

THE HERALD

PUBLISHED EVERY WEDNESDAY. SUBSCRIPTION—\$1.00 A YEAR. JAMES MCISAAC, Editor & Proprietor.

WEDNESDAY, SEPTEMBER 19 1894.

Sir CH Tipper and Mr. Ounimet left for the Northwest Tuesday. Mr. Daly has arranged a splendid programme of meetings to be held at different points in Manitoba, the Territories and British Columbia. The tour will likely extend over six weeks.

Sir John Thompson addressed a meeting of Liberal-Conservative committee men at the Halifax Hotel on Friday afternoon last. The Premier urged close attention to the work of revising the lists, stating that the general election would probably be run on the register now being made up. Speeches were also made by T. E. Kehny, M. P., and C. H. Cahan.

Mrs. Stanford, the widow of the late Senator Leland Stanford, is carrying off in detail all the plans of her husband's respect. At present the institution has from the estate an income of \$250,000, but this is only the beginning. Mrs. Stanford proposes to give to the college the whole of the property willed to her in trust for the school. The estate was entered at \$17,000,000, and now yields an income of \$1,500,000 a year. This will give the Leland Stanford university three times the revenue of Harvard, which now enjoys a larger income than any other school in America.

In the election for the Burgo district Newfoundland, held on Thursday last, Mr. Mott, the Government candidate, was returned by a majority of 78 over Emerson, Withaway. At the general election, last spring, the candidate of the White party carried the district by 141 majority. The contest of Thursday may be regarded as the safe rounding of its first corner by the Goodridge Government, as it resulted in the straight capture of a seat from the Opposition. The campaign was a most vigorous one, and was conducted, on the side of the Government, by Colonial Secretary Morine, former Nova Scotian, and the ablest stump speaker and cleverest tactician in the Government. Against him was pitted ex-Colonial Secretary Bond, who was the greatest force in the White party. The member, elect, Mr. Mott is also a Nova-Scotian, being a former member of Dartmouth, opposite Halifax.

Ex-Governor Hoard wrote in his diary after his recent visit here: "Our impression concerning the future possibilities of dairying in these three maritime provinces is simply this: Everything is especially favorable in the production of butter and cheese of the very finest quality, providing the farmers will do their part. As yet but little attention has been paid to earnest, skillful dairymongering. The average of August milk in butter fat is too low for good profit. There needs to be more attention paid to breeding, to the production of a dairy cow for dairy business, and also to the science of dairy feeding and more skillful dairy handling. This will soon come when the farmers give themselves up in right earnest to the business and put themselves into the channels of modern dairy thought. What has made other communities successful in dairying will do the work completely for Eastern Canada.

The recent survey of the disputed territory between Canada and Alaska, and the determination of the boundary line between our country and the United States, has been of no little importance to the Dominion. One of the most notable results is the discovery that Mount St. Elias, long regarded as the mountain of the continent, is in Canada, and not in the United States as hitherto supposed. Not less interesting was the determination of the mountain's height, which was found to be 18,023 feet, considerably more than the estimate given by numerous exploring parties of the geological survey. The United States had always considered Mount St. Elias as belonging to them, and had regarded it as the highest mountain in North America. Now, as we have just arrived, it turns out that the mountain is considerably higher than our republican friends ever thought it was; but the unfortunate circumstance in connection with the matter is that the monster peak rises from Canadian territory. Nor is this the only humiliation to which the report of the boundary commission subjects our neighbors. Mount Logan, a few miles distant, turns out to be 19,534 feet high, and it, too, is within the Dominion. Besides these, there are two other peaks higher than Mount St. Elias, both

on Canadian territory. It would almost seem as if the mountains had entered into a conspiracy, to rob Uncle Sam of some of his glory. At all events it can no longer be denied that we are in a position to look down on our neighbors.

