THE HERALD.

WEDNESDAY, MAY 7, 1884.

The General Policy of the Dominion Government.

THAT trade policy which the present Dominion Government inaugurated, and which, at the last general election, the people so emphatically endorsed, is bearing good fruit, and under it Canada is developing beyond the most sanguine anticipations. We have had, it is true, a cold wave of hard times, but the worst has been passed, and the prospects for the future are brighter than ever. The embarrassment of a few manufacturers, more enterprising than prudent, and the disasters inevitable upon land speculation, must not be accepted as indicating the general state of trade. The troubles which have overtaken not a few of our banking institutions, must be attributed to gross, and in some cases criminal, mismanagement, and are in nowise owing to the National Policy. It is no use for a few grumblers, or Grits, for the terms are synonymous, to point to the shutting down of a cotton mill for a few weeks, or a temporary reduction in wages—these are isolated cases. Does it mean nothing, we ask, that in the money markets of the world Canadian securities stand at the head of the list, and to know that the credit of Canada never stood so high as it does at the present time? The commercial barometer points to clear, fine weather, so that with increased confidence in the crew of our Ship of State, we spread our sails to the wind and pursue our paths of progress and development.

Foremost, then, in this great work in which we are engaging, is the construction of the Pacific Railway. With the early stages of its history our readers are fully acquainted—how the Liberal Conservatives initiated it, how the Grit party excelled themselves in their specialty of "how not to do it," and how upon the Liberal Conservatives again devolved the duty of carrying to a successful issue the great scheme which they had planned. No sooner, however, had a company of capitalists contracted for the work, than, both in England and the United States, powerful combinations exerted all their influence to hamper the company and thwart their efforts, and in this patriotic work they were handsomely supported and encouraged by the whole Grit party, headed by their leader, Mr. Blake, who had always evinced a most determined opposition to the scheme. Unfortunately the endeavors of these parties were, to a very great extent, successful, and the company, unable to float their bonds, except at almost ruinous prices, were at last compelled to approach the Government for assistance. A guarantee of a minimum rate of interest to bondholders had not the desired effect, and Parliament met in the expectation of being immediately called upon to furnish relief. The policy of the Government was soon announced, by which they proposed to advance to the company, by instalments, the sum of twenty-two and one-half millions of dollars in consideration of receiving as security the whole property of the company in their road and its equipment, their rolling stock and steamers, their land grant which they had earned, and also the assurance that the road should be completed in two years from date, instead of seven years, as allowed by the contract. Of course the Opposition resisted the proposal—that was to be anticipated. But it was also expected that they would present some good and solid grounds for their resistance. First of all, they objected to the whole scheme and to the original contract, but these had been fully considered and at great length two years ago. Then they complained that the moneys already paid had been squandered, and that there was nothing to shew for the expenditure that had been made, but the facts and figures adduced were against their contention. Last of all, they insisted upon misrepresenting the character of the assistance, and treated the loan as a free gift to the company. And now all over the Dominion, in every Grit newspaper, we read of the enormous amount of money (upon the exact sum no two of them can agree) which has been voted away during the session, and in every one of them the *loan* to the Pacific Railway Company is treated as a *gift*.

As the amount in question is certainly very large, it may not be out of place shortly to review the security which the Dominion Government have taken for the repayment of the loan. We have said that the company pledged their whole property—what is it worth? We find that the total outlay upon the lines under construction was $58,695,365, and that the amount received from the Government was $22,687,874, leaving a balance of some $36,000,000 of expenditure as part of the security. Nor is this all. The company had earned 13,755,075 acres of the twenty-five millions granted, and had sold 3,953,400 acres, leaving unsold over 10,000,000 acres, which, with the unearned lands, make a total of 21,246,600 acres given in security also. What is this land worth? Now, so long as these lands remained in possession of the Government the Grit party depreciated them as worthless, but the moment they were granted to a company their value in Grit estimation suddenly advanced to as high as $4 and $5 an acre. We are not disposed to rate them at so extravagant a figure, but will simply say that the average price received by the company for what they sold was $2.36 per acre. Allowing them to be worth only one-half that amount, they would amount to over $25,000,000, nearly $3,000,000 more than the loan, without any consideration of the first-mentioned security of $36,000,000. We take no account whatever of the great benefits which must inevitably accrue to the country by the completion of the road five years earlier than required by the contract, and we find that the security offered amounts to $61,000,000.

