Arithmetic, 1st prize, B. Murphy, Ella Dorsey, M. Coyle, G. Mahar. 2nd, N. Malone, B. Dillon, E. McDonald, A. Trainor, G. Merry, A. Clarkin.

Second Division—Catechism, Reading and Spelling—Florrie Leahy, Bernadette Gillis, A. Hogan, D. Smith, A. Bolger, L. Smith, S. Coyle, Sherrie Carvell, Emma Benoit, K. Campbell,, M. McDonald, A. McDonald, M. Trainor.

JUNIOR DEPARTMENT.

Prize for Polite Deportment awarded to Lizzie Gillis.

First Division—Catechism—1st, L. McInnis; 2nd, G. Bolger; 3rd, M. A. Bolger; accessit to prize, M. Aylward.

Reading and Spelling—1st, L. McInnis; 2nd, G. Bolger; 3rd, M. Benoit, M. Clarkin.

Arithmetic—1st, L. McInnis; 2nd, G. Bolger; 3rd, E. Hogan, K. Leahy.

Grammar—1st, L. McInnis; 2nd, M. Benoit; 3rd, E. McDonald.

Geography—1st, L. McInnis, 2nd, M. A. Bolger; 3rd, M. E. Campbell, A. Power.

Sacred History—1st, L. McInnis; 2nd, Mary Ann and Gertie Bolger; 3rd, Mary Connolly.

Writing—1st, L. McInnis; 2nd, M. Benoit; 3rd, E. McDonald.

SECOND DIVISION.

Catechism—1st, L. Bolger; 2nd, M. Power, G. McEachern; accessit to prize, E. Kelly; 3rd, M. McMillan; accessit to prize, M. Landrigan, Mary Coyle, M. Mitchell, A. Merry, A. Michael, M. A. Coyle.

Reading and Spelling—1st, G. McEachern; 2nd, Rose Kelly; 3rd, M. A. Coady, M. McMillan.

Arithmetic—1st, G. McEachern; 2nd, R. Kelly; 3rd, E. Kelly.

Geography—1st, G. McEachern; 2nd, R. Celly.

Sacred History—1st, L. Bolger; 2nd, B. Benoit; 3rd, M. A. Coady.

Writing—1st, Faustina Sullivan: 2nd, Maud Carter; 3rd, M. Kelly.

INTERMEDIATE DEPARTMENT.

Silver Medal for General Proficiency, presented by a friend, awarded to D. McInnis.

Prize for Constant Application, awarded to C. McDonald.

First Division—Religious Instruction, 1st, D. McInnis; 2nd, C. McDonald.

Reading—1st, A. Byrne, B. McDonald, L. Halloran, D. McInnis; 2nd, E. Benoit, B. Fraser.

Grammar and Analysis—1st, D. McInnis, A. Byrne; 2nd, A. Doyle, C. McDonald.

Arithmetic—1st (presented by Rev. J. C. McLean), Barbara McDonald; accessit to 1st, Clemmie McDonald; 2nd, D. McInnis; A. Doyle.

Geography—1st, C. McDonald, B. McDonald; 2nd, A. Byrne, D. McInnis.

British History—1st, D. McInnis; 2nd, C. McDonald, A. Doyle.

Geometry—1st, D. McInnis; 2nd, A. Doyle, A. Byrne, L. Halloran.

Writing—1st, L. Halloran, C. McDonald; 2nd, D. McInnis, E. Benoit.

Second Division—Religious Instruction: 1st, S. Callaghan; 2nd, K. McQuaid.

Reading—1st, E. Blake, S. Callaghan; 2nd, M. McLeod, M. Murnaghan.

Grammar and Parsing—1st, J. Waugh, S. Callaghan; 2nd, K. McQuaid, M. Murnaghan.

Arithmetic—1st, E. Blake, J. Waugh; 2nd, S. Callaghan, M. Murnaghan.

Geography—1st, S. Callaghan; 2nd, M. Murnaghan.

Canadian History—1st, M. McLeod; 2nd, M. Murnaghan.

Writing—1st, M. McLeod, S. Callaghan; 2nd, K. McQuaid, G. Doyle.

