THE HERALD

WEDNESDAY, OCTOBER 14, 1891.

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

LAST WEEK'S EXHIBITION.

In our last issue we endeavored to give our readers some notion of the Exhibition in general and also an account of the proceedings on Tuesday, the opening day of the show.

Wednesday, the second day of the Exhibition, was a fine day, and the attendance was large. The forenoon was spent by the visitors in viewing the exhibits within and without the building. Inside everything was in excellent order, and the excellence and beauty of many of the articles shown drew forth many words of praise and admiration. Outside, the horse ring was the centre of attraction. Here the competing horses were judged, and the fine equine specimens elicited much praise. Messrs Davy and McQueen, the British Farmers' Delegates, were the judges of the Draft Horses. This class was scarcely as well filled as might have been expected. Indeed, neither was the number larger than that of former years, nor was the quality superior. Barrister, Glasnick Blend, Liberty, and Lucky Harry were the foremost animals in this class, Barrister, as usual, secured the first prize, with Glasnick Blend second, and Lucky Harry third. Among the other fine animals shown were Mr. Benjamin Hearts's Percheron stallions Duroc and Major. The class of mares and foals had some very superior specimens of horseflesh. Mr. Stockman's mare, with a Barrister foal, six months old, and weighing 850 lbs., attracted much attention.

Among the cattle a large number of splendid herds were shown. Blake Bros. had a herd of fat cattle that would be difficult to beat. Two of them especially attracted great attention. They were a fat heifer weighing upwards of 2,000 lbs., and an ox weighing about the same. This firm had also a herd of Herefords, excellent samples of first-class beef cattle. Mr. B. Longworths shorthorns and Mr. B. Hearts's Holsteins, were very fine, and Mr. Donald Ferguson's Galloways, Ayrshires and Shorthorns ranked among the best exhibited. The herd of ten Guernseys shown by Mr. E. R. Brow were much and deservedly admired. Fine specimens of Jerseys were exhibited by Mayor Haviland, Dr. Fitzgerald, Mr. Fowler and Mr. Thomas McLean.

The sheep exhibited, both long-wools and short-wools, were of a superior quality. The leading exhibitors were Messrs. Boswall, Lane, W. Clarke, Robert Longworth, Benjamin and George Wright, and Mr. Irving, of Vernon River. Six yearling ewes and a ram belonging to Mr. W. Clarke were referred to as animals which would show well even in the Old Country. The results of careful breeding and feeding were very evident in this class.

The exhibit of pigs was larger than at any previous show, and many of them were pure-bred. They were chiefly of the Berkshire, Yorkshire and Whitechester breeds.

The butter and cheese exhibit was large, and many of the samples were excellent. Much of the butter was certainly of the highest order of merit; but there were many samples, it appears, that were not up to the mark.

One of the most interesting shows was the exhibit of pet birds shown by Mr. John D. McQuaid, of the P. E. Island Railway. They numbered one hundred and fifty, and included a Bengal parrot, several picturesque Island blue jays, several finches, a number of snowbirds, and a great variety of canarys. Mr. McQuaid built at his own expense, a snug building for the exhibition of his pets.

THE RACES.

The races were called for 1,30, and by that time a large crowd had gathered on the grand stand, and all along the fence on both sides of the grand stand. The Judges were E. H. Greeley (starter), Bar Harbor; Eben Wheelden, Bangor; J. J. Davies, city; Distance Judge, O. S. Gordon, Rosemeath, Timekeepers C. H. Dingwell and John McLeod, Secretary, C. E. McKinnon, city.

The first race called was the three minute class. There were six entries, viz: Gay Boy, owned by John T. Mullin; Parnell, owned by P. P. Gillis; Neptune Leo, owned by D H Martin, Minnie Morgan, owned by C. L. Barnes; Fair Ellen owned by Jas. McNeill, and Harry Alt Right, owned by A. L. Slipp. Harry Alt Right won the race in three straight heats, with Parnell second and Fair Ellen third. Best time 2 40¼.