But what would be the result should the company fail in their engagements? Let us suppose the case of the whole amount of the loan having been paid over to them, and that at maturity it is not repaid, for our readers should bear in mind that this loan is not made all in one lump, but in instalments as the work proceeds, during a period of two years. In assuming this case we are putting the worst aspect possible upon the business. What will the Government have paid for the construction of the road? There is, first, the amount of the original subsidy, $25,000,000; then the cost of those sections constructed by the Government, $28,000,000; the present loan, $22,500,000; the liability on account of interest guaranteed, $7,500,000; land grant bonds unprovided for, $1,123,500—making a grand total of $84,123,500, for which they will have received the whole Canada Pacific Railroad, with all its branches and connections, with all its rolling stock, steamers, real estate and equipments, a railroad of 3,400 miles in length! Nor, indeed, would this be all. Our readers have, no doubt, some recollection of the crusade which was preached through the country by the present Opposition member for Queen's County, Mr. Davies, at the time the contract was signed with the Pacific Railway Company. With what vehement indignation did he not then denounce the policy of granting twenty-five million acres of land to a monopoly? How his righteous soul was vexed as he thought of the future settlers of that fair and fertile land being forever ground under the iron heel of a landlord's tyranny! Well, in the case we are assuming, the whole of the twenty-one million acres of land which they have pledged would revert to the Government. In very truth it would seem desirable, in the general interest, that the company should make default in the repayment of the loan, for then we should have not only the Pacific Railroad, but also the extensive connecting roads which the company have purchased, and we should have the twenty-one million acres of land, and the whole affair complete five years before the time stipulated in the contract, for something like thirty or forty millions of dollars less than it would certainly have cost had the Grit party remained in power. But should the company press their contract to a successful completion and repay the loan, then the railway will have been secured without the expenditure of a single dollar in excess of the sum stipulated in the contract.

Although the details of the arrangements with the Canadian Pacific Railway Company were made public in the early part of the session, the Opposition, both in Parliament and in the press, have been unceasing in their misrepresentations of the scheme. It is on this account that, in undertaking a review of the general policy of the Dominion Government, we have gone so fully into this subject in order that the people may be put in possession of the full facts, and be able to form an intelligent opinion thereon.

Presidential Candidates.

OUR Republican neighbors in the United States are on the eve of a Presidential contest, and as might be expected, political matters engage a large share of public attention in that great country. Elections are of such frequent occurrence across the border that the nation may be said to be almost in a continual political ferment. But that which engrosses the greatest attention is the contest for the highest position in the gift of the people—the occupancy of the Presidential Chair. Such is the political prize now dangling before the eyes of ambitious American statesmen. It is certainly a position worth contending for, but this spirit of contention is not confined to the two great parties into which the nation is divided—Republicans and Democrats—but each party, particularly the former, is being rent asunder by internecine political strife. There are so many aspirants for the coveted position, to which is attached the highest honor, responsibility and emolument, and each having a certain following, both in the State Conventions and in the Press, the parties are thus divided into petty factions. The Republicans being weakened by those internal dissensions, do not present a solid front to their opponents. The same may be said, but perhaps in a somewhat lesser degree, respecting the Democrats, among whom, however, there do not appear to be so many candidates for the Presidential nomination as there are in the camp of the opposing party.

The National Republican Convention meets at Chicago in June, and in July the Democrats meet in Convention in the same city. These party assemblages, our readers are aware, are vested with the power of saying who or who shall not be the candidate of the party for the Presidency. Invested with such great power as is placed in the hands of the delegates comprising these conventions, it is not surprising that such meetings are looked forward to with a degree of interest such as only the most important events in the domain of Federal politics can excite. It frequently happens that the candidates who develop the greatest strength on the first ballots find themselves with a very small following when the final vote is cast, and sometimes with no following at all. In such case, the choice of candidate unexpectedly falls upon some "dark horse," whose name has not, perhaps, been before the Convention at the earlier stages of its proceedings. Such was the late lamented Garfield at the last National Convention of the Republican party. Such, also, was ex-President Hayes in 1876. It was never expected that either Hayes or Garfield would have been selected as the standard-bearer of his party prior to the times at which such nominations were made. And we have no doubt that the two successful candidates, to whom we make reference, were themselves quite as much surprised at the sudden and unexpected freak of political fortune which placed them on the road to the White House, as were the electors of the country, so that the popularity of any particular candidate for the Presidency, as shown by the number of delegates who go to the Convention pledges to support him, is in most instances no criterion by which to judge of the chance of such candidate to obtain the nomination sought after at the hands of his party. And as it occurred in 1876 and in 1880, so may it happen in this year of grace 1884. The approaching Republican Convention at Chicago will consist of eight hundred and twenty delegates, the votes of four hundred and eleven of whom will be necessary to the choice of a Presidential candidate. Of all the Republican candidates now in the field—and there is no scarcity of them—President Arthur and James G. Blaine has each by far the largest following. But when the first ballot is cast at the Convention it is not probable that either of them will command within in at least one hundred votes of the number required in order to insure success. Though Arthur belonged, prior to his election, to what is termed the school of machine politicians, yet it is pretty generally conceded that he makes a fairly successful President. He has, however, a large and influential wing of the party opposed to him. So also has Blaine. The political shortcomings of each are now being laid bare by a portion of the party press with as little mercy as if the assailed were the choice of a Democratic convention for the Presidency. Blaine is a man of great ability. He is, perhaps, the ablest politician in the States to-day, but notwithstanding this fact, we would not give much for his chance of obtaining the party nomination. So strong is the opposition to him that one of the most influential Republican papers of Boston deliberately asserts that his nomination would make the beginning of the end of the Republican party. Nor do Arthur's prospects at the coming Convention appear to be any brighter than those of Blaine. As Grant and Blaine killed each other in 1880, so also is it probable that Arthur and Blaine will meet the same fate at the hands of the Chicago Convention in June next, and that the nomination will be given to one of the lesser lights, possibly to a man whose name may not appear on the first ballot. Among a host of politicians whose names are prominently before the public in connection with the Presidential nomination, are Senator Edmunds, General Sherman, and Secretary Lincoln, either of whom would make an eligible candidate. Edmunds is a man of undoubted ability, and his record is a good one. Sherman would make a strong candidate, and Lincoln is a young man of good parts. He has not many political sins to answer for, and in the event of the choice falling upon him he would have the prestige of his martyred father in his favor. There does not appear to be such a scramble for the Democratic nomination as there is in the Republican ranks. It would appear as if the old team, Tilden and Hendricks, were the strongest available candidates on the Democratic side. What the result of the Presidential contest in November next may be it is difficult to divine. Owing to the dissensions in the Republican party the prospects of their opponents are much brighter, and we would not be at all surprised to see a Democratic administration next in power.