Third Division—Religious Instruction: 1st, M. Cantwell; 2nd, M. A. Campbell.

Reading—1st, M. Cantwell, N. Robins, B. Burke; 2nd, G. Trainor, G. McIntyre.

Grammar—1st, M. Cantwell, B. Burke; 2nd, G. McIntyre, G. Trainor.

SENIOR DEPARTMENT.

Christian Doctrine—1st Division—1st, Aggie McInnis. 2nd Division—1st, Aggie Kelly; accessit to 1st, A. Payne; 2nd, M. Carroll; accessit, G. Aylward. 3rd Division—2nd, Mary Burke; accessit, J. Handrahan.

English—1st Division—1st, Aggie McInnis. 2nd Division—1st, G. Aylward; accessit, May McDonald; 2nd, A. Kelly; accessit, Annie Payne. 3rd Division—1st, M. Burke; accessit, J. Handrahan; 2nd, Evernia Lockhart.

Composition—1st Division—2nd, A. McInnis. 2nd Division—1st, A. Kelly; accessit, G. Aylward; 2nd, May Carroll.

History—1st Division—1st, A. McInnis. 2nd Division—1st, G. Aylward; accessit, A. Kelly; 2nd, M. Carroll; accessit, A. Payne. 3rd Division—1st, M. Burke; accessit, J. Handrahan; 2nd E. Lockhart.

Geography—1st Division—Aggie McInnis. 2nd Division—1st, A. Kelly; accessit, A. Payne; 2nd, M. Carroll; accessit, M. McDonald. 3rd Division—1st, Lockhart; accessit, M. Burke; 2nd, Annie Smith; accessit, J. Handrahan.

Arithmetic—1st Division—1st, Aggie McInnis. 2nd Division—1st, Aggie Kelly; accessit, A. Payne; 2nd, May Carroll; accessit, M. McDonald. 3rd Division—1st, Josie Handrahan; accessit, A. Smith; 2nd, E. Lockhart; accessit, M. Burke.

Geometry—1st Division—2nd, A. McInnis. 2nd Division—1st, A. Kelly; accessit, M. McDonald; 2nd, M. Carroll; accessit, G. Aylward. 3rd Division—1st, E. Lockhart; accessit, A. Smith.

Algebra—1st Division—1st, A. McInnis. 2nd Division—1st, M. Carroll; accessit, A. McInnis; 2nd, G. Aylward; accessit, A. Kelly. 3rd Division—1st, E. Lockhart; 2nd, A Smith.

Latin—1st Division—A. McInnis, 2nd, Division—1st, A. Payne; accessit, G. Aylward, 2nd, M. McDonald; accessit, M. Carroll. 3rd Division—1st, J. Handrahan; 2nd, application, A. Smith.

Literature—1st Division—1st, A. McInnis. 2nd Division—1st, M. Carroll; accessit, M. McDonald; 2nd, A. Payne; accessit, A. Kelly; 3rd, A. Smith.

Book-keeping—2nd Division—1st, A. Payne; accessit, M. Carroll; 2nd, M. McDonald; accessit, A. Kelly. 3rd Division—1st, E. Lockhart; accessit, M. Burke.

Map Drawing—2nd division—1st, M. Carroll; accessit, A. Kelly. 3rd division—1st, E. Lockhart; 2nd, M. Burke.

Penmanship—1st division—2nd, A. McInnis. 2nd division—1st, A. Payne; accessit, M. Carroll; 2nd, G. Aylward. 3rd division—2nd, J. Handradan.

Written examinations, 2nd division; number possible marks, 700—A. Kelly, 695; A. Payne, 685; M. Carroll, 662; M. McDonald, 644; G. Aylward, 549. 3rd division—A. Smith, 500; E. Lockhart, 453; J. Handrahan, 452; M. Burke, 329.

GRADUATING COURSE.

Curriculum of Studies—English Composition, Review of General History, Physical Geography, Book-keeping, Map Drawing, Arithmetic, Algebra, Geometry, Rhetoric, Literature, Natural Philosophy, Zoology, Logic, French and Latin.

