THE HERALD

WEDNESDAY, OCTOBER 19, 1887.

OUR TRUE POSITION.

STATEMENTS have recently come from Washington, relative to the Fishery Commission and Commercial Union, which reflect the highest honor on the statesmen who planned and carried into effect the confederation of the British North American Provinces, and who inaugurated the policy under which the Dominion has attained to a position of commercial and political prosperity. At the same time the evidence here given by unwilling witnesses should be sufficient to bring the blush of shame to the cheek of those Grit politicians who would be willing, for party purposes, to sacrifice to demagogues our political privileges and commercial independence.

According to Mr. Bayard, Secretary of State, the Reciprocity Treaty of 1854 was renounced by the people of the United States in 1866, in expectation that the British North American colonies, in order to obtain a renewal of these trade privileges, which had been of great advantage to them, would be willing to cast in their lot with the Republic. Consequently, when a renewal of the Treaty was sought, Canadians were told that this object could be attained only by annexation. This was, without doubt, a critical moment for the Colonies. The advantages which they had enjoyed in their twelve years reciprocal free trade with the States were very considerable; and were, at that time, much more needed by the Provinces than at the present time by the Dominion as a whole. But instead of paying any attention to the luring voice of their tempters, the representatives of Canada loo ked about within themselves for new avenues of trade; and conceived the idea of joining the fortunes of the different Colonies into one common lot, and thus was brought about the confederation that established the Canadian Dominion, which, during the twenty years of its existence, has challenged the admiration of the world for the rapidity with which it has pushed itself to the front among the great nations. Secretary Bayard's appreciation of Canada's pluck, progress and self-reliance is thus summed up:

"The result of the demand that the Provinces should join the United States was that in the following year the distant and discordant Provinces united themselves into the Dominion of Canada. Immediately after British capital poured into Canada, and laid the foundations of what is now the Canadian Pacific Railway, a transcontinental route that is creating some alarm among American transcontinental lines, and that has added vastly to the coherency of the British North American possessions, and the value of them to England, which now finds her shortest route to India, looming up threateningly as a wheat producer, across the American continent. The Pacific coast is nine hundred miles nearer to England by way of Vancouver and Halifax, than it is by San Francisco and New York. The union of the Provinces that American statesmen drove them into has enabled them to interfere with American trade by adopting its own device of a protective tariff. This was the result of an effort to get the coveted fruit by violently shaking the tree."

This testimony in our favor by our neighbors should be carefully pondered by the Opposition, who, in the race for place and power, too frequently lose sight of these important facts. The United States have now come to understand that Canada cannot be forced into surrendering her political or commercial utonomy. The attempt made by our Yankee friends in this direction, in 1866, drove Canada into greater independence, and need not now be repeated. Diplomacy is to take the place of coercion, and that which could not be obtained by compulsion is sought to be acquired by treaty. In the art of diplomacy, too, we feel quite sure the United States will find that Canada can furnish men who are the peers of any their country possesses; and if a basis of settlement acceptable to Canada cannot be arrived at, we can live and prosper without it as we have done heretofore. Indeed this is the surest way of obtaining, at any time, reciprocity with our neighbors; and this is what the Liberal-Conservative party always upheld. This same view was expressed by Sir Richard Cartwright, at Charlottetown, in 1878, when he said:

"They say we must have reciprocity and we cannot live without it. For the Dominion of Canada, I take exception to that statement. While reciprocity is desirable, we are not in such a state of subjection to the United States that we cannot live without it. We have men and ships, and will 'carry the war into Africa.' We will find new markets for ourselves and cut them out. There is nothing better calculated to prevent the bringing about of reciprocity than to tell the Americans we cannot live without them. It would induce them to believe that they had the power to drive us to their own terms."

The admission, by Secretary Bayard, that exclusion from the American market has given the Dominion greater independence and rendered that market less necessary to her people, is the highest tribute of praise that could be given to the workings of the National Policy; for, as that Grit leader, Sir Richard Cartwright, said in 1878, nothing is better calculated to prevent the bringing about of reciprocity than to tell the Americans we cannot live without them. But we have clearly demonstrated that we can live and prosper while excluded from the United States markets by a high tariff; and it will be the duty of our Government to see that we shall not have to pay too highly for a privilege, however desirable, that is not indispensable to our prosperity.

