THE HERALD

WEDNESDAY, SEPTEMBER 14, 1887.

THE FISHERY QUESTION.

SINCE the announcement that the North American fishery question was to be submitted, in the hope of an amicable adjustment, to the investigation of an international commission, not a little space has been devoted to the subject in the newspaper press. It is satisfactory to observe that the United States Government are ready to meet, in a friendly spirit, overtures from Great Britain; and Secretary Bayard, speaking on behalf of the Cabinet, expresses the hope that the deliberations of the Commission may result in the removal of all danger of misunderstanding the rights and privileges of the respective nations interested. It is, however, less encouraging to know that any arrangement made, no matter how satisfactory to the American Commissioners, will avail nothing unless ratified by the United States Congress. As one branch of that body, viz., the Senate, is opposed to the administration, it is not improbable that there would be a disposition on their part to nullify any decision arrived at, particularly if apparently just to Canada.

A large portion of the United States press, taking advantage of this condition of things, are loud in their declarations that a settlement of the question is not wanted. The New England fishermen, too, protest that they are much better satisfied with the existing state of affairs than if privileges were accorded Canada in exchange for the right to buy bait and general supplies, and to fish within the three-mile limit. The Secretary of the Portland Fishing Exchange thinks it would be better for American fishermen to dispense with all bait and fishing privileges rather than throw their markets open to the Canadians, and this opinion is concurred in by many prominent Portland dealers.

Political partisanship has, doubtless, much to do with this opposition to the Commission, and will, probably, be the most potent factor in bringing about or preventing a settlement of the whole question, so long as the standing of parties at Washington remains the same as at present. But, however much politicians may twist the language and distort the sense of the Treaty of 1818, there can be very little difficulty for the Commission to understand Canada's rights as therein expressed: American fishermen may enter our ports for wood, water, shelter and repairs, "and for no other purpose whatsoever." This once plainly understood and mutually agreed upon, provisions to guard the respective rights of the two countries, by settling the headland and three-mile limit questions, would naturally follow.

Nothing could be more directly opposed to truth, justice and fairplay than the spirit in which this question has been discussed by a great portion of the American press and people since the announcement of the Commission's appointment. There seems to be a dread on the part of these people lest the Commission should agree to a mutually satisfactory arrangement regarding this very important question, and they are evidently doing their utmost to prejudice the public mind against any just decision that may be arrived at, so that the United States Commissioners may be deterred from concurring with their colleagues. The expressions of the New York *Herald* may be taken as embodying the opinions of those opposed to a just settlement of the matter. It says that since the autumn of 1885 the Canadian Government has been in a very irritating and irritable frame of mind, and has seemed to be anxious for a quarrel; that her conduct has been brutal; and that the United States has a right to the privileges of entering our ports and purchasing supplies and bait upon the concession of like privileges to Canadian fishermen. Our New York contemporary has nothing to say regarding the fact that Canada allowed the Americans to fish in our waters, without compensation, during the year 1885, in order that time might be given for our neighbors to consider what arrangement could be made agreeable to both countries. The assertion that Canadian authorities have been brutal in their treatment of Americans, is without the shadow of foundation. The Dominion Government showed no disposition to hamper the American fishermen; on the contrary, every privilege was accorded them, in the hope of arriving at an amicable settlement. This being denied, the authorities at Ottawa simply enforced the Treaty of 1818. The exercise of Canada's just rights under this Treaty may be hurtful to American fishermen; but an opportunity for an adjustment is now open to them, and if our Republican neighbors are not sufficiently alive to their own interests to avail themselves of it, they must only abide by the consequences. The Dominion Government can and will protect the fisheries.

A RECENTLY published report of the Port Arthur Board of Trade indicates a most satisfactory state of industrial and commercial progress. Silver and gold mining are carried on with considerable success. On the whole, the report is such as to inspire the people of that district with the greatest confidence in its future prosperity.

COMMERCIAL UNION ACROSS THE BORDER.

ALTHOUGH our Grit friends, who have been advocating Commercial Union, and have been lending their aid to Mr. Wiman and Company to boom their pet scheme in Canada, are very reticent about enlightening the public as to what they understand by this new-fangled doctrine, the United States newspapers have made no secret of their notions on the matter. The Chicago *Times*, the ablest journal in the Western States, has the following:

"This proposition also implies a complete surrender by the Dominion Parliament to the American Congress of all control over the principal source of the Dominion's revenue, the tariff. Whatever it may please the American Congress to do regarding the tariff, that the Dominion Government must forthwith accept. Our Congress would have even more power over the Dominion tariff under this arrangement than it would in the event of political union, because the people of the Dominion would have neither vote nor voice in Washington under the proposed Commercial Union, while they would have both under political union. Not only would our Congress prescribe and change at pleasure all the tariff taxes exacted from the people of Canada, but our executive officers and our courts would make all the rulings and decisions affecting rates for the Dominion as well as for the United States."

Anyone who has the least doubt as to the attitude of the United States regarding this latest development in the form of tariff-making, should carefully read the above.