The Gold Medal, the distinctive honor of this course, is awarded to those only who have obtained ninety per cent. of the marks for all the branches, and not less than seventy per cent. in any single branch. Miss Hughes and Miss Coonan, the two young ladies pursuing the studies of this course, have been successful in attaining the required number of marks; Miss Hughes with average per centage of marks 97½; Miss Coonan's be[illegible]

A handsome copy of "Fabiola," the valuable gift of Rev. Father Allan McDonald, awarded for the highest marks in the Literature Class. The Misses Hughes, Coonan, Kelly, McInnis, Carroll, McDonald, Payne and Smith entered into competition for the prize. Papers examined by the Rev. John J. McDonald; successful competitor, Miss Hughes.

Prize for the highest marks in the Geometry Class, presented by Rev. Father Charles McDonald, competed for by the Misses Coonan, Hughes and McInnis; successful competitor, Miss Coonan.

Prize for the highest marks in the Latin Class, presented by Rev. Father McIntyre; competitors, Misses Hughes, Coonan and McInnis. Papers examined by Rev. F. A. McEllmel; successful competitor, Miss Hughes.

Gold Medal for the highest marks in Christian Doctrine, presented by His Grace Archbishop O'Brien; competitors, Misses Hughes, McInnis, Kelly, Payne, Aylward, Carroll, Burke, Handrahan. Papers examined by Rev. Father McLean; successful competitor, Miss Hughes.

French—1st, Miss Hughes; accessit, Miss Coonan; 2nd, M. Burke, J. Waugh; accessit, E. Lockhart, A. Smith.

Music (Instrumental)—First division: 1st, harp and piano, E. Benoit; accessit to 1st, M. Carroll; 2nd, J. Handrahan; 3rd, L. Halloran. Second division: 1st, Miss Coonan; accessit, A. Smith; 2nd, A. McInnis, E. Lockhart, equal. Third division: 1st, B. McDonald; 2nd, E. McDonald, G. Doyle. Fifth division: 1st, L. McInnis; 2nd, N. Robins, M. Coady, A Doyle.

Application—Eulalia Hogan, G. McIntyre; May McWilliam.

Vocal Music—1st, Miss Coonan; honorable mention, Josie Handrahan.

Drawing—1st, Mary Burke; accessit, E. Lockhart, May Carroll, J. Handrahan; 2nd, Ella Blake.

Fancy Work and Plain Sewing—1st, E. Lockhart; accessit, A Smith, A. Payne; 2nd, Jennie Waugh; accessit, Clemmie McDonald; 3rd, May Aylward, Gertie McEachern, May Benoit; accessit, Faustina Sullivan, Annie Merry.

Domestic Economy—Misses Hughes, Coonan, Kelly, Smith; accessit, Miss Lockhart.

Crowns of Honor presented to the two young Lady Graduates—Miss Hughes and Miss Coonan.

SHIPWRECKS AND LOSS OF LIFE.

The St. John's, Nfld., *Telegram* of the 25th ult., contains the following account of the damage done by a recent storm:

The following tidings touching the experience of the schooner Forest Belle (83 tons), Captain John Backman of Lunenburg, are related by him. He deplores the loss of two of his crew, whom he reports missing since Friday, the 14th inst. The day previous they anchored on the edge of the Grand Bank, about 56 miles south of Cape Race. On the following morning, the weather becoming menacing, the five dory crews went out to take in their trawls, and all returned in safety except one boat with two men in it, Charles Backman, 26 years, a married man and brother of the Captain, and Ephraim Hume, aged 20, unmarried. Their buoy had drifted from its position, as they had ascertained early in the morning, and, it is feared, that searching widely to find it, and exposed to a high sea, their dory was upset. The schooner hoisted sail and sailed round and round in the expectation of finding them, but without success. Still there is hope that the men got aboard of some other banker. The weather was thick when the men were first missed, but it afterwards cleared away.

The schooner Cleta, Captain A. M. Reinhardt, from Lahave, arrived here on Friday afternoon from Halifax, bound to Grand Banks, reports on Thursday night, during a heavy gale, when about ten miles south of Cape Pine, lost a man, Willie Sarty. He was washed from the jibboom while furling the flying jib. Every possible effort under the circumstances was made to save him, but without avail. He was never seen or heard after the sea struck him. He was 22 years of age, and a native of Lahave. The schooner sustained large loss in sails and gear, which she is replacing here.