Those who are now clamoring for Commercial Union are doing their best, wittingly or unwittingly, to put our country in the same position which the United States sought to place it on the abrogation of the Reciprocity Treaty of 1854. With Sir Charles Tupper as our representave on the International Commission, we need have no fear that Canada's interests will not be carefully guarded, and that any arrangement having for its object freer trade relations with the United States will not be reciprocal in advantage.

THE SITUATION IN IRELAND.

EACH new development in the Irish political struggle seems to aggravate, so far as the Government are concerned, the already undesirable condition of affairs in that unfortunate country. The investigations into the conflict, which culminated so disastrously, between the police and people at Mitchellstown, have resulted in the jury rendering a verdict of murder against the Inspector, three Sergeants and two Constables implicated in that fatal shooting affray.

The trial of the Lord Mayor of Dublin for publishing, in his paper, reports of meetings of suppressed branches of the National League, terminated in his acquittal. Thus it will be seen that the Government find themselves face to face with a peculiar, and to them rather serious, state of things; yet, what else under the circumstances could be expected?

The law enacted for the suppression of the League was wholly uncalled for; the utter failure of similar enactments, in years past, should have been sufficient to convince the Government that their labors would be in vain, and the determination of the Irish people to continue the struggle for Home Rule will render futile every attempt, on the part of the authorities, to suppress legitimate agitation. The people and their leaders are a unit in their demand for constitutional rights, and the remembrance of long years of mal-administration and oppression has nerved them to the performance of the most heroic actions in furtherance of the cause which they have espoused. Their leaders may be persecuted and imprisoned; it matters not, for they know that the civilized world sympathizes with their cause, and that each day increases the number of their friends.

Nor is there any reason why such should not be the case. Are not the Irish people entitled to the same rights and privileges as are the people of other portions of the British Dominions? This being so, why should the methods by which they are governed be different from those applied to any other portion of the Empire? Policemens' batons and soldiers' bayonets are not logical arguments to use against a people struggling, in a constitutional manner, for that which the whole world acknowledges to be their undoubted right.

We, in Canada, are justly proud of the rights and liberties which we enjoy under the constitution; and we deem it the highest honor jealously to guard these sacred trusts. Let us hope, then, that the time of Ireland's troubles and trials is near its end, and that she shall soon be in full possession of that boon which she so earnestly desires and so justly deserves, Home Rule.

NEW EUROPEAN ALLIANCE.

LATE European advices inform us that an alliance has been entered into between Germany, Italy and Austria. What the objects and purposes of this move on the continental chess-board may be, are, of course, not fully known. One thing, however, seems quite evident, and that is that love for France is not one of its most potent constituents.

When news of the coalition first reached France, the impression seemed to prevail that the whole scheme was inaugurated in direct opposition to that country, and, on this account, caused no inconsiderable amount of irritation and excitement in official circles. Subsequently, however, when it was announced that the alliance was formed in opposition, not to France, but to Russia, the people of the former country experienced a feeling of relief. The alleged cause for combining against Russia is, that that country was planning a descent upon Constantinople.

Opposition to Russia is the ostensible reason for the formation of the compact; but, were the true inwardness of the whole matter thoroughly understood, it seems altogether likely that other causes exist for the formation of this triple alliance. No doubt Italy found herself somewhat hampered by France threatening to refuse a renewal of the Franco-Italian alliance, and by the building of fortresses, which had every appearance of being intended for permanency along the frontier. In such an emergency, it was most natural for Italy to seek assistance from France's powerful rival; and, no doubt, Bismarck most cordially received the suppliant, very well knowing that every augmentation of his country's power and prestige would be an additional thorn in the side of her neighbor across the Rhine.

On the other hand, Italy's influence in Turkey is likely to be considerably increased, and the Government of the latter country will, doubtless, become much more independent in its treatment with Russia of Bulgarian affairs.

The next question is, will all this have the effect of bringing about an alliance between France and Russia? Should this become an accomplished fact, it would be difficult to conjecture where the complications might end.

