THE HERALD

WEDNESDAY, JUNE 18, 1890.

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.

H. V. DesBrisay, Esq., of Miscouche, will act as agent for the HERALD for Miscouche and vicinities. He is authorized to receive moneys due for subscription and to grant receipts for the same.

A CENTENARY CELEBRATION.

AN event of more than ordinary interest took place at Goose River, Lot 42, on yesterday, the 17th inst., viz., the hundredth anniversary of the birth-day of Mrs. John Macdonald of that place. Mrs. Macdonald is the eldest member of the family of the late Angus and Sarah McIntyre of Cable Head, and the oldest sister of His Lordship Bishop McIntyre. She was born at Neufrage, Lot 43, in June, 1790.

Her birth preceded, by a couple of months, the arrival on this Island of Father McEachern, who subsequently became the first Bishop of this diocese. It will thus be seen that her life has run concurrently with the history of the Church in Prince Edward Island. Her own youngest brother, twenty-eight years her junior, upon whose venerable head the snows of seventy-two winters have left their impress, has, for about thirty years, wielded the crosier of this diocese, the second successor of the illustrious Bishop McEachern and the third Bishop of Charlottetown.

Her father's family consisted of six daughters and three sons. His Lordship the Bishop being the youngest. One of the brothers, Roderick, father of Dr. McIntyre, M.P. and of Rev. A. J. McIntyre, and three sisters, Jane, Mrs. Angus McIntyre, Fairfield; Flora, Mrs. John McIntyre, Monticello; and Mary, unmarried, are dead.

The subject of this notice, whose christian name is Sarah, was married in 1813, to John Macdonald, who died in 1844. By this marriage she was the mother of five sons and seven daughters. One of her sons, Capt. Hugh Macdonald, father of D. J. Macdonald of the Postoffice Department, died at Santa Cruz, Danish West Indies, in 1869. Two daughters, both of whom were married to gentlemen named Steele, of Cardigan, are also dead, as well as another daughter who died in infancy. Up to a few months ago Mrs. Macdonald enjoyed good health, and she still has the use of her faculties and senses.

His Lordship the Bishop decided to make this centenary anniversary the occasion of the reunion of the friends and relations of the family. Arrangements were accordingly made to carry this into effect. The celebration took place at the residence of her son, Mr. Michael McDonald, with whom the old lady resides. The exercises of the day commenced about 8 o'clock by the celebration of Mass by His Lordship, at an altar erected for the occasion. At this Mass the centenarian and her sister, Mrs. McDonald, of Neufrage, received holy Communion from the Bishop's hand. This mass was followed by masses celebrated by Rev. A. J. McIntyre and Rev. A. McAulay.

The friends and invited guests assembled numbered about one hundred and fifty. The day was spent in friendly conversation, and the rendering of vocal and instrumental music. Shortly after twelve o'clock those present sat down to a bountifully supplied dinner table.

In addition to His Lordship and the priests already named, the clergymen present were Mgr. Gillis, Rev. D. F. McDonald, D. J. Gregory McDonald, J. C. McDonald, Roderick McDonald, of Pictou, R. J. Gillis and J. J. McDonald. All the living brothers and sisters of Mrs. McDonald were present. They are: His Lordship the Bishop, aged 72; John McIntyre, aged 75; Mrs. James McDonald, grove Pine, Lot 56, aged 77; and Mrs. James McDonald, Neufrage, aged 89.

Of the living members of her own family three sons and three daughters were present, one son (Peter) and one daughter (Mrs. John B. McKinnon) now residing in the United States, being absent. Those present were: D. J. McDonald, her eldest son, aged 76; Michael and Donald McDonald, and three daughters, viz: Mrs. Conroy, of Tignish; Mrs. McAulay, formerly of St. Peters, now of Boston, and Sarah McDonald, unmarried.

There were also in attendance ten or twelve grand-children. Among these were Dr. Conroy, and Miss Mary Conroy, of this city, and Mr. D. J. McDonald, of the P. O., and his sister, Miss Lizzie McDonald. Besides these there were five great grand-children present. Among these was the five year old son of Dr. Conroy. Of the other great grandchildren two were named Walker, one McDonald, and one Steele. The other relatives present included Dr. McIntyre, M. P., A. McIntyre, Charlottetown, and many more.

Among the other guests present were Mrs. D. Conroy, Mrs. Dr. Fraser, Mrs. Dr. McIntyre, Dr. R. J. McDonald, etc., etc.

About five o'clock His Lordship addressed those present in gaelic, thanking them for their kindness in being present to do honor to his sister, whose centenary they were celebrating. Rev. A. J. McIntyre spoke in English, appropriately alluding to the event they were called together to celebrate. In conclusion he expressed the hope that the next centenary they would be called upon to celebrate, would be that of his Lordship. Regarding this proposition the Bishop expressed the hope that it might not occur. The gathering then dispersed.