Four horses started in the two-year-old class, viz., Brazil, owned by J C Mahon, Truro; LootS., owned by H. Horne, city; Fleetwood, owned by B. Henderson, North River, and Chief Lock, owned by James McNeill, Summerside. The heats were to be the two heat in three. Brazil won both heats easily, and Loot S., was second in the first heat, and Chief Lock was second in the second heat, Fleetwood was distanced in the first heat. The time made was 2.50½ in the first heat and 3.01 in the second.

The most interesting race was the free-for-all. In this race the fastest trotting ever done in Prince Edward Island was executed. The Island record was lowered to 2.30, by Minnie Grey. There were four starters, viz. Minnie Grey, owned by Mr. Hammon River, John; Lady Pilot, owned by E. H. McMillan, Stanley Bridge; Black-bird, owned by Edward Cameron, city, and Lucy Derrick, owned by Newton Lee, Truro. Minnie Grey won in three straight heats in 2.30½; 2.30; 2.30. Lady Pilot was a close second, and Lucy Derrick third. Minnie Grey's trotting elicited the admiration of all. We would not like to predict, however, that Lady Pilot will not ere long prove her equal at least.

THE BALOON ASCENSION.

The most interesting as well as the most exciting feature of the day's proceedings was the baloon ascension. This took place from the grounds within the race track, between four and five o'clock. The baloon was filled with gas at the gas house and conveyed to the place of starting by means of the lines attached to it. It was held to the ground until the time for starting had come. Then, the aeronaut having taken his position, the order to "let go" was given, when the baloon with its aerial navigator shot skyward. Attached to the baloon was a parachute, by means of which, when the proper time came, the aeronaut descended to the ground again. Lines pended from the baloon and parachute some twenty or thirty feet we should say, and at the bottom of these the aeronaut stood up on a species of trapeze. Our readers will understand that a parachute is a contrivance, when opened, something like an umbrella, and the pressure of the air against the surface of this umbrella like instrument prevents the too rapid descent from the clouds. In this case the parachute is made of material, apparently the same as that of which the baloon is composed. In ascending the parachute is closed, but under the control of the aeronaut, so that when the proper time comes, if it should not open of itself, by the pressure of the air, he is able to open it.

When the baloon had reached a distance of 10,700 feet, or nearly two miles, the aeronaut, detached the parachute from the baloon, and before the parachute opened the descent was very rapid. Then the parachute opened out nicely, and the aerial navigator descends gradually. His course was across the river towards the south side of the Hillsboro. He finally came down in the water, near the shore, in the vicinity of Kelly's Cove. He was provided with a life preserver, and consequently was not in much danger. He soon reached the shore, and was brought back to the city. When the parachute was detached, an opening was made in the baloon from which the gas quickly escaped. The baloon then collapsed and fell to the ground some distance beyond where the parachute came down.

On Wednesday evening a concert was given in the Exhibition building, by the philharmonic society.

Thursday was expected to be the grand day of the exhibition. The trains of Wednesday night were crowded, and from a very early hour on Thursday morning the roads leading to the city were thronged with carriages filled with people coming to the great show. But, unfortunately, it began to rain early in the forenoon, and from then till about five in the afternoon it was an almost constant downpour. The consequence was that there were hardly any visitors. Horses could not be judged; everything was in a mess, and the managers of the exhibition were thousands of dollars out of pocket. Had the day been fine, there would, doubtless, have been an enormous concourse of visitors to the exhibition.

FRIDAY'S PROCEEDINGS.

Owing to the disagreeable weather of Thursday, the Exhibition was continued all day Friday, and most of the events intended for the former day took place on the latter. As on Wednesday, the horse ring attracted most attention during the forenoon. The non standard carriage horses were first judged. This was by far the largest and best class of horses shown at the Exhibition. It comprised many noble and beautiful animals. Among the most beautiful of these animals Black Pilot's progeney showed to great advantage. Space does not permit us to make any special reference to the numerous beautiful specimens of the equine tribe shown on this occasion. Their names will be found in the proper places in the prize list.

THE TROTTING

As on Wednesday the race course was the spot towards which all eyes were turned in the afternoon. The heavy rain of the day before had, of course affected the track; but it was harrowed during the forenoon and by the time the races commenced was in very good order. The day was quite cold and it was not expected that very fast time would be made. By the time the first race was called the grand stand was thronged and to right and left the people stretched away along the fence. It is estimated that some six thousand people attended.