THE practice of duelling has not yet died out in the United States. Two North Carolina politicians, of African descent, got into a quarrel recently concerning the respective merits of Grant and Blaine, which nothing could settle but the shedding of blood. A challenge was accordingly issued, accepted, and a certain day fixed for the duel. Previous to the fatal day one of the participants began to weaken. The authorities having been made aware of this, now interfered, and the two gentlemen were arrested on the eve of battle. It is thought they will be convicted and sent to prison. It has been ungenerously stated that if they really intended to fight they would not be interfered with, but were arrested because they were afraid to meet each other in mortal combat.

Hon. Mr. Blake's Retirement.

RUMOR has it that the chief of the reformers, Hon. Edward Blake, threatens to give up at an early day the Leadership of the Opposition, and at the same time to retire from political life, thus burying in oblivion his most sanguine hopes of one day ruling the destinies of this great Dominion. Those best acquainted with the political career of the member for West Durham will not be surprised to hear that, with the leadership of the Reform party, he also gives up all his political aspirations. When that party was in power, with the Hon. Alex. Mackenzie at its head, Mr. Blake as a member of the Government did not, 'tis said, as heartily support him as he might have done, but was restive and acted in such a manner as would indicate that he thought himself not a man who should follow, but as one who was intended by nature for the leader of a great party. Very questionable means are said to have been employed to depose Mr. Mackenzie and have Mr. Blake installed as his successor. Be this as it may, Mr. Blake evidently forgot the trite maxim, that he who will not follow cannot hope to lead. Mr. Blake depended for his success, as Leader of the Opposition, upon his oratorical powers alone, and did not consider any of his followers worthy of his confidence. On the contrary he seems to have looked upon them as mere machines, and to have considered that their duty was simply to lend him their blind allegiance. No doubt the disastrous results of his tactics during the last session of Parliament have forced him, however unwillingly, to the conclusion that most men have minds of their own, and are not always to be whipped into line at the nod of an over-confident leader.

His course on the C. P. R. and North West questions alienated most of his friends from Manitoba, while the stampede which his action on the Railway Subsidies resolutions caused among his followers from Quebec and the Maritime Provinces, must have almost "broken his mighty heart." Should he at this moment retire from the Leadership of the Opposition, it would be difficult to conjecture who would succeed him. The poor condition of Mr Mackenzie's health renders him altogether unfit for the position, while Sir Richard, the knight of the double shield, could scarcely hope to gain the confidence of his fellow members. On the whole, the party possesses very few, if any, men of more than mediocre abilities.

Editorial Notes.

THE latest telegrams from Ottawa announce that Sir Charles Tupper resigned his seat in the Commons of Canada on the 5th inst., and that henceforth, he will discharge the duties of High Commissioner only.

WE cannot understand why the rebuilding of the Charlottetown Post Office is delayed. The public are greatly inconvenienced with the present arrangement, but the office is, no doubt, the best that could be had. Of course we must be prepared to put up with this state of affairs for a time, but that time should not be unnecessarily lengthened.