Rumor says that England favors the alliance between Germany, Italy and Austria, but of this nothing definite is known. Whether or not anything unusual may arise from these changes, one fact seems pretty well established, that is, that the Russian bear is just now in rather a bad humor, and, with his eyes turned towards Berlin, where the treaty has just been entered into between the three nations, is growling rather savagely.

EDITORIAL NOTES.

HON. WILLIAM ANNAND, for many years a prominent figure in Nova Scotia politics, died recently in London, in the eightieth year of his age. He, at one time, occupied the position of Agent-General of Canada in London.

GENERAL CAFFAREL is at present under arrest, in France, on a charge of having trafficked in titles of honor. He was suspected of selling, for a money consideration, the badge of the Legion of Honor to several persons. The matter was placed in the hands of a detective, who, in the guise of a merchant, waited upon the General, and, holding out certain inducements, secured a pledge from him that he would use his influence to obtain the coveted prize.

HON. A. W. MCLELLAN, Postmaster General, has been unanimously renominated for Colchester. The election takes place on the 27th inst. Mr. S. D. McLellan, who suffered such a signal defeat at the general election, is again put forward by the Grits to oppose the Postmaster General. Probably the fact of keeping Hon. Mr. McLelan one week longer out of his seat is the principal reason the Opposition have in inducing one of their number to thus sacrifice himself.

THE immigrants to the Northwest this year will far exceed in number those of the last two seasons. Up to the end of September, the number reported at the Winnipeg agency was 15,000, and it is supposed that the total, at that point, for the year will be about 20,000. For the month of September, although the surplus crop had scarcely begun to be marketed, the value of the exports from the port of Winnipeg was $388,381, or about three times as much as for the corresponding month last year.

As will be seen in our Ottawa telegraphic news, Sir Charles Tupper has been appointed Canadian representative on the International Fishery Commission. It is understood that his appointment was made at the earnest solicitation of Sir John Macdonald. Sir Charles' appointment to this important position is matter for congratulation to the people of Canada; for, apart from the veteran Premier, no man in the Dominion is better qualified for the discharge of the duties involved in this trust, and we feel satisfied his appointment will be most favorably received by all classes of people in this country. His distinguished public career and the diplomatic experience which his position as Canadian High Commissioner to London has afforded him, are qualifications which eminently fit him for the position of Fishery Commissioner. He will have the assistance of Minister Foster in preparing the necessary data, and will likely have Minister of Justice Thompson as legal adviser. In the hands of such men as these, Canada's rights will certainly be faithfully guarded.

WE have, more than once, intimated that those United States newspapers which are in the habit of devoting a considerable amount of their space to the discussion of the political situation in Canada, could find employment in advocating reforms in their own land. Just now the Socialistic movement seems to be assuming dangerous proportions in that country. A short time ago seven Chicago Anarchists were sentenced to death for having thrown bombs into a crowd of policemen and thus killing several persons and causing the destruction of considerable property. Their execution is appointed to take place next month and their friends and sympathizers throughout the country, who are very numerous, are using every possible means to have their sentences commuted. The language used by these lawless wretches, when speaking of the authorities, is of the most vulgar and brutal kind. A few days ago a crowd of them were disbursed by the police, in Union Square, New York, and one of their number delivered himself of the following language:

"Fellow-citizens of a down-trodden and oppressed people, my ancestors came to America in 1662, but I am ashamed of my country. We came here peaceably. Well, are we the servants of a ferocious police rabble? They have assaulted you and probably killed some of your number. I don't say take arms in your hands and kill the wretches, but use the ballot next November in the right place. Out of the bloodshed here will come the destruction of these damnable murderers of the theory class. Brothers, we will never give up the fight. (Cries of, "No, never.") "You are right," retorted Rogers. "Never can we enjoy our rights till the thieving millionaires and their servants are annihilated."

It would seem to be about time for this class of people to be dealt with in a vigorous manner.