The three-year-old class was called to the track about two o'clock. Three horses responded to the call in this class, viz: Almonte Wilkes, owned by Cracknell, St. Eleanors, driven by Williams; Parkside, owned by W. A. Brenner, Summerside, driven by Houghier; Dot, owned by G. M. Reid, Summerside, driven by Steele.

In the first heat, Parkside had the pole, Almont Wilkes second and Dot third. Parkside broke soon after starting; but soon recovered himself and took the lead, which he kept till the end of the heat, making the mile in 2.40¼, with Dot second, and Almont Wilkes third.

In the second heat Parkside lead, but was pushed by Dot, with Almont Wilkes following. Parkside came in first with Dot a good second. Time 2 38.

The third heat was close between Parkside and Dot. When they came under the wire at the finish Parkside was little more than half a length ahead of Dot. The heat was trotted in the extraordinary short time of 2 34. This, we understand lowers the maritime record for three year olds, by 2 seconds.

Between the second and third heats of the three-year-old race, Lucy Derrick was driven a mile by her owner Mr. Lee, to beat her record of 2 36½ and made the mile in 2 37¼, trotting beautifully throughout.

The stallion race was the event of the day to which most people, interested in trotting looked forward. The entries were Israel, owned by A. C. Bell, New Glasgow, N. S., driven by Mahon; Elmo, owned by Dr. Strickland, driven by Steele, and Golden, owned by A. N. Large, driven by Peter Carroll.

In the first heat Israel got the pole, with Elmo second and Golden third. Israel took the heat, Elmo second and Golden third. Time, 2 31¼. In the second heat Elmo captured first place shortly after the start. Israel broke after being passed and fell to the rear; but he soon overtook and passed Golden and worked pluckily for first position; but Elmo kept the lead, and the trotting between them was pretty as they came down the home-stretch Elmo won by about a length. Time, 2 33¾.

In the third heat Elmo came in ahead with Golden second and Israel third Time 2.35. In the fourth heat Elmo won, with Israel second and Golden third. Time, 2 33. Elmo was thus the winner of the Stallion race. We understand a protest has been entered on behalf of Israel.

The entries in the 2.40 class were Lady Pilot; Sea King; Harry C; Nellie, and Maud K. Nellie and Maud K, were distanced in the first heat, and Harry C. was shut out in the second heat. The race was therefore left between Lady Pilot and Sea King. Lady Pilot won easily in three straight heats, making the mile in 2.35; 2.40½ and 2.37.

The other interesting event of the afternoon was a second baloon ascension. This time as on Wednesday, everything passed off without a hitch. The aeronaut says he went up 12,000 feet. The parachute decent was very pretty. He landed among a clump of trees in a field across the river, and the baloon came down not far from the same place.

It is admitted by all that the afternoon's sport was good. We regret that our space does not permit us to refer in greater details to other features of the Exhibition. The prize list will be found on our outside pages

THE BAIE DE CHALEUR MATTER.

QUEBEC, Oct. 8.—The Royal Commissioners in the Baie de Chaleur Railway matter began business in earnest today, when John S. Hall, jr., Conservative M. P. P., Montreal, set the ball rolling by rising and addressing the commissioners. In his opinion the commissioners should simply act in their judicial capacity. He also thought it would be rather below the dignity of Judges Jette, Baby and Davidson to descend from the bench, so to speak, to look for evidence. Facts could be better brought out by some one acting as prosecutor and Mr. Hall concluded by asking that T. Chas. Casgrain, Wm Cock and himself be allowed to appear as prosecutors, acting under instructions from the electors of the province and he would name Joseph Villeneuve of Montreal and Owen Murphy, of Quebec, both members of Quebec Legislature, as two of said electors.

Hall's application was then formally submitted in writing. It asked that the applicants be permitted to bring forward evidence and papers and that power be granted them to cross-examine witnesses produced by other counsel. This course, it was contended, would prove of material benefits as then the commissioners could relieve themselves from conducting the whole scope of enquiry, while being at the same time bound by oath so as not to produce results of their own question.