FROM DAKOTA TO CANADA.

THAT in one day as many as seventeen families from Dakota should have crossed the border to settle afresh on Canadian soil, and that this is only one episode of a constant movement from the other side of the line into Manitoba and our western territory, are facts that must be considered highly satisfactory. No stonger proof could be given of the superiority of the inducements that Canada has to offer to settlers than influx from the neighboring country of those who, being thoroughly acquainted with the relative advantages, are willing to incur even the trouble, expense and loss of thus transplanting themssives to secure the more than compensating advantages of a change to Canada. There could not be plainer evidence of the falsehood of the stories put forward in both countries by the agents and touts of United States land-owners as to the pretended inferiority of Manitoba to Dakota as a home for settlers. These returning victims of the misrepresentations of venal and unpatriotic Canadian journals and politicians serving the United States give practical evidence of the truth which cannot be gainsaid.

There is one feature of this movement from Dakota into Canadian territory which is especially noteworthy. Those settlers are bringing with them a considerable amount of live stock and other property. Evidently they have not been victimized to the full extent—have not been stripped of their all—either through exceptionally favorable circumstances or from not having remained to be completely ruined. Though less unfortunate than their neighbors whom they have left behind, even their comparative escape from loss has not blinded them to the greater advantages of a Canadian home. Evidently that the movement is chiefly of those still retaining some property is simply due to the fact that they have the means of moving. Their numbers must be greatly exceeded by Canadians remaining in Dakota, who have an even stronger desire to remove to our side of the border, but who cannot do so because they have been stripped bare and have nothing left to meet even the small expense of moving. Though left without means these unfortunate victims have a practical experience which would render them valuable setlers in western Canada, where there is so much land awaiting cultivators. The chief difficulty is that of transferring them to new and happier homes. Would it not be well if some organized, systematic effort were made to bring about this transfer? It would be alike a philanthropic and patriotic work. Such settlers could be obtained more cheaply and would be more suitable than many of the immigrants brought from Europe. The work which lies close at hand should not be overlooked. Cannot a little timely assistance be given to our unfortunate fellow countrymen?—*Empire.*

EDITORIAL NOTES.

THE German Government having complied with the requirements of the Imperial Merchant's shipping Act, German certificates of tonnage are hereafter to accepted in all the British ports.

IN the house of Commons on Friday evening last the debate continued on the Licensing Bill. A long discussion was had on Ackland's proposal to apply the Compensation Fund to education. The proposol was rejected, 275 to 243.

THE following articles have been placed on the Customs free list: Hatter's bands, bindings and linings, when imported by Hat manufacturers for use in their factory, and Indian Corn of varieties known as Southern White Dent Corn and Western Yellow Dent Corn when imported for soiling and ensilage. So says an Ottawa despatch.

THE Canadian Pacific, it is understood, will take formal charge of the New Brunswick railway on July 1st. The general officers of the New Brunswick railway will be removed from St. John to Montreal. It is further rumored that the general manager will be tendered the position of manager of the St. John division of the Canadian Pacific.

THE United States census enumerators are, as was expected, meeting with numerous refusals to answer their questions, and in New York are now applying for warrants against the people who are hindering their work. If they undertake to imprison all the people who refuse to answer and all who give incorrect answers, they will have to build new prisons. The fault seems to be not with the people who refuse to answer but the Government which persists in asking stupid and impertinent questions.—*Montreal Star.*

THE cable announcement that the Victoria Legislative Assembly has pronounced in favor of Australian federation would indicate highly satisfactory prospects for the Union movement among our cousins at the Antipodes. Victoria is the prosective colony, and assent to federation on her part must involve colonial free trade. If Victoria is willing to concede this point, it ought not to be impossible to get the least highly protected colonies to join. Federation is beginning to be a real need. One of the demands now being made is for an Australian Court of Appeal similar to our Supreme Court, and that undoubtedly would be one of the immediate results of legislative federation.

THE Pocaud investigation in Quebec, as might be expeted, fizzles out. The commissioners appointed to try the case are going to commit the precious Pacaud for contempt, when lo! they are served with a writ of prohibition preventing them from doing anything till the knotty legal point as to their status and rights is settled. So they smilingly adjourn, and the matter is shelved till after the elections. An utter farce is the enquiry, though quite in keeping with the party which dare not go into this charge of boodling with a view to locating the guilt. But the public will continue to draw conclusions not complimentary to the Grit leaders in Quebec.

THE marriage of William O'Brien, M. P., the well known Irish leader, and Mlle. Raffalovitch, daughter of M. Raffalovitch, a banker of Paris, took place on Wednesday last at the Brompton oratory, in London. The ceremony was performed by His Grace the Most Reverend Thomas W. Croke, D. D., Archbishop of Cashel. Among the guests were Mr. Parnell and other colleagues of the bridegroom in the House of Commons. John Dillon acted as groomsman. An immense crowd gathered about the oratory. Most of the people wore sprigs of shamrock in honor of the occasion. As the newly wedded couple left the oratory and entered their carriage they were enthusiastically cheered by the crowd.