OUR harbor affords more than average facilities for bathing purposes, but without some suitable public bathing houses our citizens are unable to utilize its advantages. It is unnecessary for us to point out the benefits resulting in many ways from sea bathing. Other places are alive to their interests in this respect. New York, St. John, and many other cities we could name, have free bathing houses. We do not, of course, expect to see our civic fathers make a move in this matter, but we feel convinced that private enterprise would find the establishment of proper bathing houses convenient to the city a paying investment.

ANOTHER EXPEDITION has been fitted out in the United States for the relief of Lieutenant Greely. It consists of three steamers, namely, the *Bear*, *Thetis* and *Alert*, and the appropriation of $600,000 has been almost used in equipping them. The *Bear* on arriving at St. John's from New York, will take in coal and dogs, and sail at once to Disco, and then to Upernavik, in Greenland. The *Thetis*, leaving New York about a week after the *Bear*, will take the same route, joining the *Bear* at Upernavik; and the *Alert* follows after the lapse of a week, all three meeting at the above place. After arranging their plans they will again start forward in the order in which they left New York. Commander Schely, in charge of the expedition, feels confident of either rescuing Greely or learning the particulars of his fate. The undertaking is a most dangerous one, and it is hoped that it may prove successful.

THE following curious details are given of the precautionary measures taken by the Berlin police on the days on which Prince Bismarck is to speak in the Reichstag:

"The arrival of the Chancellor is always preceded by that of innumerable policemen in mufti, scattered over the whole route taken by Prince Bismarck from his residence in the Wilhelmstrasse to the Parliament House. A cloud of these agents, variously dressed, but always very recognisable, fill the Reichstag Chamber, and even the press tribune, much to the disgust of the reporters, who are no longer able to converse freely. Those who are in any way employed in connection with the Reichstag are all subjected to the severest supervision. Even the official compositors, engaged in setting up the official minutes, have to be provided with an admission card with their name and address on it. The moment the Chancellor's arrival is reported a waiter proceeds to lay on his desk the pencils which the Prince habitually uses, and another one brings a glass of a pale yellow liquid, which is neither diluted cognac, nor cold tea, but good sound 'Moselle.'"

THE following gentlemen have been appointed Sheriffs for this Province: Queen's County, Henry Longworth, re-appointed; Prince County, W. G. Strong, re-appointed; King's County, James Macdonald, of New Perth.

The "Princess of Wales."

The *Princess of Wales*, of the Island Steam Navigation Company, is now, we might say, almost a new boat. She has been thoroughly overhauled and improved during the past four months. The guards have been raised about two feet, and the new boilers being somewhat lighter than the old one, help to raise her still more. The guards, therefore, appear to be fully three feet higher out of the water than previously, which gives the steamer a better appearance, and improves her sea-going qualities. It would take considerable space to describe minutely all the repairs and additions that have been effected, but the following are among some of the principal: She has been refastened all over; new beams and hanging knees have been put in, which greatly increase her strength; also new main deck, sponsings, stanchions and bulwarks. The office of the postal clerk, and the mess and other rooms on either side of the main deck are all new and larger than formerly. The main saloon (aft) has been so enlarged that it will accommodate nearly one hundred more passengers than usual. This saloon is handsomely fitted up, the furniture newly upholstered, and the walls and ceiling neatly painted in bird-eye oak and walnut, by Mr. Peter H. Trainor. The gentlemen's cabin, the dining saloon, and the ladies' cabin have been refurnished and painted. Messrs. T. Owens and H. Huntley have had charge of the woodwork. The machinery of the *Princess of Wales* is now of the best kind. Two new steel boilers, with latest improvements, from the Acadia Foundry, New Glasgow, N. S., were made for this boat, and the connection-pipes are all of copper. The boilers are 17 feet long by 8½ feet in diameter, and are so arranged that there is a further space of about 18 feet long by 14 feet wide for freight on the main deck. The machinery was fitted up under the supervision of Messrs. Turner and Cuming, the former being Chief Engineer of the *St. Lawrence*, and the latter holding a similar position on the *Princess of Wales*. On Monday forenoon a trial trip was made to Point Prim, the Dominion Inspector, Mr. W. Smith, and others being on board. Those gentlemen, we understand, expressed themselves fully satisfied with the hull and machinery. It is said that she is now a better boat in every respect than when first built. Be this as it may, she at all events presents a highly creditable appearance, and her passenger and freight accommodation has been greatly increased. Her officers are: Captain, R. Cameron; 1st Officer, Michael Sweeney; Pilot, Archibald Finlayson; Steward, James Collings; Purser, A. E. McDonald; Chief Engineer, John Cuming; Assistant Engineer, Stephen MacDonald. All these gentlemen are, by years of service and competency, fitted for the positions they occupy, and, in fact, every employee connected with the boat is, we believe, capable and obliging. The *Princess*, therefore, commences the season's work under the most favorable auspices.

THE SIX-DAY WALK IN NEW YORK.

FITZGERALD TAKES FIRST PLACE.