The Syracuse *Standard* puts the whole question into a nut-shell when it says:

"Mr. Butterworth scorns the idea that Commercial Union means political union. It means nothing else."

The Buffalo *News* also expresses itself quite emphatically regarding the tariff-making, as follows:

"Commercial Union will involve a discrimination against England in favor of this country. Canadian customs will have to be made identical with our own and subject to change as ours change."

The St. Paul *Pioneer Press* is so far carried away with the idea of political union that it imagines the annexation movement is already far advanced in Canada, as the following quotation will plainly indicate:

"The development of a new era in Canada, which may be fraught with wonderful consequences to our own country, if our legislators are wise enough to see their opportunity, is one of the most interesting movements of the day."

Our friends across the border are a little too sanguine of the success of this new scheme, and they imagine that the proceedings of a few picnics indicate the views of the Canadian people. It is not the first time that our American cousins were very much out in their calculations. They foretold the downfall of the Dominion Government in 1882; so did the Grits. Again, in 1885, when the Riel question was engaging public attention, wonderful prophecies were made by the Yankees and the Canadian Opposition. Of course they all came to naught. Nor was the spirit of prophecy ever more rife than immediately prior to the elections of 1887. Nor was there ever more bitter disappointment than that which followed. It is amusing to see these shrewd Yankees so often reckoning without their host; but it is painful to see Canadians who are always willing to become the pliant tools of Uncle Sam's demagogues.

CANADIAN RAILWAYS.

AN official blue book has just been published containing the Railway statistics of Canada for the year 1886. In this age, when the great advantages of railways to a country are admitted by all, it is most gratifying to find that in no part of the world has such progress in railroading been made, within the last twenty years, as in Canada. To a country possessing such a vast expanse of territory as ours, the advantages of railway communication can scarcely be estimated. According to the reports contained in the volume already referred to, the only countries which equal or surpass the Dominion in the possession of railway facilities are Great Britain, the United States, Germany, France, Austria and Russia. Taking into account the fact that, in point of population Canada, in comparison with the countries here enumerated, is vastly inferior, it is certainly most complimentary to find her competing with them for the first place in the railroad world. We will now show that the ratio of increase of railway mileage within the past twenty years, in Canada, is unequalled by that of any other country. In 1837 there were in the whole of what is now the Dominion of Canada only 16 miles of railway. In the following ten years it had increased to 59 miles; and in the year 1857 the number of miles in operation was 1,428. At the union of the Provinces in 1867, 2,278 miles were in operation, which increased during the next ten years to 5,574 miles; while last year the number of miles in actual operation reached 10,697, with track laid on 826 miles more. Thus showing an increase in the nineteen years since Confederation of 373 per cent.

Nor have the earnings of these roads during that time been the least interesting feature of them. In 1867 the combined earnings of all the roads then in the country amounted to $11,000,000; in 1877 the amount was $18,000,000; while last year the aggregate earnings amounted to $33,000,000. The increase in the passenger and freight traffic during the last twenty years is also proportionate to the increase in construction. In 1867 over three million passengers were carried over our roads; in 1877 the number had about doubled; while last year the figures show the passengers carried to have numbered close unto ten millions. The freight traffic has advanced from something over two million tons in 1867 to upwards of fifteen million tons in 1886. It might also be mentioned that Canada has two of the largest railway systems in the world, namely, the Grand Trunk and the Canadian Pacific, both of which own railways in the United States, whose returns are not included in the above enumeration.

These figures indicate a spirit of advancement and enterprise of which every citizen of this country may justly feel proud.

EDITORIAL NOTES.

A QUARTER of a million dollars worth of property is said to have been destroyed by fire in Montreal within the past two or three weeks. The Insurance Companies are reported to be making close enquiries into the causes and conditions which render such disasters possible, not only in Montreal, but in other parts of America as well.

THE accounts of the Grand Trunk Railway, for the half year just closed, are said to exhibit a state of prosperity unexampled in the history of the road. The earnings have continuously increased during the year, and a dividend of 2 per cent. per annum has been declared. With so much competition as exists at the present day, such a result could only have been reached by the most skilful management of those in charge.

RECENT despatches from Key West, Florida, state that an expedition of armed men, under command of a Spaniard named Beriben, have left that place for Cuba, carrying with them bombs and dynamite. It is supposed that they will be joined in the last named place by several hundred confederates, and that a system of guerilla warfare against the Spanish rulers will be inaugurated. They are reported to have carrried with them $20,000 in gold.

MR. ROBERT T. LINCOLN, son of the ill-fated President, Abram Lincoln, has long been spoken of as a possible Republican candidate for the Presidency of the United States. He himself has declared that he has no desire to be put in nomination for that or any other office. This, however, has only set people talking about him, and extolling him for his good qualities. He is a man of mediocre ability, and filled the office of Secretary of War in Garfield's Cabinet.