The case of the crown against Larkin Connolly & Co., tried in the Exchequer Court, at Quebec, came to a sudden termination on Wednesday last by the defendants, Larkin Connolly & Co. admitting judgment for the Government, for \$100,000. This covered all the matters before the court. The Government admitted a counter claim of \$40,000, leaving a net balance for the Government of \$60,000. At the conclusion of the trial Judge Burridge, who tried the case spoke as follows: "I think all parties may be congratulated upon the termination of the litigation. I am satisfied that the public will feel, as the court feels, that its interests have been protected in any agreement or settlement which has been made by the distinguished gentlemen who represent the Crown, and I have no doubt that the defendants must feel that their interests have been entirely safe, and that everything that is best for them had been done by the action of the learned gentlemen who have acted for the defence. I quite concur in the remarks just made, that the confession of a judgment in this matter is not of itself to be taken as an inference of any personal wrongdoing. They would be liable and would feel themselves as honest men bound, perhaps, to make some restitution where they were responsible for the acts of partners who had done wrong without their knowledge. In the end, considering the great expense and anxiety of the litigation, I think that not only the public interests but the interests of the defendants themselves must be served by the settlement."

The office of Superintendent of the Prince Edward Island Railway, made vacant by the death of Mr. Unsworth, is one of great importance, and should be filled by a man, not only of integrity and ability, but also of practical experience. He should be a man in whom the public would have every confidence and whom the officials and employees of the road might regard as the possessor of all the qualifications necessary for his position. Moreover, all else being equal, he should be an Islander. Now, the man above all others possessing these qualities in the highest degree is Mr. Alexander McDonald, the present acting Superintendent. Mr. McDonald has for many years filled the important and responsible position of chief clerk, under successive Superintendents. He is thoroughly acquainted with the workings of the road, in their minutest details, as well as with the requirements of the Province in its relations to the road, and it is on all sides that he is the man best qualified for the office. Not only is he qualified for the position; but, by right of promotion, he is entitled to the appointment. If years of efficient and faithful service count for anything, Mr. McDonald's claim cannot be disputed. He is a man of thorough practical railway management, as well as a competent and courteous official, whose appointment would give general satisfaction, not only to the officials and employees of the road; but to the general public as well. We sincerely trust, therefore, that we shall soon hear of Mr. McDonald's appointment as Superintendent of the Prince Edward Island Railway.

Louis Philippe Albert, Prince of Orleans, Count of Paris, who died in England on the 8th inst., was the grandson of Louis Philippe, King of France, and thus descended from the house of Orleans. He was born in the Tuilleries on Aug. 24, 1838. In him passed away one of the best members, not only of the Bourbons but also of the various other royal houses from which he was descended. He was directly descended from the younger son of the first Bourbon King of France, Henry IV., "of Navarre," and had as ancestors some of the very worst members of his house, namely, the three Dukes of Orleans, whose names are a standing reproach to a notoriously bad royal family. The best known of these was the knight who, during the minority of Louis XV. did so much in preparing the way for the French Revolution, and Philippe "Egalite," who, after doing all in his power to make the revolution successful, very properly became one of its victims. The last named was the great grandfather of the Count of Paris, just deceased. Egalite's son became "King of the French" under the title of Louis Philippe, and there was a decided change for the better. Indeed, adversity seems to have had a very beneficial effect on the house, as virtue and ability stand out as prominent characteristics of the last named King. His eldest son, who was the father of the Prince whose life we are considering was killed by his runaway horses near Paris in 1842. In spite of adversities that have kept them under the ban in the

country which they would rule, the descendants of Louis Philippe have on every occasion shown their patriotism. The late Count with his brother, volunteered their services in the cause of the North in the civil war in the United States. For more than a year the Count served with General McLellan, participating in the battles of the Potomac, and he wrote the best history of the struggle that has yet appeared. He was also the author of a large number of essays on a great variety of topics. When the Franco-Prussian war broke out he offered his services to his country, but they were declined. Late in 1881, however, he obtained a seat in the national assembly and was commissioned colonel and placed on the retired list of the French army. In a more propitious age, his life might have been of immense value to France.