STANDARD time is fallen in with readily when it differs but little from solar time. It is otherwise in cities lying in the regions midway between the central time meridionals. In Toronto the differance amounts to seventeen minutes, and the change was brought about with no murmur of disapproval from any quarter. Even the hotel bars conformed their time of closing to it, though the legal time permitted them seventeen minutes latter traffic than the railway clock. At Windsor and Detriot, where the standard is nearly half an hour earlier than the solar or legal time, several years of the new system have failed to reconcile some of the factories to the new system. In Windsor some of the clocks have a hand for solar time and another for eastern and central, which differ a full hour. In Cleveland the new time was introduced a few weeks ago by a city council ordinance, but does not suit the factories, and its speedy and utter failure is confidently predicted by the Leader of that city. The council's ordinance bears no legal authority and can impose no penalities in a matter of this kind without proper state sanction. Such sanction has not been given yet in any part of this continent so far as the public have yet learned.—*Exchange.*

FURTHER particulars have transpired regarding the proposed ocean vessel service. The eastern terminus is Southampton and the ports in Canada are to be Quebec in summer and Halifax, or Halifax and St. John, in winter, the steamer calling to land and embark mails at Rimouski during the season of navigation, the contractor to have the right after landing mails to send the steamer on to other ports in England, France or Canada, but in no case to call at any foreign ports other than provided for. The steamers may after landing passengers, mail and freight at Halifax, proceed to St. John, provided that Halifax be the last port of departure for Europe. The vessel employed to be of not less tonnage than 6,500 gross register tons and to have been proved by the long sea builders' trial of twelve consecutive hours in open sea, to be of adequate strength and power to make an average speed of not less than eighteen or nineteen knots from port to port across the Atlantic. The contractors to engage that no discrimination shall be made as regards ocean rates, either directly or indirectly, against Canadian railway routes via Halifax or St. John and the Intercolonial, or any other Canadian railway.

PRINCE EDWARD ISLAND SUBWAY.

SPEECH BY SENATOR PROWSE.

(*Continued.*)

Hon. Mr. Macdonald (B. C.)—That statement about the white population of British Columbia is wrong. At that time there were at least 60,000 white people in the Province.

Hon. Mr. Prowse—I have seen similar figures to these frequently quoted and have never known the statement to be contradicted before.

Hon. Mr. Macdonald (B. C.)—I have never heard or seen those figures before.

Hon. Mr. Prowse—At all events the white population of British Columbia was not at that time as large as the population of Prince Edward Island, or anything near it. I have some recollection that British Columbia was admitted to the Union on an assumed population of 60,000, but I am quite satisfied the statement here made is correct. The address continues:

"This gigantic undertaking is being pushed forward at a rate unparalleled in the world's history, and a vast expenditure is being made, and still more is contemplated, in acquiring and subsidizing other railroads and in forging the links to bind the scattered Provinces from the Atlantic to the Pacific; yet the fulfilment of the Terms of Union with this Island, by providing the means of communication over a strait only nine miles wide, is postponed from year to year, without any thought, it would seem, that thereby a sacred obligation is being violated, and an immense injury is being done to a large body of people.

"13. This grievance of which we here complain has been repeatedly brought to the notice of the General Government, while, session after session, the representatives of the Island in the Dominion Parliament have called attention to the non-fulfilment by Canada of her pledged faith with this Island. In 1881 we addressed the Governor General in Council upon the subject, and prayed for the adoption of measures to remedy the state of affairs complained of as well as compensation for the loss sustained on account of the non-fulfilment of the Terms of Union. This address was duly acknowledged, but no practical results followed, and upon the notice of the Dominion Government being again directed thereto, assurances were returned in both of the years 1882 and 1883, that the question was under their consideration. Again last year we addressed His Excellency in Council with a like petition, and claiming five millions of dollars for the loss sustained to that time on account of the non-fulfilment of the said terms, and we also informed the Dominion Government that we then approached them for the last time, and that unless a favorable answer was accorded without delay, your Majesty's interference would be invoked. Beyond a simple acknowledgment of this address no attention has been paid to it. Again, on the 20th of February last, the Executive Council of this Island called the attention of the Dominion Government to the various steps which had been taken by the Island to obtain a settlement of the question, and reminded them of the decision at which we had arrived at last year to appeal to your Majesty, and that no alternative was left except to carry that determination into effect. To this minute the same unsatisfactory answer was received, which has been invariably given. Copies of the correspondence referred to will be transmitted to your Majesty herewith.