This application is regarded very favorably by all who wish to arrive at exact truth regardless of consequences to either political party. By these electors the province will be directly represented. Of course Mercier's party do not approve of these free lances as it is stated by these means many damaging facts that would otherwise escape notice or enquiry of commissioners will be brought out.

Mr. B. E. Ique on behalf of the government asked the commissioners to refuse Hall's request and suggested that the commissioners themselves examine all witnesses, allowing the government and other parties duly represented to suggest additional questions or leave examination of witnesses to government lawyers only and that other lawyers be allowed cross-examination the government lawyers being allowed to cross-examine all witnesses. It will thus be an advantage to the government reducing immaterial enquiries matters such as should witnesses only be examined by commissioners may bring out transactions which commissioners have no knowledge might escape notice and if direct examination of witnesses be allowed only to government lawyers only favorably to Mercier be brought for that. This goes to show what difficulty Mercier is in and how he clutches eagerly at futile straws for support. If Mr. Hall's application be granted on Wednesday next when the commissioners meet again, the electors of Quebec will know that their interests are not to be sacrificed to save any political head and that the enquiry will have the widest possible scope. The action of the government in trying to narrow the enquiry to the greatest degree possible is much commented on and causes comments unfavorable to Mercier, Pacaud, Langelier brothers, Garneau Edwin S. Langevin, clerk of the senate and many other names of witnesses now asked for. Hall's application for Pacaud's attendance is expected with all letters, books, papers and documents in his own possession bearing upon affairs, and it is requested that these be presented under oath

FUNERAL OF THE LATE W. H. SMITH.

Memorial services were held in Westminster Abbey on Saturday in London for the late Wm. H. Smith. All the Royal family were represented by proxies. The Abbey was packed to the doors.

The service was choral and very impressive. The Dean of Westminster, the Very Rev. George G. Bradley, M. A, D. D., officiated, assisted by Canon Robinson Duckworth, D. D, Honorary Chaplain to the Prince of Wales, Miner Canon John Troutbreck, D. D, made the funeral address. The train bearing the remains of Mr. Smith arrived at Henley on the Thames during the afternoon. Nine carriages containing the family and intimate friends of deceased followed the hearse to Hambledon. Crowds of people assembled along the route followed by the funeral procession respectfully uncovered their heads as the body and carriages passed. The last services over the dead took place in the parish church at Hambledon and were of the most simple description. The body was entered in Greenlands cemetery,

SEALS AND THE MODUS VIVENDI.

TORONTO, Ont., Oct. 11.—A Washington despatch says that Secretary Foster in transmitting to the President a report of special agent Williams in answer to the protest of the British Minister that the modus vivendi had been violated by the United States in permitting the North American Seal Company to kill a greater number of seals than was fixed in the agreement signed by the representatives of the U. S. and Great Britain in June last takes the ground that although during the whole season the company took nearly 9000 seals the modus vivendi was not violated as 5000 of these seals were taken before June 15th, the date upon which the limit of catch was fixed.

HIS BRIDE IN THE FLAMES.

(From the N. Y. World, 6th.)

The early morning fire in the tenement house at the southeast corner of Dominick and Hudson streets, of which the World told yesterday, resulted in a loss of four lives. Here is the list:

Mrs. Annie Murphy, thirty-two years old, Fireman Matthew Murphy's wife.

John Touhey, eight years old, Mrs. Murphy's son by a previous marriage.

Josephine Ryan, five years old, Mrs. Murphy's niece.

Kate Dunn, twenty-three years old, dressmaker, a boarder with Mrs. Murphy.

Martin Touhey, nine years old, John's brother, was badly injured, but will recover.

Policeman McGrath, of the Eighth Precinct, discovered the fire. He smashed in the basement door with his club and yelled "Fire" at the top of his lungs. Then he sent in the alarm. When engine No. 30, the first to arrive, came clanging up the street the people in the tenement house, half asleep, some of them, came pouring down the fire escape. There were nine families in the house, forty-three people in all. The Murphy's rooms were on the top story, the fifth.