"Westville, N. S., is excited over the discovery on Thursday last of two new seams of coal—one of eight feet and the other of ten feet. The carrying of coal between Pictou and Montreal is being revolutionized. This summer Chinese steam colliers have been running between those ports. Recently one of these vessels carried 1,760 tons of coal from Pictou to Montreal, and made the double journey within eight days. *English capitalists are inspecting the iron mines of Pictou County."—Patriot Sept. 8.*

It is certainly gratifying to observe that our contemporary has, for once, forgotten his partisanship, and acknowledged in such unmistakeable language the great benefit of the National Policy to the Provincial coal trade.

MCDONALD, the partner in crime of McGarigle, the Chicago boodler, whose presence is so much desired in that city, made a bold and almost successful attempt at escape a few days ago, which is thus described:

"Ed. McDonald, the partner of McGarigle in boodleism, and who was sentenced along with him, made a daring break for his liberty about two weeks ago, which, had it proved successful, would have more than rivalled in its sensational features the celebrated episode of the bath tub and the flight to Canada. One evening about two weeks ago, a friend of the prisoner, a woman, was admitted to see him. This woman had a long coil of rope concealed about her person, which she left in the possession of McDonald. The apartment in which he is confined is on the third floor, and a ventilator runs from the cell to the roof. Through this aperture McDonald managed to climb till he reached the roof. He then fastened one end of the rope to some projection on the roof, and let the other end down. Once landed in the yard he pursued his way stealthily till he reached the stairs, where visitors passed down into the jail, and as he came up to the turn of the stairway he ran against one of the guards, but the latter, supposing him to be a visitor who had obtained permission to come there, passed on and did not challenge him. Half way between the stair and entrance is another hall leading to another entrance. Through this hall McDonald was proceeding—the street entrance in view and liberty all but within his grasp—when he was confronted by three men. These were a lawyer, a detective, and a deputy sheriff. This was the critical moment for McDonald. Had he quietly passed along the probability is no notice would have been taken of him by any one of the party. But he was taken by a timid fit, drew back into the shadow a moment, that at once excited the suspicion of the detective, who promptly seized him by the arm and drew him forward into the light. McDonald, in sheer desperation, struck the detective a powerful blow on the head with his fist, which sent the latter reeling to the floor, and then made a break for the door. At this moment the deputy sheriff recognized the prisoner, and with the help of the lawyer succeeded in overpowering him after a fierce resistance. The alarm was given, and the would-be fugitive was secured, but not until he had uttered a shrill whistle which could be heard for a considerable distance, and which was evidently a preconcerted signal for a carriage which was standing in the vicinity of the jail, which suddenly dashed down the street. McDonald was taken back and confined in a common cell, where he could be under more careful surveillance. Since then he has been subjected to the full rigor and discipline of the jail."

As will be seen by reference to our advertising columns, the Provincial Exhibition for 1887 opens in Charlottetown on the 5th day of next month. Without doubt this will be by far the greatest Exhibition ever held on this Island. A. McNeill, the indefatigable Secretary, and the Commissioners in charge are leaving nothing undone in order to make it a success.

The Mitchellstown Meeting.

THE New York *Tribune* of the 10th inst. contains a lengthy special despatch signed by T. P. Gill, M. P., relative to the disturbance at Mitchellstown, Ireland, on the 9th. He says:

"Just outside of Mitchellstown we were met by a tremendous concourse of people who marched in contingents, marshalled by priests and local leaders on horseback. Large bodies of farmers were mounted, and formed at the head of the cortege quite a cavalcade. In this fashion we entered the town and went in the procession through its principal streets, winding up in the vast market square, where the meeting was to be held. The people cheered enthusiastically the English members and were in the greatest good humor and delighted when the speaking was about to begin. Members of parliament, some clergymen and other prominent men occupied one large vehicle, which constituted the platform. I stood on the high seat of this vehicle, and five thousand people spread before my eyes in a compact mass, mounted farmers forming a fringe around the outer edge. Down at the lower end of the square, about fifty yards from the horses, stood the inspector. He had heard with some uneasiness of a large draft of police having been brought yesterday into town, and it was stated that they had been refused lodgings and had spent the night drinking in an untenanted house. I therefore thought it a good omen to see the force withdrawn so far from the meeting.