"14. In this the twelfth year of their connection with the Dominion, instead of enjoying that efficient continuous steam communication with the mainland which was guaranteed them, the people of Prince Edward Island are, for a very considerable portion of the year, dependent upon the mode which their fathers initiated upwards of sixty years ago, before steam power was ever applied for purposes of locomotion. During these twelve years they have patiently awaited the fulfilment by the General Government of the Terms of Union in this particular, until we are reluctantly constrained to say that the Dominion Government have evinced a marked indifference not only for the welfare of this Island, but for the sanctity of their own obligation as well.

"Satisfied that this state of things cannot longer continue without a breach of that harmony which is so indispensable between the Provinces of the Confederation, and feeling that the Island is being treated unjustly, and its prosperity seriously retarded, we appeal to your Majesty, and humbly pray that you will take the premises into your most gracious consideration, and require that justice be done by the Government of Canada to your Majesty's loyal subjects of this Province, by the immediate establishment and maintenance of efficient steam service for the conveyance of mails and passengers between this Island and the mainland of the Dominion, both winter and summer, so as to place the Island in continuous communication with the Intercolonial Railway and the railway system of the Dominion; and further, that your Majesty will be pleased to require that the Government of Canada compensate this Island for the loss which has resulted to its inhabitants, by reason of the non-fulfilment of the Terms of Confederation, in the particular complained of herein.

"Certified,
"JOHN BALL, C.E.C.
"FREDERICK W. HUGHES, A.C.H.A."

I may say that that address was supported by a delegation from the Local Government, and after having had several interviews with Earl Granville on the question and discussing the matter with that able statesman and the representative of Canada in London, Sir Charles Tupper, Earl Granville sent a very satisfactory despatch to the Dominion Government, which I will refer to further on. I may say that the importance of this communication to Prince Edward Island can scarcely be realized by those who live in other parts of the Dominion. Agriculture is the leading industry of Prince Edward Island, that and the fisheries. We have only from four to six weeks in which to transport our large quantities of agricultural products after they are harvested you may almost say that they have to be exported within three weeks. We have a limited market for this produce, Nova Scotia being our best customer and next to that the United States. We invariably find that while the produce of the Island is being exported from every harbor in the Province, it gets into the markets about the same time, and the result is that prices immediately drop 25 per cent, or more, in a few days. Add to this the inconvenience that the people suffer for want of suitable vessels for transportation, there is such a demand that the freights advance 100 per cent. Vessels that you can secure in the middle of summer for $200 you cannot get in the fall of the year for $400. Looking at it in this way you can see the great disadvantage it is to the people of Prince Edward Island to be without communication that we were promised at the time of the Union. The result of our produce being forced into the adjoining markets is to immediately demoralise these markets and bring down the prices. Then again we also suffer in our imports. Unlike the retailers in other parts of the Dominion, who buy supplies as they require them, we have to lay in our stock of imports five or six months in advance.

This you will readily understand is a very great risk, a great loss to the people of Prince Edward Island, and the people feel it most keenly. Previous to 1879 our loss was very serious indeed, for the cause which I have already stated; but in 1879 a new policy was adopted by the Dominion Government, a policy which I, for one, have always believed in—a policy for the Dominion; and that was to encourage home manufactures and provide employment for our own people, a home market for our own produce and the products of our manufactories. But it has had a contrary effect on the people of Prince Edward Island. Nature has debarred us from the markets of the world for five months of the year by the ice which surrounds Prince Edward Island. The National Policy steps in and prevents us from trading with other parts of the world for the other seven months and obliges us to trade principally, if not entirely with the other provinces. How necessary it is to us, therefore, that the Dominion should give us every opportunity of exchanging our products with those of the other provinces—an advantage which the latter have now for some years enjoyed. Our loss in this respect cannot be valued or computed in dollars and cents. We have as industrious, as intelligent and as thrifty a population in Prince Edward Island for our numbers as can be found in any part of the Dominion of Canada. There is no reason why Prince Edward Island should not be one of the manufacturing centres of this Dominion. We have access, and close access, to the magnificent coal fields of Pictou, Nova Scotia and Cape Breton. We are in close proximity to the iron mines of Londonderry, and we have in Prince Edward Island the advantages of cheaper food for operatives than in any other portion of the Dominion, and if we had the same facilities for intercourse with the markets of the continent that the other provinces enjoy we have not the slightest doubt that large manufactories would have been established in Prince Edward Island long before now. But we are debarred from that because we are excluded, for want of proper communication, from the markets of the Dominion for five months of the year, and by the National Policy from the markets of the world for the remaining seven months of the year. To show that we are not lacking in enterprise we have gone into manufactures there, all that the people can possibly undertake, or that there are facilities for carrying out successfully. Fisheries are successfully carried on; we have lobster factories perhaps second to none in North America, and as for starch factories, there is more starch manufactured in Prince Edward Island, five times over, than in all the rest of the Dominion put together. We have boot and shoe factories and cloth factories, and we have more than double the amount of money in the Savings Bank per head of the population of our Province than any other Province of the Dominion. Even during the past year, while the amount of the deposits in the Savings Bank of every other Province in Canada have decreased, they have increased in Prince Edward Island. The following is a comparative statement of the deposits in the Savings Banks of the Dominion, for the year ended 30th June last.