The schooner Bay Queen, which had to cut her cable while riding at anchor in Broad Cove, C. B., on Thursday evening, when the gale struck up, got in here yesterday, very little the worse for her stormy experience. It was reported from that settlement that she drove to sea with only two men on board, the others having come on shore and been prevented by the high sea from getting on board, but this proves to be unfounded; there were four of the crew by her at the time, and they navigated her so skilfully in the teeth of the desperate wind and sea as to bring her in to land again without serious damage.

The Nova Scotia banking schooner Algeria, Captain James Lohnes, belonging to Lahave, ran ashore near Cape Ballard at 9 o'clock yesterday morning. A dense fog prevailed at the time. She had 375 quintals of fish on board, equal to dry, and is now a total wreck. The crew are all safe. Captain Lohnes reports fish plentiful on the banks. He got his fare 110 miles south by west of Cape Race, and was returning to Cape Broyle for bait when he met with the mishap.

A Placentia despatch dated the 22nd inst., says: A furious gale was experienced at Cape St Mary's, on Thursday night. During the storm the brigantine Charles W. Oulton, belonging to John Munn & Co., bound from North-port, Nova Scotia, to Harbor Grace, lumber laden, was driven ashore in Golden Bay. For a time the crew were in great peril, but happily their rescue was effected. The vessel is a total wreck.

Two men, Reddy, of Red Island, and Peter Ridout, of St. John's, were drowned at the "Cays," on Tuesday. Their boat was upset by a heavy sea while the men were trying to reach their craft from the trawls.

MR. FRANK KELLY, son of John Kelly, Esq., Water Commissioner of this city, who has, for the past year, been prosecuting his ecclesiastical studies at the Seminary of Chicoutimi, P. Q., has returned home to spend his summer vacation.

THE steamer *Carroll*, Captain Brown, arrived here from Boston at 5 o'clock on Sunday morning last. She had the usual general cargo and the following passengers: —Miss McNair, Hon. C. H. Rockwood, Col. W. R. Taylor, Grace Full, Arthur Beer, Lewis Beer, Ellen Barr, Mrs. Charles E. White and child, Mrs. Munroe, Mrs. Benner, Mrs. Murchison, Mrs. Barry, Mr. Barry, Lee Barry, Miss Lannan, Mrs. Seaman, Mrs. Hawkes, Mrs. Daylaman, Mrs. Burnett and child, Miss Kirwin, Mr. Giddings, P. E. Halloran, W. E. Mahon, Mrs. M. A. Hunter, Miss M. Saunders, Miss L. Webster, Miss K. Murphy, Annie McKenzie, Miss Hughes, Miss Currie, Ida Currie, Emma McLean, Miss Darrach, Miss E. McCormack, Mr. Forsyth, Mr. White, John Garrett, J. McKinnon, A. McKenzie, J. A. Kennedy, George Macdonald, Bertha Robinson, Miss Ross, Miss Mooney. —49.

MONDAY, Dominion Day, was celebrated in the city in a very quiet manner. Business was generally suspended, and considerable bunting was displayed from buildings and shipping in the harbor. The militia, who are in camp at Brighton, held a review at 12 o'clock and fired a salute of twenty-one guns. There were a number of excursions from the city. The one to Pictou was well patronized. There were horse races in Summerside, at which a large number of persons were present. The Tea Party at Emerald drew large numbers and was a very successful affair. A Tea was also given at Vernon River Bridge, in aid of the New Hall which was lately erected there, and was a grand success. There were a large number present from town, and it is estimated that about 3 o'clock there were 3,000 persons on the ground. The whole affair passed off very pleasantly. An excursion from Pugwash, N. S., on the *Heather Belle* brought over a number of persons. Besides all these there were a number of private Picnics from the city. Indeed the town was pretty well deserted during the day.

SPECIAL ANNOUNCEMENT.