The grand Cathedral Bazaar which has of late been so much spoken of, will soon be an actuality. At two o'clock on Monday afternoon, next, the Bazaar will be opened. Judging by the energy and enthusiasm with which the different committees have worked, and the spontaneous and generous manner in which the numerous benefactors, in town and country, at home and abroad, have contributed cash and valuable articles, the success of the bazaar may already be fairly assumed. The greatest possible credit is due to the executive committee for the work they have done, and the manner in which they have performed it. Under their magisterial touch the great skating rink, in which the bazaar is to be held, has undergone a wonderful transformation. A solid plank floor has been laid over the pit, level with the promenade. The bare walls and ceilings have been most artistically decorated with flags and bunting. Variegated streamers hang in graceful festoons from pillar and rafter, the many different colors blending most harmoniously. Banners, mottoes and appropriate inscriptions adorn the walls. The various fancy tables are arranged under the balconies on either side of the building. Near the entrance are two extensive refreshment tables, one on each side. At the further end directly in front extending across the building two good dining tables. In the centre of the rink is a great elevated platform from which will be exhibited, carriages, articles of furniture, stoves and other valuable donations to the bazaar. In the rear of the rink, on Kent Street, a kitchen has been built, where hot meals will be prepared at all hours during the day and evening while the bazaar continues. Visitors to the city during the bazaar should bear in mind that a good substantial warm meal can be had, in the rink, at any time from ten o'clock in the forenoon till eleven o'clock at night, and this, too, for the small sum of twenty-five cents, including admission to the bazaar. An energetic committee has charge of the musical arrangements, and visitors may expect an excellent concert, each evening, in addition to the many other attractions. When the numerous valuable and fancy articles are arranged on the different tables and the rink is lit up at night the effect will be something indescribable. When it is remembered that this magical scene can be viewed for the small sum of ten cents, it may fairly be assumed that the throngs of visitors will be something unparalleled in the history of bazaars in Charlottetown.

Hatching Codfish in Newfoundland. At Dildo hatchery splendid work has been done this season. 221,500,000 of young codfish having been hatched and planted. This is the largest output yet reached in one year. As Trinity Bay is now getting well stocked, it was decided that portion of the young fish should be sent to the two neighboring bays of Bonaville and Conception. Accordingly forty millions were shipped in Bonaville bay and twenty millions were sent to Conception Bay. They reached their destination in excellent condition, being as lively and healthy after a voyage of twenty-four hours in vessels placed on the deck of a small steamer as when they started. This is the first time the experiment of carrying the young fish some distance has been tried, and proved entirely successful. From Dildo hatchery as a centre the neighboring bays can be stocked. The success in Trinity Bay has this year been so marked that the people in other bays are moving to secure the erection of hatcheries of their own. The remainder of the season's hatching, 165,500,000 were planted in Trinity Bay. Great masses of fish, one, two and three years old, were seen by the fishermen in Trinity bay, corresponding to the numbers planted during the previous three years. Never were so many fish seen in Trinity bay. No doubt is entertained as to their being the product of the hatchery.

The American liner New York, which arrived at New York on Friday last from Southampton, once more broke the eastern record from that port, having made the passage in six days, seven hours and fourteen minutes, beating her last record of six days, seven hours and thirty minutes, by one hour and thirty-four minutes. She experienced strong westerly winds, and was blown in the banks, where dense fogs set in lasting nine hours, during which the engines were run at reduced speed. On her arrival the record breaking Cunard steamship Lucania arrived at Queenstown and added to her hauls by reducing the time of the eastward passage between New York and Queenstown by over two hours. The time of her passage will be five days, 8 hours and 25 minutes, against 5 days, 10 hours and 47 minutes—the eastward record held by her sister ship, the Campania.

NEWS OF THE WEEK.

The first snow of the season fell at Omaha, Neb., on Friday last. It was followed by a heavy rain from the north.