The great six-day go-as-you-please contest commenced in Madison Square Garden, New York, on Monday morning, the 28th April. Fifteen pedestrians started, only seven of whom were on the track at the close. The entrance fee was one hundred dollars. All who were under five hundred and twenty-five miles at the finish did not participate in the division of the receipts. The following are brief sketches of the men who made over the above figures:

Patrick Fitzgerald is a native of the Green Isle. He is 39 years old, and has been a prominent pedestrian for upwards of twenty years. He is regarded as one of the fastest five to fifty-mile runners in the world, and as a six-day performer ranks with the best. His best record is 562 miles 55 yards, made in December, 1881.

Charles Rowell was born in England August 12, 1853. He is 5 feet 8 inches in height, and weighs 140 lbs. He is the holder of the Astley Belt, typical of the long-distance championship of the world, and is the only pedestrian who has three times successively won a championship trophy. His best record is 566 miles 64 yards, made in November, 1880.

Peter J. Panchot is a Buffalonian. He is 29 years old, stands 5 feet 7 inches, and weighs 141 pounds. His dark French-Canadian features are familiar to race-goers. His best record is 541 miles.

George D. Noremac, another small but good one, was born in Edinburgh, Scotland, in 1854. He stands 5 feet 3½ inches high, and weighs 129 pounds. His best record is 585 miles 498 yards, made in December, 1881.

Daniel J. Herty is a Bostonian, 25 years old, 5 feet 10 inches in height, and weighs 150 pounds. He has competed in numerous short-distance races with much success, but has only twice been a competitor in six-day contests. On the first occasion he completed 386 miles 275 yards, which is his best record, as in his second race he went but 555 miles.

Robert Vint, the smallest man in stature in the pedestrian ranks, is an Irishman. He is 26 years of age, stands 5 feet 3 inches in height, and weighs 125 pounds. His best record is 578 miles 605 yards, made in May, 1882.

Alfred Hosen was born in England. He is 30 years of age, 5 feet 7½ and weighs 140 pounds. As far back as 1879 he made 300 miles in a 15-hour-a-day race in Allegheny City.

The style of the contestants is thus described on the second day of the race:

Rowell runs with the same easy motion that has excited so much admiration at all the contests in which he has run. He looks at the clock and score only occasionally. He keeps, however, Fitzgerald's number well in mind. He appears to be his chief rival.

Noremac's sturdy legs carry him rapidly over the ground. He runs with an up-and-down motion, to which his long jaw keeps time. He rarely walks when on the track, and he always looks worried.

Herty is very tall, and he ran just a little heavily yesterday. His legs are long, and he steps well out. He appeared very tired, but kept to the track, and ran gamely.

Panchot, the buffalo letter carrier, ran faster than he did when delivering the mails. He is compactly built, runs prettily, and makes a good figure on the track.

When Vint runs he works his elbows just as he would do if he were pulling the wax ends in half-a-dozen at a time. He has such a good, earnest face that all the ladies applaud him. He runs with a little quick step, and seems like a feather blown around the track by a breeze.

Elson is a stout little man with legs of unusually large development. He runs slowly, but covers a good deal of ground.

Day, the trainer of the Mosely Harriers, and who brought such a good record for short distance runners last year, does not seem to be shaped as a six-day pedestrian ought to be. His back is too hollow for strength, and gives the impression that he is not a stayer. His legs are wonderfully developed.

Burrell, the colored pedestrian, when he runs, wastes much power. He raises his body with each stride, and his shoulders oscillate like the walking beam of a ferryboat.

Thompson looks like a thin edition of Panchot. He seems sad. He waited most of yesterday, and ran only occasionally. After his running spurts he seemed sadder than before. Unlike Fitzgerald when he runs he holds his chin high in the air, which gives the idea that he is disdainful, which is not the case.

Cannon was at ease, and appeared satisfied with his 71 miles, which he will probably take away with him when he goes home.

Haw-le-Haw plodded sadly along. His left leg lacked the buoyancy of his right leg, which was not over buoyant. He seemed for all the world like an Indian on the return from the war path after a severe battle in which he had been worsted.

To the tune of "The Babies on Our Block" Fitzgerald, looking fresher than he had at any time previous during the day, led a small file, in which were Rowell, Panchot, Herty, and Vint. As he passed the hotel a tall, black-moustached man handed him a basket of flowers. Fitzgerald held it high in the air and went off at a swift lope. The band dropped the "Babies on Our Block" and struck up a very lively march, the other pedestrians raced after Fitzgerald, everybody cheered, and for the space of a minute the whole Garden was in an uproar. Fitzgerald is looked upon as a dangerous man.