Dean McCarthy had just begun the opening remarks when I noticed the police advancing at quick pace upon the meeting and press their way roughly in. It appeared subsequently that they had a government reporter in their midst. This movement caused great excitement among the people. Things looked threatening when Dillon began to speak. His well known figure restored the distracted attention of the people. After he had been speaking a few moments all was quiet again, and the meeting seemed fairly under way. It was just then that the police made a new move. They crushed their way still further into the dense crowd and began hammering the horses with their batons. The horses plunged and kicked. A man was struck with a baton and struck back with a stick. Some one threw a stone and in a second the police formed and charged. There was a moment of panic in the crowd, when it swung back on the wagonette, but only a moment. Like a flash those nearest the police rallied, infuriated at the wanton and unprovoked attack, fell upon them with their black thorns. There were a few seconds of brisk fighting, when the police turned and fled in the wildest confusion, rolling over each other in their efforts to escape. Several of their helmets tumbled off, which the people seized and tore to shreds or kicked before them like footballs. They disappeared around the corner in a shower of stones. Soon afterwards we heard a volley of musketry from the street up which the police had fled and in which their barracks were situated, then another, and again another. Dillon rushed down the square and up the street towards the barracks. The police were firing out of the windows of the second story. One man fell dead at the foot of the square; another, with a bullet through the roof of his skull, lay in his blood against the wall. Mr. Mandeville, solicitor, who was to defend O'Brien, had the flesh torn from his temples. Many others were wounded. Dillon rushed into the barracks. There he found the commander of the police raging like a maniac and calling on the men to come out and fire volleys up and down the street, an order which Dillon, holding the officer in the hall, prevented him from executing. Firing from the windows continued a few minutes longer. A body of police rushed out and charged up the square, but in a second more the charge was turned into a flight. The people who had massed in a corner wheeled around behind them and sent them rushing pell mell with a well directed volley of stones. The police made for the priest's house and escaped in the hall, banging the door to. Just then I met Dillon coming up the square, returning from the barracks. At his suggestion Labouchere, Bruner and I went to the police barracks to see the magistrate in command. Dillon had been unable to prevail upon him to withdraw the excited constabulary, who were drawn up in line across the street where they had been firing, and he thought perhaps that remonstrances of an English member would have more effect on him. We found him, a young man, white with excitement, the sleeve of his coat smeared with blood, holding in his hand a stout stick, which he shook while he spoke. The corpse of one of the murdered men had been dragged off the roadway and lay right across the threshold of the barracks door in a pool of blood. It would be idle to recount our interview. It was a mixture of alternate fear, vaccilation and bravado on the part of the police officer and magistrate in command. After a few minutes it ended in the latter gentleman saying curtly that he had sent for military redoubts. They were soon afterward seen coming across the square, at the lower end of which they drew up in a single line. In an hour or so by great exertion on our part, we got the town fairly clear of the people. As I returned to the square I found a tall young fellow dipping his handkerchief in the blood of the man who was first shot. He put the handkerchief in his breast and said to me, "I am going to keep this forever as a pledge of my mortal hate against English rule." This briefly is the story of the day.

John Bright on Temperance.

THE following letter from John Bright to a gentleman in Toronto is dated Rochdale, August 23:—

DEAR SIR,—I suppose that all men will admit that it would be a great blessing if the manufacture, sale and use of drinks which intoxicate were abolished, but it is difficult to imagine a state of public opinion in which this could be done. The whole question and its solution must depend on public opinion, which may agree to restrictions which are important, but will for a long time, and perhaps always, refuse the absolute prohibition, which I suppose you are contending for. It seems to be with us, and probably with you, that a severe system of taxation is almost the only remedy which can be adopted with much hope of success. By this course we may reduce the number of houses where the drink is sold, and thus lessen the temptation, which so many persons seem unable to resist, and at the same time it would add to the cost of the drink, and thus to some extent diminish the consumption of what is so great a source of mischief. I fancy you are in advance of us on this question. With us only moderate measures have any chance of success, and we must be content to travel more slowly than is the case in some parts of your continent. With you in Canada, and with the temperance party in the United States, I hope and wish that the temperance cause may prosper.

Very truly yours,
(Signed) JOHN BRIGHT.

Cow River Bridge.

The repairs to this bridge, which were let in July last, are rapidly approaching completion, and when finished it will be a great accommodation to the surrounding settlements, as well as a credit to the contractors and to Mr. Townsend, Superior of this District, under whose special directions the structure is being erected.

The bridge had been formerly built of clay and brush, the settling of which regularly caused its sides to crumble away. To prevent this piles have been driven at close intervals on either side for a distance of over thirty yards, inside of which a wall of timber and stones has been placed. The whole is carefully bolted and bound together, and the centre is being solidly filled in with stones and clay.

A handsome railing is to be added, and the road on both sides will be rounded and graded. So faithfully and successfully has the work been performed, that what had been during the fall and spring a difficult place of travel, will now be as good a highway as any on the Island.

MONTIGNY, J.C.

King's County, Sept. 3, 1887.

General News.

CATHOLIC UNIVERSITY.

At a meeting of the trustees of the proposed American Catholic University, held at Cardinal Gibbons' residence, Baltimore, on the 7th inst., Washington was selected as the site. Plans were adopted and work will begin this fall. Right Rev. Dr. Keane, Bishop of Richmond, was elected first rector. The building committee consists of Archbishop Williams, of Boston, Bishop Keane and Thomas Waggaman, and a collecting committee, including all the Archbishops and Bishops in the United States was appointed.

HOME RULE MATTERS.

The Parnellite whips issued an urgent summons for a full attendance at the Commons on the 8th inst., when the debate began on the Government's action in proclaiming the Ennis and other meetings. Conservatives were also recalled to take part in the debate. John O'Connor, Nationalist, is about to resign his seat in Parliament for business reasons. Gen. Buller has resigned his post in Ireland, and will return to the war office in October.