The operation of the Act in Ontario county P. Q. has been re-voled to that effect.

The city of Shan King in Su Chuen has been visited by a conflagration, which destroyed 2,000 buildings. Over 100 lives were lost. The loss is a million taels.

Louis Archambault, of St. Charles, Terrebonne, was killed on Saturday by one of his horses, who kicked him in the stomach. Death was almost instantaneous.

The Citizens' bank at Roseville, Ill., was robbed of \$10,000 on Wednesday last while the officials were at dinner. The robber succeeded in gaining an entrance by using sippers on the key of the door.

The cricket match, at Toronto between Maritime Provinces and Canadian International teams ended, on Saturday, in victory for the latter by 30 runs, making a total of 168 for the two innings to the 15th day.

The defeat of Roseberry's Derby winner Ladas, in the Legar on Saturday was the event of the week to British racegoers. But the greatest surprise to the sporting world was the victory of Thosie, the winner of the Legar.

The succession tax has at last been determined in the case of the late Daniel P. J. O'Keefe, of Branch No. 135, St. P. J. O'Keefe, a member of the Board of Trustees of the Grand Council, 1886.

Four carloads of hogs from Western Kansas, where the crops totally failed were sold at Fort Scott on Friday last. The average price was \$1 per head; three months ago they would have sold for \$3 per head. The shippers sold them for a quick transportation there rather than let them starve to death where there is no food.

In connection with the list of officers elected at the Convention of the C. M. B. A. as published in our last issue, we inadvertently omitted to state that Mr. P. J. O'Keefe, of Branch No. 135, St. P. J. O'Keefe, a member of the Board of Trustees of the Grand Council, 1886.

That the construction of the Canadian power tunnel for the Niagara Falls Power Co. has been completed, is shown by the increased activity across the river. When ground is actually broken in making the tunnel, it is very costly for the present but all agree that the time is not far distant. The residents of the town are keeping every eye and ear for the present but all agree that the time is not far distant. The residents of the town are keeping every eye and ear for the present but all agree that the time is not far distant.

A sad and fatal accident, occurred a few days ago at Cambridge Road. Edward Keran took his three-year-old boy to a field where they were burning brush and he left him sitting near one of the fires while he went to another field to look after some cattle. On returning he found the boy motionless so badly burned that he died in a few minutes after Mr. Keran reached him. It is supposed his clothes caught from flying sparks.

The 21st anniversary of the landing of the explorers at Fort in 1873, was celebrated in that town on Saturday with the customary sports. In the morning the regatta on the harbor was in session. The sailing race was taken by E. W. Oliver's boat with Paterson of Pictou a close second. The race for steam launch was won handsomely by J. W. Hogg's boat. At the field sports in the afternoon, the professionals 100 yards and quarter mile, D. J. McDonald of Charlottetown.

The Paris correspondent of the London Daily Mail writes that the Duke of Devonshire, who is a member of the Royal Commission on the subject of the proposed canal between the Atlantic and the Indian Oceans, has been in the city of London, where a royal committee has been formed. The duke has accepted the resignation of the Marquis of Hartington as the official representative of the Orleans family in France. He intends to surround himself with younger and more energetic members of the family.

The suit for the impeachment of the Mayor of New Orleans was filed on Friday last in the civil district court by district Attorney Butler, Ex-Associate Justice of the Supreme Court, and one of the representative citizens, embracing the profession, capital and labor. The charges against the Mayor are incompetency and incapacity. The case will be heard in October before five judges of the civil district courts.

Mr. Andrew Carnegie, the only woman who is a member of the New York Yacht Club, was in the city of New York on Monday morning for New York in her yacht Bangoness. They were about three miles off the coast of New York when the yacht was struck by a heavy sea and the vessel was overturned. The crew were rescued and the yacht was damaged. The schooner was in such a position that it was difficult for the firemen to get on board. The schooner was the "Everest" and the crew were rescued by the firemen who got their hose across the marshes to the river in which the burning schooner lay. The schooner was towed to the wharf and the crew were rescued.