There was but slight difference in the positions of the principal competitors until Thursday morning about six o'clock, when Fitzgerald took the lead, and at eleven o'clock, a. m., he had beaten all previous records, completing 307 miles. Fitzgerald continued to lead, when betting changed in his favor. The great match was finished on Saturday night at 5.25, the contest being abandoned to Fitzgerald, who had then covered 619 miles, with so great a lead that his victory was assured. At that hour the referee called the contestants to halt, and Rowell was asked if he desired to finish the remaining two hours stipulated by the agreement, but he, as well as all the others, was willing to stop with the score where it then was. Every one of the contestants were badly used up at the finish. The score at the close was as follows:

Fitzgerald	619	Herty	559
Rowell	610	Vint	559
Panchot	595	Elson	559
Noremac	561		

According to the conditions of division of the receipts, the under-mentioned competitors participate in the division, and each takes the amount opposite his name:

Fitzgerald	$12,000
Rowell	5,000
Panchot	3,000
Noremac	2,000
Herty	1,000
Vint	500
Elson	500

Voyage Round the World.

Serious disturbances are anticipated in Spain.

Kentucky lotteries have been suppressed by law.

The *Pictou News* is to be published semi-weekly.

The Newfoundland Legislature was prorogued on the 23rd April.

The Maine Greenbackers have nominated General Butler for President.

Professor J. H. Fletcher, of this Province, has taken the lecture platform in Dakota.

The order prohibiting the military in Halifax garrison from shaving has been cancelled.

Jim Goode has accepted Sullivan's challenge to stand before him for four rounds for $1,000.

The License Act passed by the Ontario Legislature has been disallowed by the Federal Government.

The wages of shipbuilders on the Clyde have been reduced ten per cent. Twelve thousand men are idle.

The Egyptian Government has offered a Soudanese Chief £5,000 to bring General Gordon from Khartoum.

Mr. J. C. Mackintosh was last week elected Mayor of Halifax by a majority of one hundred and fifty-seven votes.

Rev Dr. Wild, of Toronto, has been looking into things, and has decided that the end of the world will arrive in 1935.

It is said that the Peters' Combination Lock Company will resume business at Moncton under very favorable auspices.

Divers are still engaged at Sambro Island on the wrecked steamer *Daniel Steinmann*, and a large part of her cargo has been saved.

It is estimated that damage to the extent of $80,000 or $100,000 was done throughout the Province of New Brunswick by the recent freshets.

The Furness Line of steamers, running between London, Halifax and St. John, has been granted the Dominion subsidy of $25,000 per annum.

The publishers of *Texas Siftings* offer a nickel-plated revolver among their premiums for new subscribers. They know what the people of Texas want.

A movement is on foot to have the remains of the late Very Rev. Dr. Cahill removed from their present resting place near Boston to the land of his birth.

The Quebec *Chronicle* says that Sir Hector Langevin has been appointed acting Minister of Railways during the absence of Sir Charles Tupper in England.

The first steamship crossed the Atlantic in 1819 in 26 days. The *Oregon* has just made the run in 6 days, 10 hours and 10 minutes. What will it be in 1919?

The poor house of Vanburen County, Mich., located near Hartford, Mich., was burned last week, and 15 or 16 of the inmates lost their lives in the flames.

Sir Michael Arthur Bass, M.P. for Staffordshire East, England, and head of the famous brewing firm of Bass & Co., at Burton on the Trent, is dead, aged 47 years.

A man named William McDonald, charged with being a Fenian District Centre, and in complicity with the dynamite scheme of Egan and Daly, has been arrested at Birmingham.

Rev. Edward McGlynn, D. D., is pastor of the most populous parish in the United States—St. Stephen's, New York. His flock numbers 25,000 souls. He is assisted by six other clergymen.

The schooner *Saint*, Capt. Pike, from Carbonear, Newfoundland, for Charlottetown, in ballast, was driven ashore at Toney River, N. S., last week, and became a total wreck. Crew saved.

General Butler, in a recent letter to a labor meeting, strongly condemned strikes, and said that they should never be resorted to by the laboring man to settle his differences with his employer.

Two Burlington, Kas., ladies have each sued the other for libel. They have to hold court in a ten acre pasture to accommodate the spectators, and business in the whole county has been completely suspended ever since the trial began.

There are 270 centenarians in the Dominion, divided as follows: In Ontario, 139; in Quebec, 73; in Nova Scotia, 30; in New Brunswick, 19; in Prince Edward Island, 12; in British Columbia, 2; in Manitoba, 1; in North West Territories, 1.

Gooderham, of Toronto, who lately offered a large sum of money to the Methodist people to induce them to build a college in that city, has shown that his generosity is not confined to one channel. He has subscribed $10,000 toward a fund for fighting the Scott Act in Ontario.

The *Bombay Guardian*, a religious paper, referring to the sunset afterglow, which has recently been again observed in Bombay, says: "We will not venture to predict that this may be by way of preparation for the final conflagration, but one thing it is safe to say, namely, that it is well for every one to be ready."