Fireman Matthew Murphy was asleep in the quarters of hook and ladder No 8, on North Moore street, when he was awakened by the alarm. By a mistake the hook and ladder set off in the direction of box 82 instead of 182. Some one told the driver of the error before he reached Washington street, and the horses raced back at full speed. But precious minutes had been lost. The hook and ladder company approached Dominick street and Murphy, seated on it, saw the fire.

"Murphy yelled, "it's my house."

The honeymoon had not yet waned for Murphy and his wife. They were married in Sept. She was the comely widow of Policeman Touhey, who died six or seven years ago, and she had taken a little niece, Josephine Ryan to live with her, because Josephine's stepmother, who lives in Washington, had been cruel to the child. Agonized and trembling with apprehension, Murphy leaped from the truck and dashed upstairs to his home, followed by some of his fellow firemen.

Mrs. Murphy's boarders, Edward Minogh, Patrick O'Brien, James Lyons and John Buckley, had made their way down the fire escape, little reckoning the fate that had overtaken the other five on that floor. The kitchen intervened between the men's apartments and the women's and the door between them was closed. When Murphy reached the top floor he almost fell over the body of little Martin Touhey. Merlin was alive and Murphy picked him up. The boy was passed from one pair of stout arms to another to the street.

Murphy groped his way into his wife's room. She lay there dead, horribly burned. Racked with grief, the fireman continued to do his duty. Next he found Johnnie Touhey unconscious and then little Josephine Ryan dead. Out in the hall lay Kate Dunn, dead, too, clutching the lowest rung of the ladder leading to the scuttle on the roof. In her terror in finding escape down the stairs cut off, Miss Dunn had made for the roof and had forgotten to close the door leading to the Murphy's rooms. The hot smoke poured in and stifled the three other unfortunates before they could reach the windows, while the male boarders were descending to the street by the fire escape.

They carried the corpses to an undertaking shop and moved the groaning Touhey boys to the rooms of the Monticello club. They then rang for an ambulance from St. Vincent's hospital. An hour passed, and yet no ambulance came, although a fleet-footed messenger repeated the call. Meantime Dr. Fissell, of No. 119 Leroy street, attended the moaning boys and bathed their burns in cooling oil. When the ambulance finally came it carried the lads to the hospital, where John died at 8 a. m., after fearful suffering. Martin, it is expected, will recover, although he inhaled much of the choking smoke.

Poor Murphy, his family almost wiped out of existence, his house destroyed, sat on the curbstone, after he had done his dreadful duty, a picture of "hopelessness," with tears trickling down his grimy face.

But Murphy's was not the only heroic work. On the fifth floor, too, lived Martin Ryan, a boxmaker, and his four motherless children, Walter, Mary, Ellen and Matthew. Fireman Patrick F. Lucas, of engine No. 30, ran up the ladder and found Ryan and his children in their rooms, bewildered, not knowing which way to turn. He dragged them to the window and one by one they were passed down to the pavement.

A BIG STORM.

NEW YORK, Oct. 6.—Tales of suffering privation and death on the Atlantic during the storm that has been and is still raging out there still continue to pour in. The news at present is but meagre. The mere facts are only to be had, but within the next few weeks the particulars will begin to come into port.

All the incoming steamships yesterday reported very bad weather, and so did those which got into port this morning. The gales reported were of that stupid hangdog sort that lasts for weeks and weeks, often remaining in the same latitude and longitude all the time, so that vessels often pass within a day's voyage of them, either to the north or south, without inconvenience.

News of the numerous disasters was received down town to-day by the shipping men. The storm has cropped up all over the Atlantic ocean, as far north as the banks of Newfoundland, as far south as the West Indies and as far east as the coast of Great Britain.

The most serious report to-day was in a despatch confirming previous news from St. John's of the loss of the steamship Wolviston. The Wolviston was very well known in these waters. She was an iron screw steamship of 1,670 tons gross, 1,298 tons under deck and 1,057 tons net burden. She was built in October, 1870, by W Gray & Co., of West Hartlepool, for the West Hartlepool Steam Navigation company. She was 256 feet long, 34.6 feet beam and 19.7 feet deep. She has been running between this country and Great Britain almost ever since she was first launched.