The two-masted schooner "Maud Pyc" from Moncton, N. B., loaded with hemlock bark, caught fire on the coast of New Brunswick, near the mouth of the Bay of Fundy, on Monday morning. The vessel was burning and the crew were rescued. The schooner was damaged and the crew were rescued.

The steamer Lachampagne arrived at New York on Sunday and reported at 11.30 a. m. on September 11. The vessel was flying a signal of distress, was sighted to the westward. At the mainmast was the inverted signal "N" which means, "I am sinking." The Lachampagne altered her course and circled around the vessel. No sign of life was seen on board. A life boat was sent to the vessel. The boat returned the lieutenant reported that the vessel was the "Hakon Jarl," from Christiania, and had on board 120 persons. The crew left none of their clothing and it is thought the vessel had not been abandoned more than twenty-four hours. The vessel was sighted in lat. 50 degrees 35 minutes north; long. 32 degrees 49 minutes west. The vessel was sighted on the southeast point of Sable Island, on the 14th. The Nerito belongs to English combine steam navigation company, and was bound from Sunderland to Halifax. The Nerito first sighted an im in distress, and help."

The Lachampagne stopped and asked if the Nerito's men wanted to abandon her. They answered they did not, and sent a boat to Lachampagne requesting that a despatch be sent to Halifax from New York on the steamship's arrival. The Nerito's men were rescued. Those in the boat reported that there were no passengers aboard the Nerito. She was carrying a cargo of hemlock bark. The Nerito was in a very dangerous position. Her stern was so high out of water that her crew was plainly visible. Her Pilsner crew constipation by restoring peristaltic action of the alimentary canal.

LOCAL AND OTHER ITEMS

The steel back Inveresk sailed from St. John on Saturday with a cargo of dry lumber for Australia.

The bark Ralph B. Peake belonging to Pease & Co., sailed from 125 Water Street for Charlottetown Monday morning, 17th inst.

Har picking is now being carried on at Prof. Harris's hop farm near Bathurst, N. B. About three hundred people are engaged picking and packing the hops for shipment to England. Crowds of people go daily to the farm to watch the operations.

Teachers attending the Convention in Charlottetown on September 27th and 28th will return from an early passenger train up on Saturday 29th inst., by presenting to the conductor a certificate of attendance at the convention.

The quarrel in connection with the Times newspaper establishment at Moncton has reached the acute stage. Mr. Stevens has secured an injunction restraining Boyle & Tool from interfering with the publication of the paper or the business of the office.

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P. E. ISLAND RAILWAY.

Provincial Exhibition.

In connection with the Provincial Exhibition and Races, to be held on the splendidly equipped grounds of the Charlottetown Driving Park and Exhibition Association on Tuesday, Wednesday, Thursday and Friday, 25th, 26th, 27th and 28th September, inst., the following arrangement for fares and trains will be carried out:

Return Tickets will be issued at one first-class fare from all stations to Charlottetown by accommodation trains on September 24th to persons in charge of Live Stock or other exhibits; also by all trains on the same date to parties appointed to be at the Exhibition Judges, such tickets being good for return up to and on the 28th September, 1894.

Return tickets will be issued at one first class fare to the General Public from all stations by afternoon trains on September 24th, by all trains on September 25th, 26th and 27th, and by forenoon trains on September 28th. All good for return up to and on the 28th September, 1894.

A special passenger train will leave Charlottetown on the morning of the 25th, 26th, 27th, and 28th September, returning on evening of the 25th, 26th, and 27th Sept. This train will run on as follows: (Standard time)

Leave Charlottetown for return 4:45 p.m. Arrive Charlottetown 9:55 a.m. Leave Charlottetown for return 4:45 p.m. Arrive Charlottetown 9:55 a.m.