John B. Tolman, the oldest printer in Lynn, Mass., has given the Y. M. C. A. of that city an estate valued at $30,000, the income to be used for the promotion of temperance. There is only one printer, we believe, in Charlottetown who has anything like the sum at which Mr. Tolman's estate is valued, and he is still working at the case.

The Scotch Crofters' Commission have issued their report, in which they deprecate the severance of the laboring class from the enjoyment of property, and their servile condition of dependence on capital. The report is denounced by the *Pall Mall Gazette* as favoring agrarian revolution and striking at the roots of the present social organization.

The Newfoundland seal fishery, which appeared so favorable in the beginning, now turns out to be a failure, many vessels having lately arrived with a very small quantity of seals. This is attributed to the number of steamers now engaged in this fishery. It is recommended that those steamers be replaced by sailing vessels, and other measures adopted for the preservation of the sealing industry.

We have heard of a case in this city, a few weeks ago, where a bailiff, in the discharge of his duties, was roughly handled by a woman. A Halifax bailiff went to a house in that city last week to destrain the furniture for rent. He was attacked by six of the female occupants, and judging from the trouble our bailiff received from one, it must have been made pretty hot for the Halifax man by six.

Caroline Cunningham, Milton, Queen's County, N. S., the young woman whose singular case was previously referred to in the HERALD, died on the 21st ult. She continued in the same state up to the time of her decease, taking no nourishment whatever. On the Thursday previous to her death she opened her eyes and told her mother that when she closed her eyes again she would never open them. She soon after relapsed into a state of semi-somnolence and died without any further apparent return to a condition of full consciousness.

LATEST TELEGRAMS.

DARMSTADT, May 1.

The marriage of Princess Victoria House to Prince Louis Battenburg took place yesterday. After the performance of the civil marriage the bride led to the Palace Chapel by her grandmother. They were followed by a procession composed of royal guests, Queen Victoria leading, followed by the Prince and Princess Imperial of Germany, Prince and Princess of Wales, Princess Beatrice, Prince William of Prussia, and Prince Alexander of Bulgaria and the brother of the bridegroom. When the bride and bridegroom exchanged rings at the altar a salute of thirty-six guns was fired. All the guests except Queen Victoria attended the banquet in the evening. The couple afterward started for Jugenheim amid the applaudits of throngs of people.

TORONTO, May 2.

Another dynamite scare has occurred in Toronto. There is a prevailing opinion that the affair is either the result of a practical joke or cartridges were placed in the parliament buildings by some one anxious for a job as watchman. The fact that the wires attached to the cartridges were lying in such a position that they could not but have been seen by people passing, gives color to either of these theories. Of course, extra guards are placed around the buildings, and also about government offices.

LONDON, May 2.

The foreign office sent a telegram to Cairo inquiring into the position of O'Kelly the correspondent who was recently reported to have been arrested by the Egyptian authorities. A reply has been received denying that O'Kelly has been arrested by order of the Egyptian government. A lady has written a letter to the *Morning Post* offering £1,000 toward the relief of Gen. Gordon. The *Times* correspondent at Cairo says that intriguing, especially by the French, is more active than ever.

LONDON, May 3

The walls of one of the buildings of Wm. Whiteley's mercantile establishment in Westbourne Grove, London, which was partially destroyed by fire last Saturday, collapsed to-day. Fifty workmen engaged in making repairs were buried in the ruins. The high partition wall dividing the burnt premises from Whiteley's Baths was the one that fell. Most of the workmen were soon extricated. A large number were injured, and were transferred to the hospital.

CAIRO, May 3.

Nubar Pasha, Egyptian prime minister, is becoming hostile to British influence, and welcomes intrigues against the English. There are hints that some foreign power is giving him support. Khartoum despatches of April 21 report everything safe. Trade, it is asserted, will be carried on with the Madhi's men in case Khartoum is taken. The Greek merchants are already in direct correspondence with the Mahdi, with a view to the establishment of regular commerce. The Egyptian Government has offered a Soudanese chieftain £5,000 to bring Gordon from Khartoum.

NORTH SYDNEY, May 3.

The ship *Alantine*, of Drammen, Norway, was wrecked during a north-east gale, five miles east of Wolf Island station, in the gale and snow storm of the 13th ult. Nineteen lives were lost. The second mate was the only survivor. He speaks but little English, hence particulars are meagre.

HAVANA, May 3.

The effects of the explosion yesterday were terrible up to the present time. The dead number 21, and the wounded 79. The latter are scattered all over the town, having been wounded by falling *debris*. Many are seriously injured. Of the detachment of twenty-seven soldiers in the magazine at the time of the explosion, eight escaped unhurt. The magazine contained 1,000,000 cartridges, 200,000 kilograms of powder, and one barrel of dynamite.

MARRIED.