The Glasson magistrates have sentenced Hayden, editor of the Westmeath *Examiner*, to three months imprisonment for obstructing the police during recent evictions at Hayden. He has appealed.

It is reported a special meeting at the Irish Privy Council at Dublin Castle, on the 8th inst., decided to have O'Brien arrested if he would not appear before the court at Mitchellstown in answer to the summons served; also to institute actions against the leaders of the recent meeting at Ennis. Labouchere, Dillon, and other members of Parliament have proceeded to Mitchellstown.

William O'Brien delivered a lecture in Dublin on the 8th inst., on "Lost Opportunities of the Irish Landlords." Archbishop Walsh presided. O'Brien said the Bills introduced by Gladstone and rejected by landlords offered the most splendid avenue to power and honor ever opened to a dethroned and fallen oligarchy. But the answer of the landlords was to smite the hand that extended them benefits. The landlords left the people no alternative but to become democrats. They might congratulate themselves upon the fact that the spread of democracy was free from bloodshed and rabid class hatred. If the Irish gentry should propose frankly to draw a wet sponge over the past, they would be welcomed and honored by the people. O'Brien declared he would not go to Mitchellstown unless arrested. Davitt promised to repeat the speech made by O'Brien at Mitchellstown.

GLADSTONE AND THE UNITED STATES.

The letter containing the invitation to Gladstone to attend the celebration of the adoption of the American Constitution at Philadelphia, was dated June 24. Mr. Gladstone was invited as the guest of the committee, and he was informed it was the only one sent to any person not an American citizen or accredited diplomat, the exception in his case being intended as an express recognition of the historical ties which bound Great Britain and America before the Declaration of Independence. Gladstone on July 30 made reply, and assured the committee of the great honor he felt in receiving the invitation. His letter continues: "The attractions of the invitation are enhanced to me by the circumstance that I have always regarded that constitution as the most remarkable work known to modern times to have been produced by human intellect at a single stroke, so to speak, in its application to political affairs. The invitation is accompanied by every accessory that even American hospitality could devise. Had I real option in the case I could not but accept, but the limitation of my strength and time and incessant pressure of engagements make me too well aware that I have none. So far as I can see the whole of the small residue of activity at my command will be dedicated to the great work at home. I regard the Irish question as the most urgent and the most full of promise of beneficial results to my country of any that I have ever been engaged in. I ought, perhaps, to add that viewing the jealousies prevalent in England, it is doubtful whether they might not be stimulated were I to accept the distinction you offer, which is not less a signal than undeserved. The first of these reasons, however, compel me to decline the most flattering proposal I have ever received. I shall watch, with profound interest, the proceedings of your celebration, when you will look upon a century of national advancement that is without parallel in history, and look forward to its probable continuance upon a still larger scale. That you and your children may be enabled by the help of the Almighty to worthily meet the accumulation of the high duties and responsibilities proportioned to ever growing power, will be, I am confident, the prayer of your kinsmen here, who hope, nay believe, that the moral relation between the several portions of one race are wisely destined to acquire increasing harmony and closeness.

(Signed) W. E. GLADSTONE."

Marine Disasters.

A London despatch of the 5th inst. says: Every vessel that arrives from New York brings news of unusual gales and extremely bad weather. Owing to a gale and high sea prevailing along the Irish coast, the Inman steamer *City of Richmond*, which arrived off Queenstown from New York to-day, was compelled to enter the inner-harbor, in order to transfer to a tender such passengers as wished to disembark. The *Lord Olive*, from Philadelphia, also had to seek shelter.

One of the crew of the Belfast bark, *Star of Scotia*, has arrived at Liverpool and has given some very thrilling details of the wreck of that vessel on the Falkland Islands and the loss of eight lives. Of the men drowned, one was the mate of the vessel and of the others the bodies of two were found on the beach, with nearly all the flesh eaten off by wild and voracious birds. According to the account of the sea man who has arrived at Liverpool, and whose name is Martin Olsen, it appears that the *Star of Scotia* was bound from San Francisco to Queenstown and had on board a cargo of wheat. She was manned by a crew of twenty-two and got ashore on the rocks at Bell Point, about a hundred miles from Port Stanley, Falkland Islands. It was about 11.30 at night when the vessel struck, and the crew remained on board until daylight. Heavy surf was breaking on the Island. The captain, with a majority of the crew, got away in one boat, and the second boat was in charge of Fraser, the mate. The captain told the men not to bring their effects, but to save their lives and then go off to the ship again for their clothes.

The captain's boat was the first to reach shore, but the mate's boat was cast on the beach by the heavy surf, and in it were the unconscious forms of Davis and Drummond, seamen, and the body of the mate, who had just breathed his last. Davis and Drummond recovered and gave an account of their sufferings during the short time that had elapsed since they abandoned their vessel. While making their way to shore the boat was capsized and all the occupants were thrown into the water. Some of the men managed to cling to the upturned craft, which afterwards righted. Some of the poor fellows never reached her again, but were drowned.