Return tickets will be issued by these trains under mentioned rates, good for return by special trains only on the 25th, 26th, and 27th Sept., except tickets issued by special train on the 27th, which will be good for return by special train on same date, or by regular train on the 28th, and tickets issued by special train on the 28th, which will be good for return by regular train on Sept. 29th:

From Tignish to Elmstead, incl. \$1.25 From Fusville to Portage, " 1.15 From Cross Bay to Richmond " 1.00 From Wellington to S'ide, " .90 From Travellers Rest to Cape " .80 From Brantford to Clyde " .65 From Hunter River to North " .50 From Colville, Loyalist and " .40 From Milson, " .35 From Winaloe, " .20 From York Junction, " .15

Passengers from Cape Traverse Branch by regular train will connect at Emerson Junction with special train to and from Charlottetown.

Return tickets will be issued from all stations east by regular trains on the 25th, 26th, 27th and 28th September, at undermentioned rates, good for return up to and on the 30th September:

From Souris to Bear River, incl. .90 From Fusville to Lot 40, " .75 From Cross Bay to Richmond, " .60 From Bedford, " .40 From Suffolk, " .35 From Union, " .20 From Brackley Point, " .20 From Royal Junction, " .15 From Georgetown to Gardigan, " .10 From Perth to Peakes, " .09 From Piquid, " .09

The eastern train will be held at Charlottetown until 5 p. m. Standards on the 25th, 26th, 27th and 28th September.

A McDonald, D Pottinger, Acting Supt. Gen. Mgr. Can. Railway Offices, Charlottetown, 14th Sept 1894.—Sept. 19. 2.

MAIL CONTRACT.

TENDERS addressed to the Postmaster General will be received at Ottawa until noon on Friday, the 2nd November next, for the conveyance of Her Majesty's Mail on proposed routes for four years, from the 1st January next, over each of the following routes, viz:—

Forest Hill and Head of St. Peter's Bay by special service commencing and terminating on the 1st January next, over each of the following routes, viz:—

Skinner's Pond and Tignish, semi-weekly.

Printed notices containing full information as to conditions of proposed contracts may be obtained at the Post Office at Charlottetown, P. E. Island, 19th September 1894.—31.

F. E. ST. C. BREKKEN, Asst. P. O. Inspector.

Post Office Inspector's Office, Charlottetown, P. E. Island, 19th September 1894.—31.

There will be a profusion of USEFUL AND FANCY ARTICLES, which will be disposed of at reasonable prices.

There will also be DINNER, TEA and REFRESHMENT TABLES, where visitors can procure everything in these lines at moderate rates.

This will be the grandest affair of its kind ever held in the Province.

Parties visiting the Provincial Exhibition should improve the opportunity by taking in the Bazaar.

A FIRST-CLASS ENTERTAINMENT will be given each evening. Admission, 10 cents.

By order of Committee.

A. J. QUIRK, SECRETARY.

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Quality Style, Workmanship, Fit and Finish

That is what we offer you this Fall in Ladies Mantles, Jackets and Capes.

We talk Low Prices, Never Have We Had Such a Stock, Never Better Styles, Never Lower Prices

Full Particulars Next Week.

STANLEY EROS

There is SOMETHING NEW UNDER THE SUN.

Just now it is a Kitchen Table with zinc top. Will wear well, clean easily, be always sweet.

We have some new values in FURNITURE. We have just one SPECIAL SALE OF FURNITURE. It begins January 1st and ends December 31st every year.

Mark Wright & Co., Ltd. Mark Wright & Co., Ltd.

Who sell at Selling Prices. Who sell at Selling Prices.

GRAND BAZAAR

The CONGREGATION OF ST. DUNSTON'S, Charlottetown intend holding a GRAND DIOCESAN BAZAAR in aid of their proposed

NEW CATHEDRAL,

Hillsborough Skating Rink, (Fitzroy Street), COMMENCING—

MONDAY EVENING, SEPTEMBER 24th, NEXT, And Lasting Several Days.

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