We have made arrangements with Dr. B. J. Kendall Co., publishers of "A Treatise on the Horse and his Diseases" which will enable all our subscribers to obtain a copy of that valuable work *free* by sending their address (enclosing a two-cent stamp for mailing same) to Dr. B. J. KENDALL CO., ENOSBURGH FALLS, VT. This book is now recognized as standard authority upon all diseases of the horse, as its phenomenal sale attests, over four million copies having been sold in the past ten years, a sale never before reached by any publication in the same period of time. We feel confident that our patrons will appreciate the work, and be glad to avail themselves of this opportunity of obtaining a valuable book.

It is necessary that you mention this paper in sending for the "Treatise." This offer will remain open only for a short time.

HALIFAX SUMMER CARNIVAL.

A PROGRAMME OF GIGANTIC PROPORTIONS AND IRRESISTABLE ATTRACTIONS.

Arrangements for the Halifax Summer Carnival are progressing in a favorable manner. The programme prepared is one of extraordinary attractiveness, embracing not only every conceivable kind of seasonable sport, but all the glittering and imposing show that can be contributed by the military and naval elements. The latter constitutes one of the most prominent features of the carnival, the officers commanding Her Majesty's Military and naval forces in North America having heartily co-operated with the citizens of Halifax in making arrangements for the week's great holiday. The carnival has been fixed to begin Monday, August 5th, and continue for six days. Halifax is advantageously situated for a series of events of the kind proposed. Famous as a summer resort, with a climate unequalled by that of any other place on the Atlantic, it has for years drawn thousands of people from the United States and western Canada every season, and is rapidly growing still greater in favor. It is the headquarters of the British American naval squadron, now commanded by Admiral Sir George W. Watson, and a strong force of British soldiers is garrisoned in the city, under the command of General Sir John Ross. Both of these distinguished officers have lent their aid towards making the Carnival the huge success it is certain to be. Many thousands of armed soldiers and sailors will take part in various branches of the programme, which includes demonstrations that will present to the spectator a vivid and exciting picture of actual warfare. The fortifications of Halifax are among the strongest in the world, every avenue of approach being defended by all the modern appliances of war. The city will be bombarded by the entire fleet of warships, the engagement occupying a whole day, when every vessel, fort and battery will start in action, and the roar of cannonading will last from morn till eve. Many thousands of soldiers and sailors will take part in this engagement, including several regiments of local militia. On another occasion the troops will be reviewed by General Sir John Ross and Admiral Sir George W. Watson.

In the firemen's tournament, for which large sums are offered as prizes, there will be representatives from the fire departments of many cities and towns in Canada, and some are expected from the United States.

The carnival sports will consist of a two days regatta for amateur and professional oarsmen; horse races between fast Canadian and American runners and trotters; baseball matches between crack American teams; cricket matches, in several of which officers of the army and navy will compete; and general athletic competitions, the latter under the auspices of the Maritime Provincial Amateur Athletic Association, one of the strongest organizations of the kind in America.

The Carnival programme also embraces a three days walking match, in which a number of professional pedestrians will appear; brilliant illumination of the ships of war, harbor, and surrounding city and country with pyrotechnic displays; moonlight excursions on the harbor; aquatic concerts; promenade concerts in the illuminated public gardens; grand carnival ball; daily excursions to Bedford, Rockingham, North West Arm and other resorts, and numerous other events. Point Pleasant Park and the Public Gardens are famous for their great beauty and vast extent, and nobody attending the Summer Carnival should fail to visit them.

REGATTA AT CHARLOTTETOWN.

A REGATTA was held in Charlottetown harbor on Wednesday last. The day was fine, and there was a good sailing breeze. A Grand Stand was erected on Connolly's Wharf, where the Band of the 82nd Battalion was in attendance. The first race called was for sail boats under 20 ft keel. The following boats entered: Alexandria, Capt. D. J. Judson; Wanderer, Capt. J. A. Jones; Mary F., Capt. R. McMillan. The first prize was captured by the Alexandria, with the Wanderer second and Mary F. third. Distance sailed, 14 miles; best time, 4 hours 12 minutes.

The second race was between two four-oared boats—one from Pictou and the other from Charlottetown. When some distance on the course the Pictou crew took the lead and crossed into the other boat's water, where they began "jockeying" her. Before turning the buoy the boats collided, and the steering gear of the Pictou boat was damaged. She then rowed back home without turning the buoy. The Charlottetown boat turned the buoy and rowed easily home winning the prize.