She had never had an accident to speak of, and was considered so stanch that it was not deemed at all unsafe, even in this stormy time of the year, to send her over here from Bristol in water ballast. Therefore, she was ballasted, and on Sept. 11 set sail from Bristol for this city. She was under command of Capt. Williams, a man well known among shipping men as a careful and fearless seaman. She carried a crew of about 30 men including her officers. She was consigned to Barber & Co. of 33 Broadway, this city, who had acted as agents in chartering her to take a cargo of grain in bulk over to Great Britain for western shippers who belong mostly in Chicago. When the vessel got under way it was calculated that she could make the trip in about 13 or 14 days, and so no anxiety was felt about her until she had been out about a week over the time allowed to make the passage.

Even then not much anxiety was manifested, and nobody down town would believe that a tight had happened to her until yesterday, when word came that an incoming vessel had taken into St. John's, N. F., some men of the crew of the steamship.

The vessel that picked up the men was the British schooner Arctic, bound from Bristol, Aug. 24, for Harbor Grace. Capt. Fitzgerald was her commander. The rescued men could say nothing about the fate of their comrades. All went well they said, for the first three days out from Bristol. Toward night a brisk breeze sprang up in the northwest, and about midnight it increased to a gale and blew steadily with terrific fury.

At about 2 o'clock in the morning the vessel sprang a leak. While the men were at the pumps the masts snapped, and overboard they went. The water gained rapidly, and finally the men and officers decided to save what little strength they had and wait until the morrow, and then trust themselves to the boats. The wind died away with the first gray light of day, and, when the sun came up, the sea was comparatively calm. The boats were put over the side and provisioned. The men clambered in and cut away.

The three boatloads of men set out 2,000 miles from land. All day the boats were in sight of each other, but when the next day broke the others had faded away out of sight.

Several days later the Arctic, bounding along before a good breeze, discovered a small sail. The Arctic was put about, and within a very few hours the men in the little boat, nine of those who had left the Wolviston, were safe on board. They were made as comfortable as possible and landed at St. John's, whence they will probably come on to this city.

There are about 21 men missing from the Wolviston, but there is a chance that some of them were picked up by some other vessel. The chances are not very great, however, as it has been 20 days since the Wolviston was abandoned. The Wolviston was a sister ship of the steamship Herendon, which left this port with wheat a few days ago. She was valued at about $75,000. Baber & Co. fix her value at £12,000.

The steamship Crane, which arrived today from Newcastle, reports that she left port Sept. 13, and that her voyage was a succession of gales. She came into port with her starboard lifeboats smashed, and her deck furnishings pretty badly damaged.

The steamship Panama arrived to-day from Mexican ports and Havana. She was 24 hours overdue, having been delayed by the storms.

The Tauric, which arrived to-day from Liverpool, and the Eider, which got in from Bremen, also encountered bad weather.

BLED KING KARL.

NEW YORK, October 10—The death of the King of Wurtemberg recalls the story of the two American young men and the Canadian who had fastened themselves upon his majesty and who were termed "the cockroaches" by the citizens of Stuggart. He was a weak minded old monarch, whose poor head was filled with all sorts of strange ideas, and he had been eccentric for a long time. But it was not until the three young men became his favorites and began to deplete his not over full, treasury that the Wurtembergers gave vent to their indignation. One of them, the leader of the gang, was Richard M. Jackson, a native of East Springfield, O., and he claimed to be a cousin of Stonewall Jackson. In 1875 he was appointed United States Vice Consul, and occupied that position for several years.

The second "leech," as the Wurtemburgher called him, was a New Yorker, who had lived a more picturesque life. He was Charles B. Woodcock. Returning from Heidelberg in 1873, he joined the church of the disciples and later became pastor of St. John's church in this city. He went to St. John, N. B., in 1875, and became pastor of the First Congregational church there. The congregation was a fashionable one and Woodcock soon became a social favorite, living well and giving many small but gay parties in the luxurious apartments he had fitted up. When he left there in 1879 it was said that he owed about $1,200, but this he afterwards paid with interest when he became a king's favorite.