SAVINGS BANKS, 1888-1889.

	1888	1889	Decrease.
Ontario	$ 794,920.97	$ 752,705.15	$ 42,221.82
Manitoba	948,327.14	892,036.99	56,490.15
British Columbia	1,028,368.80	1,398,945.89	30,022.01
Nova Scotia	6,270,287.77	6,046,345.76	224,242.01
New Brunswick	6,490,583.46	6,081,511.17	409,072.71
P. E. Island	2,204,490.05	2,204,390	
		Increase	$83,980.10

What is the reason of this decrease of deposits in all the other provinces? It is owing to the rate of interest being reduced from 4 to 3½ per cent. I have heard it stated in this house before now even this session I heard it in another place, that the deposits in the Savings Banks are no indication of the prosperity of the country. We have to deposit in the Savings Bank of Prince Edward Island because we have no opportunity of investing money in manufactures, and send them to other countries where they can be sold. In addition to that I may say there is money seeking investment in Prince Edward Island, but there is no opportunity to invest it. We have money invested in Nova Scotia and New Brunswick in sugar refineries, cotton factories, insurance companies and bank stock, which, if we had the communication with the mainland that was guaranteed us at Confederation, would be invested in our own Province, developing our own resources and establishing new industries in Prince Edward Island. Our loss in that way cannot be fully realized. We cannot estimate it in dollars and cents. If we had this communication to-morrow, we would not be even then in the same position as the older provinces. Since 1879 the manufactures of the other provinces have been fostered and encouraged by the National Policy, markets have been opened up and secured to them in every way, and if we had communication now established we would have to compete against those older establishments of the upper Provinces and operatives would have to learn their business. I say in this regard we have suffered immensely for the want of communication up to the present time, and when the time does come there will be a heavy bill for compensation to be settled for the losses sustained by our Province, through the nonfulfilment of the terms of Confederation. Hon. gentlemen may laugh, but all I have to say to these gentlemen is, if my argument does not bear criticism, if I have stated anything that is untrue or misleading, I would like them to say where it is. But I would suggest to them to place themselves in the same position that we in Prince Edward Island occupy. Shut off Nova Scotia from the rest of the Dominion for five months of the year, having only the same access to the other provinces that we now have in iceboats across the Straits of Northumberland, and shut out from the rest of the world for seven months of the year, I ask them what their loss would be? I am astonished to hear hon. gentlemen laugh at a proposition of this kind. I think that we, in the senate, should see that the small provinces, powerless to help themselves by force of numbers, shall have their terms of Union carried out, or that we shall not be supported in our demand by the Senate of Canada. It is not my intention to say in what what way the terms of union shall be carried out. That is a matter, I take it for the Dominion Government to investigate into the way in which these terms of union can best be carried out. If they can be carried out with a moderate expense, if the Government can fulfill the terms of union by means of navigation, we shall be satisfied. The less cost the better we would be pleased, but we think they must be carried out. We have a right to expect it and must insist upon it. I have no fault to find with the steamer Stanley, she is an able steamer—an expensive steamer, but I do not say that the service she is rendering Prince Edward Island is not equal to the cost of the steamer—that if we can get no better service and no greater good to the Province, it is a pity to see such a steamer being forced through ice when she ought to be very well secured in the harbor. That she is able to do good service for a month later in the fall, and possibly a month earlier in the spring, I do not deny, but to force that fine steamer through vast fields of ice in winter is a waste of public money, and if it was given to Prince Edward Island for some other purposes and allow the mails and passengers to be taken across the straits by some other route it would be better than to see it squandered in destroying the Stanley, as she will be destroyed in a few years if forced across the straits at a time when no such vessel should be forced across.

With these remarks I trust that the House will see the reasonableness of the proposition that has been made to have a thorough investigation instituted by the Government to ascertain in what way the terms of union will be carried out so as to place the people of the Island in the same position that the people of the Provinces enjoy. And, to-day that it will be the carrying out the recommendation and the wishes of Earl Granville after hearing the whole question discussed before him when he said.

"The expectations of the Province in regard to the establishment of a constant and efficient communication with the mainland have not been fulfilled."

* * * *

"There seems to be reason for doubting whether any really satisfactory connection by steamship can be regularly maintained all the year around, which makes it all the more important that the proposed metallic subway should receive a full and, if feasible, favorable consideration on the part of the Government of the Dominion."