THE Hon. J. A. Chapleau, Secretary of State, was tendered a grand reception by the Conservatives of Montreal, on the occasion of his return from Europe, on the 10th inst. In the course of a speech delivered in reply to an address of the Conservative Associations of Montreal, he said the following relative to Commercial Union:

"It is an idea which can never prevail in Canada. It is impossible in its present premature state. It started in the brain of a gentleman who, having made a large fortune in the States, now sought notoriety as the father of this movement. It could not succeed, because it would destroy our Canadian industries and our Canadian nationality. It held out delusive hopes to the agriculturists, and while I believe Canadians do not desire it, I feel satisfied that Americans will not have it. There was no doubt among the American people, those who looked with longing eyes on the fair Dominion, and he could say the best minds of the United States were not rabid for annexation. He felt there was nobody in the United States who would embrace the idea of commercial union unless they thought that it meant political union as well. (Hear, hear.) Such political union would wipe out for ever all hopes and aspirations of the people for a Canadian nationality, and would deprive them of the inestimable blessings which they now enjoy—blessings which he had heard extolled in Europe, but more particularly by statesmen in France, where he had listened to the most eminent express the hope that France might yet enjoy the true liberty which Canadians were in possession of to-day. (Cheers.) He believed that there was no political party in the country unpatriotic enough to take up the question of commercial union. Both here and in the States there were those who wished to see reciprocal trade relations established between the two countries in reference to natural products."

General News.

MILLION FOR THE MONROES.

A Newburyport despatch of the 12th inst. has the following: Another one of those big Scotch estates is soon to be divided, and parties in Newburyport and Marblehead are interested parties. The matter came out by the death of a large land holder by the name of Monroe. Among the effects of the deceased were documents relating to the estate in Scotland, Nova Scotia and in this country, all of which were held in trust. The property is valued at $1,000,000. At the millionaire's death a lawyer having charge of his money in Scotland, went to Nova Scotia to consult with the heirs in regard to its disposition. Judge Monroe, of Nova Scotia, was engaged to look after the interests of the heirs in his section, and Mrs. Moses A. Stevens and Misses Lucy and Nancy Monroe, of this city, were notified of the windfall by one of the Nova Scotia heirs. The Marblehead heirs are a father and two sons, the latter being the Messrs. Monroe, prominent shoe manufacturers of that town. It is estimated that Mrs. Stevens and her two sisters will receive $30,000 each, while the Messrs. Monroe will get $100,000 each. Judge Monroe will sail for Scotland in a few days. The heirs feel satisfied that the estate exists, and that they can prove their just claim to it.

RESCUED FROM A WATERY GRAVE.

A dispatch, dated 12th inst., from Guysboro to the *Halifax Herald* contained the following:—The schooner *Georgina*, Capt. Myers, arrived yesterday from St. John's, Newfoundland, in ballast, bringing the captain and crew of the brigantine *Isabella* from Glace Bay, bound for Newfoundland, whom he rescued during a gale the day previous, the *Isabella* being in a sinking condition. Capt. Dunn, of the latter vessel, states that he left Glace Bay on the 8th inst, for St. John's, Newfoundland, coal laden, with a fair wind. About midnight the wind veered to the N. E., blowing heavily, with a very high sea running. His ship labored hard and sprung a leak, the gale increasing. He then shortened sail and commenced throwing overboard cargo through the forecastle. He managed to keep both pumps working. The sea then making a clean sweep over the ship, washed off both cables and everything moveable from the deck, breaking in the main hatch. The ship began settling fast and his crew became completely exhausted, when, fortunately, the *Georgina* hove in sight, bore down upon them and after much difficulty rescued himself and crew from a watery grave, as at that time the decks of the brigantine were level with the water. Capt. Dunn speaks in highest praise of Capt. Myers and his crew and takes the opportunity of publicly thanking them in the following letter:

To Capt. John Myers, Master of schooner *Georgina*, of Guysboro:

SIR,—In behalf of myself and crew of the brigantine *Isabella*, of St. John's, Nfld., I take great pleasure in thanking you and your crew for the gallant way in the managing of your vessel while in the act of rescuing myself and crew from a sinking ship; and finally from a watery grave. Also for the kind treatment we received from yourself and crew while on board your ship. With humble gratitude I remain your grateful servant (Signed).

JOHN T. DUNN.

Late master of brigantine *Isabella*.

SCHOONER LOST WITH ALL HANDS.