Woodcock brought to Europe with him the third member of the combination. This was Donald Henry, a native of Eel River, York county, N. B. Hendry, although from the back woods, was fully as accomplished as either of his two companions. Indeed all of them had succeeded in picking up a certain polish which enabled them to pass in Europe as experienced cosmopolitans.

Just how their relationship with the old King of Wurtemberg began is as much of a mystery as the real nature of their connection with that aged monarch. The story in Stuttgart was that Jackson, when United States vice-consul, had been in the habit daily of walking in the King's garden, which was close at hand. Passing royalty day by day, Jackson had begun by making an elaborate salute. This tickled the old man's vanity, and Jackson then struck up a speaking acquaintance with him.

One day, so the story goes, some boys threw snowballs at the king, mistaking him for somebody else, and Jackson came to his rescue. The king was so grateful that he offered to make Jackson his privy councillor. Jackson at once accepted the offer. He renounced his American citizenship, became a German subject, and the old king made him a "Von," and showered decorations of all kinds upon him. Jackson took up his quarters in the palace, having gorgeous apartments immediately adjoining and communicating with those of the king.

From the earliest days the king's favorite has always been the power behind the throne. Generally the favorite has been a woman, but this time it was a man, and all who had an axe to grind or who wished to keep on good terms with the king of Wurtemberg made haste to cultivate the Ohio man who had gained such complete ascendancy over him. Orders and decorations were conferred upon Jackson by the king of Holland, the king of Saxony, the emperor of Austria and czar of Russia.

Things were going swimmingly, Woodcock and Hendry were working hand-in-glove with Jackson. They were installed in the palace, but needing more ample accommodation; a large house was given to them; communication with the palace by a lattice-covered walk, which ran through the garden. Here the four would spend hours every day talking. The old friends of the king, his courtiers, and all the hangers on about the palace, were frozen out, and he was inaccessible to everybody but the pretty young men who had so taken his fancy.

His wife, with whom he had not been on very friendly terms for years, was also kept at a distance. The royal exchequer was depleted, his majesty insisting on turning over to his favorites the money of his subjects. Indeed, he had to "raise the wind" for a trip to Italy by executing a mortgage.

Sorrow and dread began to agitate the good Wurtembergers as they watched these things going on. "Are we to have another Ludwig of Bavaria?" they asked themselves.

The storm began to concentrate itself upon the Americans. They were boycotted everywhere, and finally withdrew to the palace and rarely ventured out. What went on in there nobody could tell. Some said that it was a sort of Dieu Debar seance, that "the cockroaches" were spiritualists, and that by some humbug they persuaded the poor old man that he could talk with the long and glorious line of his ancestors. Others said that the king was merely infatuated with their charming manners.

The king fell ill and Tubingen, the court physician, insisted that he dismiss Jackson and Woodcock. It was said that they demanded a large sum of money, which was paid them, and that then they went away for a certain time, only to return, however.

It remained for the German emperor to put an end to the scandal caused by the presence of these men in the palace. He was induced to do so by the queen of Wurtemberg. After thoroughly considering the methods, William about a year ago put his foot down resolutely and caused the dismissal of those who were pandering to the king's weakness.

MARINE DISASTERS.

GLOUCESTER, Mass., Oct. 11.—The schooners Gladiator and Mabel Leighton arrived from Grand Banks; the former reports the loss of Thomas Fogarty; the latter the loss of Anthony Reynolds, members of the crews washed overboard. The latter belonged to Canso, N. S.

CHERRYFIELD, Me., Oct. 11.—The schooner Elk, Clifton, of Millbridge, loaded with granite, caught on a ledge of the channel while lying at anchor last night. As tide ebbed she careened and sank. The crew narrowly escaped drowning.

ONE of the most interesting things seen at the Exhibition was a pretty little model of an invention lately brought out by the talented and popular Superintendent of the P. E Island Railway, entitled "the reciprocating electric motor." The invention shows that he has studied the principles of electricity in a practical way.

BEER BROS.

We invite everyone to call and see our magnificent stock of new goods.

Never have we offered finer goods or lower prices.

BEER BROS.

Look Here

We have just received our New Stock of FALL and WINTER

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They are, without doubt, the finest lot we have ever shown. They consist of

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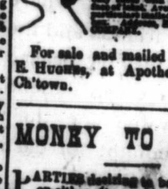
Our Goods are made up in the most modern style; for Fits we cannot be beaten, and our prices are always moderate. We guarantee satisfaction.