I may say it would be the crowning glory of the Leader of the present Government if after completing the union between all the separate provinces of this Dominion, that he should fulfil its terms to the letter with Prince Edward Island. It would be a direct incentive to Newfoundland to join the Confederacy, which is the only thing wanting to complete the monument to the memory of the present Government and its Chieftain, Sir John A. McDonald.

HON. MR. POWER—I should like the hon. gentleman, before finally closing, to give the information which I asked for during the course of his speech, and which he thought I had no right to ask, but which seems to me to be very pertinent to the question before the House that is, whether it was contemplated by any of the parties to the bargain between Prince Edward Island and the Dominion that their should be a tunnel or subway built across the Straits of Northumberland?

HON. MR. PROWSE—The hon. gentleman asks a question which would take a philosopher and more than a philosopher to answer. How is it possible for me to say what intention the delegates had in their minds? Our Government and people take the terms as they find them. I am no lawyer, but I do claim to have a little common sense, and I take it that this is perhaps a good point in law, that where an agent or representative, enters into a contract with another agent or representative, for their employers, it does not matter what is in the mind of the agents. The important question is what is in the body of the contract.

HON. MR. DEVER—Shylock once had a contract also.

HON. MR. PROWSE—These terms came before the people, and the people took them as they found them in print, and not as they were impressed upon the minds of the delegates who entered into the contract. There might be many considerations which induced the agent to say: "Put something in there that will please the people and satisfy the people and secure their votes, and I will do the best I can to get the people to consent to it if you will secure me afterwards." There might be an arrangement of that kind, but here are the terms written in plain English, well worded, and we only ask that these terms shall be carried out according to the reasonable acceptation of the agreement.

HON. MR. POWER.—The hon. gentleman says he is not a lawyer? Still he shows a certain amount of skill in evading the question. Leaving the agents aside, will the hon. gentleman say whether or not, about the time the terms were made for union with Prince Edward Island, it was stated by any one at that time that these terms involved the construction of a tunnel or subway?

HON. MR. PROWSE.—We were never told that it would only be communication by water—by navigation.

HON. MR. READ—It might be an aerial communication.

HON. MR. McDONALD.—The hon gentleman from Murray Harbor stated that the population of British Columbia when the Province entered the Confederation was only 15,000, and he declined to take my word for it that it was more than that. I would refer him to the Statutes of 1872, sec. 3 of the British Columbian terms of Confederation.

Hon. Mr. Power—That does not prove that the population was 60,000.

Hon. Mr. Prowse—They were allowed to come in with a supposed population of 60,000, but the population was not 60,000, and I must see the census before I can believe it because, this document was prepared very carefully, and if any wrong assertion was made in it would be discovered. I have some recollection of the terms with British Columbia, and my recollection is that that Province was allowed to come in with a supposed population of 60,000.

THE SHIP RAILWAY.

People are apt to forget that one of the most notable and unique engineering enterprises undertaken in the present day is now in full process of construction in this very Dominion of Canada. The Chignecto ship railway scheme is being rapidly pushed forward, and in another year it is expected enormous ships will be transported across the isthmus, and the feasibility of a project which many competent engineers have devoted their energies to, will, it is hoped, be confirmed.

The work has progressed well. The wide roadway is nearly completed already, and the basins at each end of the line are being constructed. Four engines of immense driving power have been ordered for the railway, and the rails and fastenings are at hand ready for laying. Thus there is every prospect of a speedy accomplishment of the work. The ithmus is well adapted for the construction of such a road, as the surface is fairly level and the excavation necessary not very difficult. The line is straight from end to end, and in length is seventeen miles, with a gradient of only about ten feet per mile. The roadbed will be forty to sixty feet wide, so that the largest ships may be accommodated, and there will be four lines of rails in two tracks. The vessels desiring to be carried across will enter dock at either end and be lifted up to the level of the track and then transported by powerful engines in the ordinary way to the other side, when they will be let down to their native element again. The engineers at the head of this vast project are Sir John Fowler and Sir Benjamin Baker, of London, the engineers of the Forth bridge, whose names ought certainly to be a guarantee of perfect success.

There is something most extraordinary in the idea of immense ships being carted over the land as one sees a small boat sometimes lumbering along on top of an ordinary freight waggon, but modern science has made too many wonderful achievements in recent years to encourage the incredulous to doubt the Chignecto marine railway, which is indeed rapidly becoming an accomplished fact. A glance at the map will indicate the distance saved by taking this route, a long and tedious trip round Nova Scotia being avoided. As the enterprise is thus favored by eminent engineering authority it ought to be well patronized, and it is to be hoped that it will prove a financial success. About ten million of tonnage is registered in ports in the Bay of Fundy and the Gulf of St. Lawrence, which, under ordinary circumstances, might be diverted to the ship railway. All Canadians will be glad to see the remarkable enterprise prosper, and justify the money expended upon it.—*Empire.*

SUPREME COURT.