Gloucester advices of the 14th inst., contain the following: It is feared that the schooner *Thomas L. Tarr*, owned by James G. Tarr and brother, of Gloucester, is lost. She sailed from Gloucester on the 19th of August, on a halibut fishing voyage to the Grand Banks and was seen on the 3rd of September while she was lying at anchor on the banks by the crew of the schooner *Lilian Baxter*. Since that time she has not been heard from and it is thought that she foundered in the hurricane that swept over the banks at that date, as the time occupied for making a trip of this kind has expired. The owners have announced that they have given up all hope of her return. She carried a crew of fourteen men, who had made many voyages to the banks, and some of them had just returned from an Icelandic cruise. Captain John Macdonald, her master, was as brave and experienced a skipper as ever sailed from here. He was a worthy member of the Odd Fellow Society and other fraternal organizations. The crew consisted of Neil Macdonald, brother of the master, belonged in West Bay, C. B.; William McPherson and Philip Carr, belonged in Guysboro, N. S.; Allan Smith, of Port Medway, N. S.; Patrick Pytche, of Canso, N. S., a brother of whom was lost in the same gale in the schooner *Lilian Baxter*; John McFaden, belonged to Lake Horton, C. B.; John McKenzie, of River Denis, C. B.; A. Brannahan, of River Inhabitants; Benjamin Crittenden, whose home was at the Strait of Canso, N. S.; Samuel S. Dollver, of Southwest Harbor; John Monson, a native of Norway; A. Nelson, a native of Sweden. All of those mentioned were unmarried men. Besides these, there was on board the schooner, George W. Lord, cook, who belonged to Deer Island, N. B., where he leaves a wife and two children. All members of the crew had parents and relatives residing in various places where they made their homes. The vessel was built in Essex in 1883, and she was one of the most substantially built fishermen ever sailed from this port. She was fifty-five tons register and was insured in the Boston Marine Company for $3,740 on the vessel and $500 on outfits. This insurance covered but a small portion of the vessel's value.

Farmers' Meeting at DeGros Marsh.

The farmers of Newport, DeGros Marsh, and adjoining settlements, after due notice held a meeting at DeGros Marsh Schoolhouse, to take into consideration the best means of shipping potatoes, whether by measure or weight. The meeting was organized by appointing Michael J. McCormack Chairman, and the undersigned Secretary. After a lively discussion by several speakers, stating clearly how farmers have been humbugged by the use of so many different potato measures, some using the twenty-three gallon tub, others the twenty-five gallon tub, and some weighing. After due consideration all were unanimously of opinion that to weigh all kinds of vegetables would give the most satisfaction to all parties concerned.

RODERICK A. CAMPBELL,
Oct. 11, 1887. Secretary.

Every wife and mother in the country should know the great value of Ayer's Sarsaparilla, as a blood purifier. It gives tone, health and strength to the vital organs, corrects all irregularities, and expels impurities from the system. Young and old use it. Price $1.

Fearful Railway Accident.

Another dreadful railroad disaster took place on the Chicago and Atlantic Railway, near Koutz., Indiana, on the night of the 10th inst. The eastern bound passenger train from Chicago stopped at a water tank, near Koutz, to repair a slight accident to their engine, when the train was run into from the rear and telescoped by a freight train. The engineer and fireman of the freight train were badly injured, and are not expected to live. Altogether there were about twenty killed, and as many more wounded.

The particulars of the disaster, so far as learned, are better told in the words of the survivors, who reached Chicago on the 11th inst.

W. A. Duncan, of Syracuse, N. Y., who saw the wreck, says: Eighteen or twenty is the number at which he places those known to have been killed. A number of these were burned beyond recognition before his eyes. A little German boy was hemmed in, but not reached by the fire, and saw his father, mother and two sisters slowly roasting before his eyes. He was dying as Mr. Duncan left. There was a doctor on the train, Mr. Duncan says, who lost his wife and daughter in the burning wreck. He could do absolutely nothing for them, and saw them encircled by seething tongues of fire and cremated. The train was not taken over the track on which the wreck occurred, but switched around the remains, the train being still too hot to move. The night was dark, and the scene was dreadful. The rear coaches of the passenger train were smashed and telescoped so that they occupied less space than one. The live coals from the freight engine ignited the debris under which the wounded and dead were lying. Before substantial assistance could be rendered thirty people had died. Some were mercifully killed by the first shock, but many were slowly roasted to death. No one in the Pullman sleeper was hurt. The conductor telegraphed to his company here that all escaped before the fire reached the car, and none were injured in the collision. No means existed for checking the fire, and only after it had burned itself out was it possible to do anything for those still imprisoned in the debris. Forty people were wounded or burned, or both. All were on the train when it left Chicago. William Perry, Auditor of Stark County, and his wife and child were victims of the fire, and not one particle of their bodies was recovered.