The third race was a double scull, also between Charlottetown and Pictou crews. This was the best race of the day. It was closely contested throughout, and much interest was manifested in it by the spectators. The Charlottetown crew won the race by a boat length. Distance, 3 miles; time, 20 minutes.

The fourth race, a single scull between Carroll, of Pictou, and Joy, of Charlottetown, was started at 7.30 p. m. This race was easily won by Carroll, who pulled in fine style.

At 9 o'clock the Boating Club entertained their friends and the visiting oarsmen to a dinner in the Osborne House.

THE CITY SCHOOLS.

The closing examinations were held in the different city public schools last week. On Wednesday the Queen Square School was examined. There were a large number of persons present, among them being His Honor the Lieut. Governor, the priests of the Palace and some of the leading educationists of the city. The visitors spoke highly of the good order maintained by the boys and of the progress made during the year. The prizes, which were numerous, were distributed by the Lieut. Governor, assisted by John Ings, Esq. The exercises were brought to a close by singing "God Save the Queen."

On Thursday West Kent Street School was examined, where there were a large number of persons in attendance. The pupils acquitted themselves creditably and highly pleased their examiners. A large number of prizes were distributed.

The Upper Prince Street School was examined on Friday. The visitors were numerous. At the close of the examination speeches were delivered by the Lieutenant Governor, Mayor Haviland, Stipendiary Magistrate Fitzgerald, L. H. Davies, Esq., and John Ings, Esq. The prize list is a very long one.

TOBACCO CHEWERS AMONG WOMEN

A well known physician, while walking down the street with a friend, remarked, a patient of mine lives in that house, who is dying—an idolized wife—beyond all help, and tobacco chewing has killed her. Why, Doctor! what do you mean? I mean this: her husband is literally steeped in tobacco juice, and the insensible perspiration from his body has become so saturated with nicotine as to be a deadly poison. His wife, before I was called, had absorbed enough of the poison so that no human power can save her; and even he will, I believe, end his days in torture from some form of skin disease. The skin is the most wonderful and important organ of the human body. Night and day, every hour of our lives, it is filtering out from the blood useless or poisonous debris. If it stopped work even for twenty-four hours in this or any case, death would ensue. You can imagine, then, what it means for a delicate, sensitive-skinned woman to sleep in a warm bed night after night with an inveterate tobacco chewer. The skin and mucous membrane of some persons is more sensitive than others. A person who in summer is subject to hay fever, tanned or burned skin, in winter to colds, bronchitis, chapped hands or chilblains, ought always (whether at home or travelling) to keep a bottle of Johnson's Anodyne Liniment near at hand. Dilute the liniment with water and gently bathe; or moisten a cloth with it and lay upon the irritated skin if very sensitive; then wash it clean in the morning with Castile soap and water. If a person who takes cold quickly or is predisposed to bronchitis or catarrh, or exposed to any poison, irritating to the skin or mucous surfaces, which might tend to cause consumption, will every night, before retiring, bathe the chest and throat with Johnson's Anodyne Liniment, and, before dressing in the morning, rub the whole body smartly with a coarse towel, slightly dampened, and then wipe dry, we believe they never would have pulmonary troubles, or suffer from defective working of the skin, disease. Dr. Boston, Mass., will send a pamphlet, free, describing other uses for this old household remedy, now sixty years old.

Children Cry for Pitcher's Castoria.

GENERAL NEWS.

Schooner "Annie," Capt. Jacobson, with a crew of eleven, left San Francisco last February on a fishing voyage in Behring Sea. Nothing has been heard since from her and it is believed she is lost.

Advices from Delagoa Bay say that a British gunboat was expected on Saturday last. The railway employes are preparing to make a forcible resistance to any attempt on the part of Portugal to take charge of constructing the road. The company to whom Portugal granted the concession to build the Delagoa Bay railway, and the Chamber of Commerce will request the London Stock Exchange and European bourses to cease quoting Portuguese securities until Portugal has made reparation.