As announced in our last issue, the June term of the Supreme Court, opened at Summerside on Tuesday of last week, the Chief Justice presiding.

The following are the names of the Grand Jurors:

Peter Duffy, Foreman, George H. Gardiner, James Greigg, Lemuel C. Hayden, Neil McGougan, James E. Milligan, John McNally, Peter Taylor, Samuel R. Waugh, Arthur Owen, Alexander Cameron, Nelson Howatt, Capt. Francis Gallant, Jos. McNeill, Clifton Compton, Edward O'Connor, Wm. McLean.

There was only one criminal case, that of John Wesley Silliker, for stealing a horse from Mr A. McWilliams, West Cape. The jury found a "true bill" in this case, and the prisoner, on being arraigned, pleaded guilty.

The Grand Jury reported that they had visited the jail, which they found to be in good condition and well kept. The keeper's accommodation, however, was bad and they recommended that some improvements be made to his apartments.

This concluding the business of the Grand Jury, the Foreman stepped forward, and read the following address to the Chief Justice.

To the Honorable William W. Sullivan, Chief Justice of Prince Edward Island:

MY LORD,—The Grand Jury of Prince County now assembled at the present term of the Court, desire respectfully to welcome Your Lordship to this County on the first occasion of your presiding here in your judicial capacity, and also to offer you their congratulations on your elevation to the high and honorable rank of Chief Justice of your native province.

Your long and prominent career in the public life of our country, and your position for many years as the official head of the Bar, pointed you out as a fit successor to the late lamented Chief Justice Palmer, whose irreproachable character and merits as a Judge have been universally recognized.

We feel convinced that we but echo the general opinion of our province, when we assure Your Lordship, as we now do, that your appointment to the Bench gives entire satisfaction to all classes in this county, and that your administration of law and justice will be marked with ability, dignity and impartiality.

For Self and Fellows,
(Signed) PETER DUFFY,
Foreman.

Grand Jury Room, Summerside, June 10, 1890.

His Lordship made a brief reply, thanking them very sincerely and heartily for the address presented him. It was gratifying to him to learn from so intelligent a body as the Grand Jury of this county that they appreciated his appointment to the position he now occupied. It would always give him great pleasure to meet the Grand Jury of this flourishing county, and he hoped always to find as light a criminal calendar as he had on this occasion. The position to which he had been appointed was, as they had observed, a very important and responsible one, and he hoped to be able to discharge the duties of that position as faithfully as had his predecessor, the late Chief Justice Palmer, and none knew better than he (Mr. Sullivan) how faithfully he had fulfilled the duties of his position. Of one thing he assured them, and that was that his duties would always be impartially discharged. He again thanked them for the address, and relieved them from further attendance.

A DIFFICULT OPERATION.

About fourteen years ago Paul Anderson, son of James A. Anderson, manager of the Merchants' bank, fell down a well and fractured his skull. The pieces of bone were never removed from the lad's head. About eight years ago he was attacked by fits to which he has been subject ever since. A week ago last Wednesday young Anderson suddenly became unconscious, and continued insensible till Friday of the same week. Doctors were consulted to whom the particulars of the accident which happened years ago, were given. An examination of the boy's skull revealed the fact that the bone splinters had grown partly into the brain and as a last resort to save life, the doctors deemed an operation necessary. Doctors Almon, Black and Campbell performed the operation. A piece of the boy's skull was removed. The lad is now doing well, and the doctors are of the opinion that he will get around all right.—*Halifax Herald.*

HYDROPHOBIA'S HORRORS.

The rapidity with which hydrophobia brings death to its victim was illustrated in the case of Edmund Corriveau, who arrived in New York from Harrisville, R. I., at noon on the 8th inst., apparently but a trifle excited, but who died 12 hours later in fearful agony in Bellevue hospital. He was beyond cure and he knew it. He was conscious up to within a few hours of his death and took his fate with the fortitude and patience of a hero. His agony was intense. Nothing could release him from his tortures. The doctors at Bellevue plied him with drugs, but they were useless.

Corriveau was intensely thirsty. He said he had not tasted water in 24 hours. It was brought to him and he could not swallow a drop. It was the most pitiful sight the doctors had ever experienced.

"Take the water away," he cried. "Oh, take it away. It torments me," and he cried like a child.

Corriveau talked nervously and finally asked for a priest. He received the last sacrament of the Catholic church and then said he was ready to die. Opiates strong enough to kill a horse were applied, but they only made the patient weaker and did not lessen the agony. Suddenly, without a moment's warning the man became a raving maniac. The doctors had expected this and had taken the precaution to tie his hands to the side of the bed. He tore about in his awful agony and it took the combined strength of four strong men to hold him down. They found it necessary to bind his feet and fasten his body so that he could not move about. Chloroform and morphine were administered until they retarded the action of the heart. Every time the doctors stopped administering the drug Corriveau had a frightful spasm. When they touched him he had a spasm. When the thermometer was applied to take his temperature he went off into a paroxysm of agony.