While making once more for the shore the boat was again capsized, and this happened no less than seven times, until there were only three left, viz., the mate, Drummond and Davis. Some of the men had clung to the capsized boat, but their strength had failed them, and becoming exhausted, they had to loosen their hold and perish.

To add to the men's suffering it was intensely cold, and it was only owing to their robust constitutions that Davis and Drummond were saved. They saw their comrades drowning, "but could not afford them the slightest aid. When the ship-wrecked men landed on the Island was covered with snow and the air was bitter cold. They, however, found shelter in the hut of herdsmen and were kindly treated. The herdsmen also rode one hundred miles to inform the authorities of the disaster.

GALE ON THE BANKS.

The Tusket Wedge schooner *Ethel* arrived from the banks a few days ago with 1,700 quintals cod-fish. She reports that on the 27th of August, when it commenced to blow strong from the south-south-east, with a very heavy sea, about 5 a. m. a sea struck the vessel, tearing her anchor from the cable and sending her adrift. Two hours later a tremendous sea was seen coming down on the vessel, appearing to be about fifteen feet high. Just before it came aboard the crew took to the rigging to escape, but the mate, Desire Corro, who was going forward at the time, was struck by it before he had time to go aloft and was carried over the lee side into the sea, which was like a boiling cauldron. He came up on the weather bow, when a line was thrown to him, but the poor fellow seemed to take no notice of it whatever, and was soon lost sight of. Those on board think the life must have been nearly knocked out of him by the sea when he was dashed overboard. The main-boom, rudder head and bulwarks were broken and fore-sail split. She also lost eight dories and all other movables off the deck. What saved the vessel from being swamped was the liberal use of cod-oil, about six hundred gallons being used. The effect of it was magical. After the gale abated the schooner was got under way for home, and in passing over the banks again only saw four vessels at anchor there, two French brigantines and two schooners. Cotro was 27 years of age and a native of Tusket Wedge. He leaves a wife and two children. The schooner *Onyx*, Captain Caleb Hines, arrived at Pubnico on Saturday last with 130 000 pounds of fish. During the gale of the 26th ult., her decks were swept and she lost four dories. She is owned by Messrs. Parker, Eakins & Co. The schooner *Arthur*, Captain Rufus Hines, also arrived at Pubnico on Saturday. She has 1,800 quintals of fish.

A Canso despatch of the 9th to the Halifax *Herald* says: Capt. Cohoon, of the schooner *Chester R. Lawrence*, of Gloucester, arrived this morning from Grand Banks, and confirms the reports of serious disaster to the fishing fleet there on the 26th ult. and 3rd inst. In the gale of the former date she had her decks swept, losing all her dories, gurry butts, cable and anchor, flying jibboom and head gear. Hugh McEachern was struck by the sea that swept the deck, and was crushed by oil casks and dories, having his ribs broken and otherwise seriously injured. The captain is trying to work the schooner home with double-reefed foresail and temporary repairs to head gear. Capt. Nelson, of the schooner *Mabel Kaniston*, spoke him after the gale, reporting decks swept, and losing five dories. He had boarded a wreck the day before, called the *Ocean Pride*, with her men dead in the cabin. One man was fast to a rope alongside. Capt. Cohoon saw two spars, butt up, and several dories on his way in. Capt. Kavanagh, of the schooner *Atalanta*, of Isaac's Harbor, arrived here this morning from Grand Banks, and reports in the gale of the 3rd inst his vessel broke adrift, losing part of cable and anchor. While trying to get vessel under three reefed foresail, the halyards were found in cross trees. A young man named Edward Fenton, who went aloft to clear them, was thrown to the deck, killing him instantly. Her captain was landed here sick, and the schooner in charge of the mate left for Isaac's Harbor to-day with the remains of young Fenton on board. He also spoke the schooner *Nellie Woodbury*, of Boston, on the 4th inst. She had lost six dories with six men in the gale of the 3rd inst. The captain saw them go down before his eyes. He cut his cable in the endeavor to save his men, but only succeeded in saving one man and dory. He saw another vessel from Provincetown, but could not make out her name, which had her bulwarks gone, decks swept, and lost two men. The schooners *Mabel Somers* and *Opal*, of Yarmouth, are here on their way home from the Grand Banks. Both have lost cables and anchors, and the former her trawl gear, but otherwise sustained only trifling damage. Capt. Bowie, of schooner *Annie* of Guysborough, requested Capt. Cohoon to report him all right after the gale of the 3rd, wanting only three days fishing to fill up.