At Vernon River, on the 29th of April, by Rev. James Phelan, P. P., Mr. James T. Mullin, of Charlottetown Royalty, to Miss Katie A. Burke, of Orwell.

On the evening of the 29th inst., at the residence of the bride's mother, Grafton Street, by the Rev. John Burwash, M. A., John Coombs, Esq., Queen's Printer, to Ada, third daughter of Mr. James Barr.

At Auckland, New Zealand, on March 19, at the residence of the bride's father, by the Rev. Thomas Spurgeon, Alfred Osborne Knight, M. R. C. S., England, L. S. A., London, to Annie Bell Owen, eldest daughter of G. W. Owen, Esq., merchant, of Auckland, and formerly of Charlottetown, P. E. Island.

On the 24th April, 1884, at the Holy Trinity Church, Levis, by the Rev. E. A. W. King, M. A., assisted by the Rev. T. W. Fyles, B. A. F. C. S. Chaplain, Quebec, Frederick William Storey, B. A., Ox., of Montreal, to Lucy Wright DesBrisay, daughter of Wm. John Keswick, Intercolonial Railway, Levis, P. Q.

On Wednesday, 23rd of April, by Rev. R. W. Dyer, Alexander McLeod, Esq., merchant, to Miss Laura Watson, both of Alberton.

DIED.

At Oyster Bed Bridge, on Monday, the 28th April, in her 69th year, Jane, the beloved wife of D. McKay, Esq., M. P. P. Deceased was a loving wife, a true Christian, and an obliging neighbor. She died in the full assurance of a glorious and blissful resurrection.

In this city, on the 5th inst., of Bright's disease, Sarah, the beloved wife of Patrick Quinn, in the 46th year of her age.

At North River, on the 1st of April, in the 75th year of his age, Daniel Carroll, merchant, son of the late John Carroll, of Charlottetown Royalty. Requiescat in pace.

At Wing Vicarage, Buckinghamshire, England, on Thursday, the 17th of April, Anna Louisa, wife of the Rev. Peter Ouvry, and youngest daughter of the late John Grubbe, Esq., of Holland Grove, Charlottetown.

Fell asleep in Jesus, on Wednesday, April 30th, Ellen Harriet, eldest surviving daughter of the late Commander John Rayner Mayne, Royal Navy.

At Summerside, April 29, of consumption, Annie Bell, relict of the late George T. Bell, of Harrys Harbor South, in the 27th year of her age, leaving three children and a large circle of friends to mourn her early death.

At Pembina Mountain, Dakota, U. S., on the 8th of April, of heart disease, Sarah Milne, beloved wife of Robert Gavin, and eldest daughter of Robert and Sarah H. Hora, of Summerside. Lot 4, aged 19 years and 8 months.

MARKET PRICES.

CHARLOTTETOWN, May 7, 1884.

Beef (small) ℔ lb	..... to 4½
Beef (quarter) ℔ lb	..... 7 to 8
Mutton, ℔ lb	..... 7 to 8
Pork, carcass	..... 6½ to 7
Pork, small	..... 6 to 7
Ham, ℔ lb	..... 12 to 14
Turkeys	..... 1.25 to 2.00
Geese	..... none
Wild Geese	..... none
Ducks	..... none
Fowls	..... 25 to 40
Butter, fresh	..... 22 to 23
Butter, Tub, lb	..... 22 to 24
Eggs, ℔ doz	..... 9 to 12
Flour, ℔ 100 lb	..... 5.50 to 5.60
Oatmeal, ℔ 100 lb	..... 5.00 to 5.50
Oats, ℔ bush., black	..... 32 to 34
Oats, ℔ bush., white	..... 35 to 40
Hay, ℔ 100 lb	..... 50 to 55
Potatoes, ℔ bush	..... 30 to 35
Turnips, ℔ bush	..... 14 to 16
Sheepskins	..... 60 to 80
Wheat, ℔ bush	..... 1.50 to 1.75
Timothy Seed, ℔ bush	..... 3.00 to 3.50
Clover Seed, ℔ lb	..... 9 to 12

GEORGE LAWSON, Market Clerk.

New Advertisements.

Messrs. Geo. Davies & Co. are now opening their Spring Goods at the London House.

Fresh English and American Seeds at Watson's Drug Store.

Tenders are requested for the truckage of coal to the Gas House.

Good Tea, Fresh Seeds and Pottery at Beer & Goff's.

Messrs. W. & A. Brown & Co. have removed to DesBrisay's store, Queen Street, and will give great bargains for a few months.

Fifty cases and bales of beautiful Summer Goods now opened at J. B. Macdonald's.

Splendid stock of Spring and Summer Goods at Perkins & Sterns'.

Mr. A. McNeill will sell "A1 of Canada" on Friday, at the Market Square.

R. Burdett & Son have entered into partnership, and will carry on a General Store business at Dundas.