A gentleman from Taunton, Mass., who was on his way home, was sitting in the first car asleep, with his hand on his satchel. "The first I knew," said he, "I heard a frightful crash, and the car seemed shattered, and the pieces were flying past me. The next I knew I found myself almost buried in the ruins, and they seemed to be piling up. I tried to extricate myself, and found I was near a window. It was all dark, and all around me were yells and groans, and the blackness made it fearful. I did not seem to be hurt beyond being shaken up, so I called for help out of the window. Some man, I don't know who, helped me out, and I then turned in and helped to get others out. A little while after I got out the whole thing took fire, and we were forced to give up working on it bit by bit, and let it burn, with the horrible cries of those held inside in our ears. At one place there were two or three women, apparently together, and we tried to get them out. They were shrieking all the time in a manner to freeze one's blood, for the fire was coming nearer to them all the time. We worked as long as we could, but could not get them out, and the fire came at last round them and finally silenced their screams. To hear their desperate cries as the fire came nearer and nearer, and finally reached them, was simply appalling. The wreck burned to the trucks, no facilities being at hand to extinguish the fire."

The night operator at Koutz gives this account of the affair: The train was made up of five cars, the two rear ones being Pullman sleepers. Just before the train arrived at Koutz the eccentric of the engine broke, and the engineer slowed up for repairs. The brakeman hung out a danger signal light, and the thing least expected was that a train would be along. The train had stopped but a short time when the train behind, which proved to be the fast Chicago meat train, rushed on at the rate of thirty-five miles an hour. She struck the rear coach, telescoped it and the two in front, and left nothing but the front baggage car standing. The three coaches were swept completely away, nothing but the trucks being left standing. The wreckage immediately caught fire, and the wounded and dead in the flames were burned beyond recognition.

Frank Cramer, the general western agent of the Guion line of steamers, was on board the wrecked train, but escaped uninjured. "The first we who were in the sleeping car knew of the accident," said Mr. Cramer, "our coach was run into from the rear. The forward coaches, it seems, were telescoped by the shock. There were only seven passengers, I think, in the sleeper, and none of them were killed or injured. I was asleep when the shock occurred. I dressed myself, and when I got off the wreck I saw the whole train was ablaze. Many who were killed or seriously wounded must have been burned. The train men did what they could to relieve the wounded, but facilities were lacking, and many people doubtless perished in the flames because no help could reach them."

Dr. McKee, who lives about three miles from the scene of the disaster, and who had been called out in the middle of the night, stated that only nine bodies had been recovered, and they were so badly charred as to be almost beyond recognition, the most left of any of them being a blackened trunk, and in some cases little beyond a few handfuls of ashes. The nine were as follows: The Miller family, of Dundee, father, mother, two brothers and a girl; (their fourteen year old boy, Herman, will probably die also); Dr. Perry, of North Judson, Ind.; Dr. Perry's wife, Dr. Perry's daughter, aged 11; a young Irish lady, name unknown. Superintendent Parsons, of the Chicago & Atlantic, was reticent, but felt certain that the nine mentioned were all that had lost their lives.

Teachers' Provincial Association.

OWING to the crowded condition of our columns last week, we were unable to give a report of the proceedings of the Teachers' Convention, which took place on the 6th and 7th inst. in Upper Prince Street School, Charlottetown.

The first meeting of the eighth annual convention of the Teachers' Provincial Association took place at 10 o'clock on Thursday, the 6th, the President, Mr. J. D. Seaman, in the chair. After some routine business Mr. Cain, School Inspector for the eastern portion of the Island, read a very interesting paper on "Elementary Arithmetic." This paper incited much discussion.