Lunenburg advices of the same date state:—"Capt. Albert Young, who has just returned from the Banks, says that on the 22nd of August when the steamer *Adriatic* (White Star Line) was passing within a gunshot of his vessel, in Lat. 46.3, long. 48.57, a number of passengers rushed on deck to look at the fishing vessels, and one of them, a female, fell into the ocean. The *Adriatic* stopped steaming. Boats were lowered from his vessel and the steamer and a thorough search made for the body, which was never seen after striking the water; but on the following day when Capt. Young's men were taking in their trawls, pieces of female garments were found in them. A number of the bankers now in the harbor report that on the 27 of August, when on the Grand Banks, they were visited by a hurricane which carried away trawls, sails and snapped hawsers. One vessel says she had to cut her hawser in order to save herself from colliding with another ship toward which she was being hurried by a gale more terrific than that experienced last spring.

Telegraphic News.

ST. PETERSBURG, Sept. 9.—It is stated semi-officially that the Russian Government, not obtaining the assent of the powers to the proposed mission of Gen. Ernroth, will endeavor to gain the adhesion of European powers to other plans for settlement of the Bulgarian question. The abdication of Ferdinand will be necessary as the result of the adoption of the Russian policy.

LONDON, Sept. 9.—The Government has assented to granting a subsidy of £45,000 yearly to the Canadian Pacific Railway for carrying mails to and from the east.

TORONTO, Sept. 9.—Two young ladies—Agnes M Gorman and Bella Lander—of this city, while boating at Lorne Park, were driven out into the lake by a gale and perished.

VANCOUVER, B. C., Sept. 9.—The master of the sealing schooner *Alfred Adams*, which has just arrived at Vancouver, reports that when in Behring Sea his schooner was captured by the American steamer *Rush*, and stripped of about two thousand sealskins, which he had caught. The schooner was then placed in charge of an American prize crew and ordered to proceed to Sitka for trial. After the *Rush* had departed the schooner's crew resumed charge, and landed their schooner, prize crew and all, safely in a British port.

OTTAWA, Sept. 9.—In reference to the report that the war ships *Canada* and *Tourmaline* would at once proceed to the fishing grounds to assist the Canadian cruisers, the Hon. Mr. Foster said yesterday that the statement was correct.

LONDON, Sept. 9.—The public funeral of the victims of the Exeter Theatre fire occurred yesterday. There were fifty-two caskets containing the identified bodies, and fourteen containing unrecognized remains. The streets through which the funeral passed were lined by a silent crowd.

BALTIMORE, Sept. 9.—John Ross, of Coldred, was executed to-day for the murder of Emily Brown, for the purpose of selling her body to a medical college for $15. Ross made a full confession, implicating two other men.

DULUTH, Sept. 9.—The steamer spoken which arrived at Two Harbors, reports that the big schooner *David Dows* was adrift in the gale of Tuesday, and not having been heard of it is feared she foundered with all hands. The *Dows* was the largest schooner on the lake, and was valued at $6,000.

DUBLIN, Sept. 9.—A conflict took place to-day in Market Square, Mitchellstown. There were about 7,000 people present. The police were trying to protect the Government stenographers when a fight took place. The crowd repulsed the police, several of whom were severely injured. The police obtained reinforcements, and returning fired six shots, by which two men were killed and several others wounded. The rioters dispersed, but threaten to gather again.

WILKESBARRE, PA., Sept. 9.—A hundred thousand miners will strike to-morrow night if the coal and iron company stick to their decision not to arbitrate the question involved in the two weeks pay law.

OTTAWA, Sept. 9.—The Department of Fisheries has ordered an investigation into the charges made against officer Hall of the *Vigilant*, and on which he was dismissed from the service.

QUEBEC, Sept. 9.—The ball given last night at the citadel was a very brilliant affair. To-day the New Brunswick and Yarmouth teams are at the guns, and are making good, steady shooting. The following are the scores made: No. 1 P. E. Island, sixty-four pounder, 141, forty pounder, 138; No. 2 P. E. Island, sixty pounder, 158, forty pounder, 112; No. 3 Halifax Brigade, G. A., sixty pounder, 162, forty pounder, 111; No. 5 Halifax, sixty pounder, 139, forty pounder, 128; No. 6 Halifax, sixty-four pounder, 147. The Lower Province men expect to leave to-morrow for home.

TORONTO, Sept. 10.—The *Mail's* London despatch says: "Sir Charles Tupper has been invited to spend a few days with Chamberlain at Birmingham, the object being to talk over the Canadian fisheries question. A definite statement relative to the Commission will not be made before next week.

LONDON, Sept. 10.—The *Times* says the blood of the Mitchellstown victims is on the heads of Messrs. O'Brien, Davitt and Labouchere, whose inflammatory and cynical language drove men against the muzzles of rifles. This teaches the people that although their leaders have amusement and profit, the people pay for it with their skins.

The *News* says: "Coercion was not long in bearing its bitterest fruits. The Government meant to provoke bloodshed in Ireland. Blood has been shed in perfect wantonness, and butchery is its most revolting feature."

LONDON, Sept. 11.—A French smack has reported the loss of a vessel with fifty hands in the English Channel.

LONDON, Sept. 11.—The ship *Clyde* which sailed from Leith, August 1st, for Quebec, was burned on August 30th. The crew were rescued.