A despatch from Winnipeg of the 25th says: William McDermot, a farmer near Elkhorn, while temporarily insane, last night shot his wife three times with a small revolver, the bullets taking effect in the left shoulder, breast and cheek. He then rushed out of the house, but shortly returned and asked her forgiveness, afterwards, asking her to die with him. She prayed on her knees to be spared. He then took some laudanum, and while he was asleep she stole out to a neighbor's. He must have awoke during the night, and, missing his wife, went to the stable and hanged himself with driving reins. When found he was dead. Mrs. McDermot will recover.

The Swedish bark Ebba, loading deals at Bathurst, N. B., was seized by special customs officer P. J. O'Keefe, on the 27th ult., for an infraction of the revenue act, committed in Campbellton last season. It seems that a quantity of liquors, etc., were landed from the vessel and were discovered by Mr. O'Keefe after the vessel had sailed. The master claims that he did not sell or receive any money for the articles sold. However, he was fined $400 and was given 24 hours to pay up or make a deposit. The result is the ship is now in the hands of the collector of customs awaiting further developments.

The Portuguese Government on the 26th ult, cancelled the concession granted for building a railroad at Delagoa Bay. The British Consul at Delagoa Bay has asked that a man-of-war be sent there to protect the interests of the British subjects. It is reported Germany is backing Portugal in an endeavor to counteract British influence in Africa. Lord Salisbury, in the House of Lords on the 25th, stated the Government earnestly requested Portugal to refrain from taking hasty action, to give time in which to settle this considerable difficulty. He declared it would not be within Portugal's right to refuse to arbitrate in the matter.

Three freight trains were wrecked on the Pennsylvania railroad about a mile east of Latrobe, Pa., on the 26th ult. The freight trains were telescoped and caught the east-bound train just as the later was passing. Twenty-five cars and two engines were wrecked. One of the engines with several cars rolled over the embankment and fell into the river. Six persons were killed, another was fatally injured and several others were more or less seriously injured. The list of dead may be largely increased as it is believed all of the bodies have not yet been recovered from the wreck. The killed are engineer J. E. Caldwell, his fireman and four persons whose names are unknown, but who are supposed to have been tramps. Brakeman Miller was fatally injured. A train despatcher's misunderstanding of orders is supposed to have been the cause of the disaster.

Mrs. Lizzie Brennan was arrested at her home on Maple street, Holyoke, Mass., on the 26th on suspicion of having caused the death of her husband and two sons, by putting arsenic in their food. The Brennans had six children, and Mrs. Brennan succeeded in insuring the lives of all, including herself and her husband, from $300 to $2,000, with policies payable to herself. Her husband, Michael Brennan, died about ten months ago under suspicious circumstances. James Brennan, her son, died suddently about six weeks ago. She supposed his life insurance had been increased, but on claiming it on his death, found that the increase had been made by mistake in the policy of his brother Thomas. Thomas died on the 26th ult. He was taken violently sick about 2 weeks before and went into the country where he rallied. On returning home, he was taken sick again, and died in great agony.

TELEGRAPHIC NEWS.

LONDON, July 1.—The match between the Massachusetts rifle team and the Honorable Artillery Company was 1015 for the Americans; 961 for the Englishmen.

In the House of Commons this evening Sexton moved to adjourn in order to challenge the Government to explain the events attending the suppression of the Nationalist meeting at Cork yesterday, which he said was memorable and disgraceful. Even under the present regime of brute force the motion was rejected 212 to 123.

In the House of Commons this evening Sir James Ferguson, Parliamentary Secretary of the Foreign Office, stated that Portugal had cancelled the Delagoa Bay railway concession, notwithstanding the representations of England. The Portuguese Government had been informed by England that Portugal would be held responsible for any loss British investors might suffer by its action. The legal question involved was being considered by the Government, and proper steps would be taken to protect British residents at Delagoa Bay.

In the House of Lords to-day Salisbury stated that to provide against any action by the Portuguese inimical to British interests, England had ordered three ships of war to Delagoa Bay.

LISBON, July 1.—Despatches from Delagoa Bay are reassuring; the reports of violence on the part of the Portuguese are denied. The agents of the railway company handed over the line to the Portuguese officials and made a valuation upon the work already done. The directors of the