The next paper was read by Miss McPhail, of Summerside, on "The Methods of Conducting a Primary Department." After some discussion on this paper, Mr. LePage gave a short lesson in English to pupils of Miss Snaddon's department.

In the evening there was a public meeting of the convention, W. E. Dawson, Esq., in the chair. The time was taken up with a Literary and Musical Entertainment. English and French Songs and Violin music made up part of the programme. Remarks were made by Professor Anderson, Superintendent Montgomery, Mr. Domitian Gallant and others.

The second day's proceedings opened with a paper on "Writing," by Mr. A. D. McDonald, of New Glasgow. Dr. Johnston read a very interesting paper on "Educational Hygiene." Several other papers were read, and much interesting discussion took place. In the evening a Social was held, which passed off very successfully. On the whole the convention was the most successful yet held.

Overcoats, Overcoats, good value at James Paton & Co., Market Square.

The Scope of the Fishery Commission.

(*Halifax Herald*, 15th inst.)

We publish this morning a Washington despatch to the New York *Times*, which manifestly presents a semi-official view of the anticipated scope of the Fishery Commission, which is about to commence its work in that city. The Commissioners, it is stated, "will bind nobody beyond the administration they represent. But it is sincerely hoped by the President and Secretary of State that the Commission will be able to agree on a plan that will be satisfactory to both countries, and that will remain so for a long time."

The despatch then proceeds to state that Mr. Bayard and his assistant commissioners are familiar with some chapters of the American diplomatic history, which the general public have long since forgotten. In 1866, the United States abrogated the old reciprocity treaty ostensibly for the purpose of procuring a more extensive system of reciprocity. They were led to believe that under that reciprocity treaty the Maritime Provinces had been reduced to such a position that reciprocity with the United States must be had at any price, even at the cost of our British connection. In other words, the treaty was abrogated in order to coerce the Canadian Provinces into annexation with the American republic. Indeed, so confident were the Americans that their coercive measures would prove successful, that in the first session of the thirty-ninth congress, 1865, Mr. Banks introduced a bill to provide for the admission into the Union of Nova Scotia, New Brunswick and the two Canadas. But the Americans reckoned without their host. The American reviewer very aptly remarks that "the result of our (the American) demand that the Provinces should join us was that in the following year the distant and discordant Provinces united themselves into the Dominion of Canada. Instead of being driven into the Union they were driven into a great measure of independence."

The ultimate result has been, as the despatch convincingly proves, that the Canadian Provinces have not only been closely consolidated, but by the construction of the great Canadian transcontinental route, they have, by opening up a new highway to India and Australasia, more closely cemented their bonds of union with the United Kingdom and with the other British possessions throughout the world.

Mr. Bayard and his associates recognize these facts; and at the same time they recognize that Canadian trade offers very considerable advantages to the American people. For instance, it is stated that Mr. Bayard has also always been conscious that there were people in the United States who wanted cheap fish as well as people who wanted protection against the competition of American fishermen." In fact, the dispatch contends that Mr. Bayard is aware that it is the American dealers and middlemen and not fishermen who are most interested in keeping the duty on Canadian fish, inasmuch as their profits, as well as their control of the trade, depend upon the degree to which the American tariff protects them from the competition of Canadian dealers. Since the best interests of the American fishermen and of the American consumers of fish will in this view be best conserved by the abrogation of the American duty on fish, with or without consideration, it is not to be supposed that Mr. Bayard will cavil over the removal of the American duties. If this be so, it is possible that the work of the Commission may take a wider scope than the mere settlement of the legal rights of the two countries. Whether this will be so or not, we do not know, but, it doubtless will be so, if the Washington representative of the *Times* is in reality, what he appears to be, the official mouthpiece of the American administration.

Irish News.

During proceedings at the inquest in the Mitchellstown shooting case, attention was drawn to the fact that the policemen charged with shooting had been removed from the district on the eve of the jury's verdict. The police inspector said the men had been removed because their duties in the place had ceased, but that they would return if necessary. The coroner declared that the removal of the police was illegal, improper and unconstitutional.

After all evidence was submitted, Harrington appeared against the men charged with shooting, and asked that a verdict of wilful murder be returned against Head Constable Brownrigg and the five policemen who fired under his general order. Harrington accused Constable Brownrigg of deliberately planning the murders.