JOHN McLEOD & CO., CHARLOTTETOWN.

sept 16, 1891.

PENNYROYAL WAFERS.



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MONEY TO LOAN.

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A LARGE STOCK OF ALL KINDS OF

Hard & Soft Coal

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ARRIVING DAILY,

CARGOES OF NUT, ROUND AND SLACK.

IN ALL QUALITIES.

Special inducements to cash buyers.

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Prince Edward Island Railway.

1891. SUMMER ARRANGEMENT. 1891.

On and after Monday, June 1st, 1891, Trains will run as follows:—

TRAINS FOR THE WEST.

STATIONS.	Expr's	Accom	Ac'm
	A. M.	A. M.	P. M.
Charlottetown ....dp	6 00	8 45	3
Royalty Junction....	6 14	9 17	3
North Wiltshire....	6 48	10 02	4
Hunter River....	6 58	10 15	4
Bradalbane....	7 23	10 48	5
Emerald Junction....	7 30	10 56	5
Freetown....	7 40	11 10	5 -
Kensington....	7 53	11 29	6 17
Summerside.... ar	8 15	12 00	6 50
Summerside.... dp	8 30	P. M. 1 05	
Miscouche....	8 45	1 26	
Wellington....	9 05		
Port Hill....	9 35	2 35	
O'Leary....	10 30	4 00	
Bloomfield....	10 47	4 25	
Alberton....	11 14	5 15	
Tignish....ar	11 55	6 05	

			P. M.
Emerald Junction..dp			5 45
Cape Traverse....ar			6 35

TRAINS FROM THE WEST.

STATIONS.	Expr's	Accom	Accom
	P. M.	A. M.	
Tignish....dp	1 10	6 00	
Alberton....	1 50	7 05	
Bloomfield....	2 15	7 44	
O'Leary....	2 32	8 10	
Port Hill....	3 23	9 20	
Wellington....	3 52	10 18	
Miscouche....	4 11	10 44	
Summerside.... dp	4 25	11 05	
		P. M.	A. M
Kensington....	4 55	12 00	6 15
Freetown....	5 17	12 31	6 48
Emerald Junction..	5 30	12 50	7 10
Bradalbane....	5 40	1 04	7 20
Hunter River....	6 47	1 12	7 39
North Wiltshire....	6 12	1 43	8 14
Royalty Junction....	6 22	1 53	8 29
Charlottetown....ar	7 10	2 00	9 25

			A. M.
Cape Traverse....dp			6 25
Emerald Junc....ar			7 15

TRAINS FOR THE EAST.

STATIONS	Expr's	Accom
	P. M.	A. M.
Charlottetown....dp	3 15	6 30
Royalty Junction....	3 30	6 50
Bedford....	3 38	7 28
Mount Stewart June. ar	4 25	8 05
Mount Stewart June. dp	4 30	8 20
Morell....	4 58	9 00
St. Peter's....	5 20	9 30
Bear River....	5 55	10 14
Souris....ar	6 25	10 55
	P. M.	A. M.
Mount Stewart June....dp	4 35	8 25
Cardigan....	5 28	9 38
Georgetown....ar	5 45	10 00

TRAINS FROM THE EAST.

STATIONS.	Expr's	Accom
	A. M.	P. M.
Georgetown....dp	7 00	1 40
Cardigan....	7 17	2 08
Mount Stewart Junction..ar	8 10	3 10
	A.	P. M.
Souris....dp	6 15	12 40
Bear River....	6 45	1 18
St. Peter's....	7 20	2 00
Morell....	7 42	2 30
Mount Stewart Junc. ar	8 10	3 10
Mount Stewart Junc. dp	[illegible]	
Bedford....	[illegible]	3 20
Royalty Junction....	[illegible]	3 48
Charlottetown....	[illegible]	4 25

Trains are run by Eastern Standard Time.

J. UNSWORTH, Superintendent.

Railway Office, Ch'town, May. 28, 1891.—61

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5 " " ....10 cents
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