Deputy Coroner Jenkins performed an autopsy on Corriveau's body to determine the exact cause of his death. The result showed that it was clearly a case of hydrophobia. A portion of the spinal cord was removed for future analysis and experimental purposes.

PARNELL AND HIS MOTHER.

MR. JOHN FERGUSON, of the well-known Glasgow publishing house of Cameron and Ferguson, writes as follows to several English and Irish journals:

"Though Mr. Parnell will not probably condescend to notice the public discussion of his mother's private affairs, yet his friends are not bound by the same feelings that direct his actions to permit unchallenged reflections upon him for neglect of filial duty. Upon one occasion I had organized a most important meeting for him. He wired the committee in the morning from a station 200 miles off that he could not attend. A good deal of ill-feeling was created, and I wired the necessity of his keeping faith with the public. He replied, 'Keep the meeting going till eleven o'clock.' It was to begin at eight o'clock. At eleven o'clock Mr. Parnell arrived and delivered the address as announced. Now, what happened was this: A telegram from America the night before obliged him to rush off at 5 a. m. to Dublin, where he arrived at 11.15 a. m. In an hour he had arranged £3,000 by wire to America to save his mother's credit. He then caught a train and arrived at the meeting near midnight. He then told me of his mother's affairs privately—how she was a very able speculator in stocks, often won and consequently was often lured on too far. I do not know how often Mr. Parnell may have aided her, but before people get up a cry about this 'want of feeling,' let them ponder on the little incident I relate. It is likely Mr. Parnell won't thank me for telling this, but I don't much mind that. I consider it a duty to him to let this act be made known, and what is much more important, it is a duty to the noble and all-conquering cause of which Charles Stewart Parnell is the honored leader."

MACLEAN'S BODY FOUND.

THE body of Artemas McLean, who disappeared from Summerside, somewhat mysteriously, early last winter, was found, on Friday evening last. The following account is taken from the Agriculturist:

The discovery was made by Mr. Neil Macdonald, who was at work fencing on the Massey farm, for Mr. B. L. Woodside, some distance west of the seaweed road, towards Welling's Point. Mr. Macdonald, on making the discovery, at once came to town and gave the alarm, and Dr. Jarvis, coroner, immediately started for the place, accompanied by Mr. H. A. Compton, undertaker, and his assistants, who took a coffin with them. A great crowd of people also went out, some in carriages and others on foot.

The body of the unfortunate man was lying in the woods, several chains from the clearing. He was lying on his face, one hand thrown out, as though he had tried to save himself in falling, one leg was stretched out and the other partly doubled back, and one side of the coat was caught in a branch or root. The position of the body would indicate that, perfectly exhausted, the man had stumbled, or caught his foot in a twig or other obstruction, and fallen, and that he did not afterwards move, but died just as he fell. He had on all his clothes, including his overcoat, his cap was kind of thrown back on his head, as it would naturally be by the fall, his boots were partly laced, and his overshoes were on, as shown by the evidence at the investigation last winter, and he had on his gloves, watch and chain, one. The body was considerably decomposed, especially the face. After viewing the body the coroner gave orders for its removal, and it was brought to town and placed in Mr. Compton's warehouse, near his factory.

There are many theories afloat as to how McLean reached the spot where his remains were found, but the probability is that after leaving Noonan's, he wandered up the railway track to Water street, near the Ocean House, and then followed the street as the lies west of the old shipyards, then wandered down the ice and up through the field into the woods, until, dazed and exhausted, he fell and died.

An old mattress and overcoat were found on the shore west of the seaweed road the same evening, but it is more than likely that they have been thrown overboard from some vessel, and drifted ashore at this point.

DIED.

At Pisquid, on the 11th inst., of inflammation of the lungs, Ellen Jane, beloved wife of Allan J. Macdonald, in the 38th year of her age. May her soul rest in peace.

At the residence of Captain Murchinson, North River, on Sunday, 8th June, of consumption, Alexander McLeod, in the 23rd year of his age.

"THE WATCHMAN," a twenty-eight column newspaper, published in this city, by the "Watchman Pub. Co.," made its first appearance on Thursday last.

A. I. RICE, Photographer, New Glasgow, writes,—"King's Dyspepsia Cure is a positive cure for indigestion and dyspepsia. My own trial of the medicine proved a case of instant relief and as far as I can judge a permanent cure. I find the same is said of it by all who have tried it."

K. D. C. Positive Cure.

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Seedling Flower Plants (transplanted) at 10 cents per dozen. Balsam, Zinnia, Pansy, Daisy, Portulaca, Petunia, African Marigold, Pot Marigold, Morning Glory,