OTTAWA, Sept. 11.—It is understood that Walter C. Murray, of Kings Co., N. B., a graduate of Fredericton University, has been the successful candidate from Canada for the Gilchrist scholarship, standing third in the original honor list. There were five competitors from Canada four of whom are in the honor list.

SPRING HILL MINES, N. S., Sept. 11.—Two locomotives collided on the Cumberland Railway near Spring Hill Junction, late Saturday night. The collision occurred on a grade and sharp curve about one hundred yards from the station, between locomotive No. 3, with a passenger car attached, and locomotive No 2. Both engines were running tender first. The drivers and firemen of both engines were more or less hurt; fireman Richmond dying this morning after being removed to his home. The cause of the accident is supposed to have been that the driver of engine No. 3 forgot his orders.

WINNIPEG, Sept. 11.—Yesterday, two bills and writs were filed at the instance of the Dominion Government, praying that the Red River Valley Railroad contractors, and Hon. Messrs. Norquay and Wilson be restrained from building that road. The work of construction is, however, being pushed vigorously forward.

MITCHELLSTOWN, Sep. 11.—Contingents of Nationalists from all the surrounding towns promise to attend the funeral to-morrow. The procession will be enormous. The police refuse to allow the cortege to traverse the regular route to the cemetery, which passes the barracks. The Nationalists consider this a great indignity as they will be compelled to go through the Protestant part of the town. They claim to have the right to take the usual route, promising not to resort to violence. The coffin of the old man shot dead on Friday, whose name was Lenorgan, not Riordan, is inscribed as follows: "Mitchell Lenorgan, murdered, September 9, 1887. Requiescat in pace."

DUBLIN, Sep. 11.—Mr. O'Brien was arrested to-day while seeing Labouchere off on a steamer. O'Brien spent the day at Ballybrock with Dillon and Harrington. He received a telegram from Labouchere and Brunner, requesting him to accompany them to London. O'Brien, accompanied by Harrington, went on board the Kingston boat for the purpose of declining the invitation. A detective met him and said he would not be arrested if he pledged himself not to go to England. O'Brien refused and was taken into custody and escorted to the Imperial hotel, and was told he could stay all night if he would promise not to make a speech. He did not promise. He addressed a crowd from the balcony of the hotel. He said: "So long as breath is in my body, my voice shall not be silent until I am gagged. I am proud to suffer for Mitchellstown. When in Kingston I was told that I would not be arrested if I did not undertake to go to England. That shows the government is beginning to dread us in England."

OTTAWA, Sept. 12.—The Department of Justice have been instructed to take the necessary steps in the Vice Admiralty Court of Prince Edward Island for the condemnation of the boats and seines of the schooners *Argonaut* and *Oul-French*, which were seized by Capt. McLean, off the coast of Prince Edward Island, for fishing within the limit.

MITCHELLSTOWN, Sep. 12.—The funeral of Michael Lonergan, shot dead by the police on Friday, took place to-day, and was attended by thousands of people, the procession being over half a mile long.

LONDON, Sep. 12.—A great debate took place in Parliament last night on the Mitchellstown riot. Sir William Vernon Harcourt argued that the attempt of the Government to prevent the meeting was a violation of the Constitution, and was incompatible with the existence of free government or the rights of the people. Balfour, the Irish Secretary, defended the action of the Government. The debate was continued by Labouchere and Gladstone, against the Government's action. Parnell moved the adjournment of the debate, but his motion was lost, by 228 to 87.

Local and Special News.

Call and see the grand show of millinery, at Beer Bros.

"A barrel full of money" is a good thing to have, but what is it good for if your health is poor. Preserve your health by using Imperial Cream Tartar Baking Powder.

During the examination of a witness in the U. S. district court, recently, district attorney Flick asked: "How often did you buy liquor of the defendant in the aggregate?" "Never," said the witness, "I always got it in the wine cellar."

PIERCE'S "PLEASANT PURGATIVE PELLETS," positively popular; provoke praise; prove priceless; peculiarly prompt; perceptibly potent; producing permanent profit; precluding pimples and pustules; promoting purity and peace. Purchase. Price, pretty. Pharmacists patronizing Pierce procure plenty.

A stout old lady got out of a crowded omnibus the other day, exclaiming: "Well, that's a relief any how." To which the driver, eyeing her ample proportions, replied: "So the 'osses think, mum."

Buffalo has decided to prohibit all vocal and instrumental music in the saloons. Passers by so frequently mistook the singing for cries of murder that the mayor felt obliged to take action in the matter.

A FACT WORTH REMEMBERING.—Mr. James Binnie, of Toronto, states that his little baby when three months old, was so bad with summer complaint, that under doctor's treatment her life was despaired of. Four doses of Dr. Fowler's Wild Strawberry cured her, she is now fat and hearty.

"What! You say that Herr Schmidt, the merchant, has gone blind? Here's a pretty how d'ye do! I've got a bill on the man which is made out 'payable at sight.'"

A PLEASANT DUTY.—"I feel it my duty to say," writes John Burton, of Desert, P. Q., "that Burdock Blood