The jury in Mitchellstown case rendered a verdict of murder against Inspector Brownrigg, Sergeants Kirwan, Ryder, Brenan and Constables Gavin and Doring. The Coroner has issued warrants for their arrest.

Joseph Chamberlain, who was received with enthusiasm upon his arrival in Ireland, made several speeches in which he declared that the time would come when the tillers of the soil would be its owners. When he arrived at Larne, he was presented with an address. At Belfast large crowds gathered to welcome him. The streets and houses were decorated, and while he was driving along York street in his carriage at a slow pace he was heartily greeted with cheers. The crowd then unharnessed the horses and drew the carriage. Upon his arrival at the county Down depot he addressed the crowd. He said: "With the help of our Liberal Unionist colleagues and the support of the whole Conservative party, we have at all events saved the Union, thereby preserving Great Britain from injury and Ireland from ruin and disaster. Although the danger has been temporarily avoided, it is possible that the great issue will again have to be faced when a great deal will depend upon the attitude and determination of the men of Ulster. If the majority are animated by the spirit of those present, there is no doubt of the result. It might be possible to give Ireland home rule if the Irish demand was unanimous, but it would be impossible for Ulster to accept a government she distrusted and detested.

Chamberlain addressed an audience of 4500 persons in Belfast on the 12th inst. He said he knew the condition of the poor tenants of Donegal. It was the subject of earnest thought. He hoped before he left Ulster he would find a solution of the question, and a remedy for all defects. The defects did not represent the difference between the north and south. There were two Irelands. (Cheers). One under the leadership of agitators who profited by her distress, the other loyal and contented. There were also two races. He did not intend to submit Ulster to a Dublin Parliament. (Loud cheers). Not because he believed the religious faith of the people would be endangered, but because he objected to submitting Ulster's orderly and regular life to the inventors of the plan of campaign. (Cheers). The Irish were now absolutely masterful in America, especially in New York, the Government of which was all Irish. A Parliament in Dublin would be simply a Dublin Tammany Hall ring. He would not consent to handing over Ulster Protestants to such a ring.

In General Debility, Emaciation, Consumption and Wasting in Children, Scott's Emulsion is a most valuable food and medicine. It creates an appetite, strengthens the nervous system and builds up the body. "I have been highly pleased with it in Consumption, Scrofula, and Wasting Diseases, Bronchitis and Throat Troubles." A. Jones, M. D., Cornerville, Tenn.

The butcher is hard up indeed when he can't raise a stake.

Telegraphic News.

DEXTER, Me., Oct. 13.—Nine years ago the bank here was robbed and Cashier Barron was found dead, bound and gagged in the vault. The affair created a great sensation, and it was generally believed since that Barron robbed the bank and committed suicide Yesterday David L. Stair was arrested at Franklyn, Mass., for his murder. His son has confessed and told how a gang, led by his father, planned and executed the robbery, and murdered Barron.

OTTAWA, Oct. 13.—A Cabinet meeting was held this evening, at which Sir Charles Tupper was appointed the Canadian representative on the Fishery Commission. It is understood that the appointment was made at the urgent request of the Premier.

PARIS, Oct. 13.—The *Republique Francaise* urges the Government to apply rigorous military regulation to Gen. Boulanger if it is true that he accused Gen. Ferron of plotting against him.

The *Petit Journal* raised the question whether Gen. Boulanger ought not to be prosecuted. It is rumored that the Cabinet to-day discussed the question whether Boulanger shall not be removed from the command for statements made to reporters attacking the Government.

DUBLIN, Oct. 13.—The Inspector General of Constables has issued an order suspending the execution of the Coroner's warrant for the arrest of Inspector Brownrigg and others, against the verdict of murder rendered at Mitchellstown yesterday, pending an appeal to quash the verdict of the jury.

PARIS, Oct. 13.—The council of generals which was appointed for the purpose of trying General Cafferel on the charges preferred against him of selling civil decorations, has pronounced the accused guilty of habitual misconduct. General Caffarel has been deprived of the decoration of the Legion of Honor, and his pension granted for thirty-nine years service in the army has been reduced from 8,000 francs to 4,900 francs.

PARIS, Oct. 15.—The order relieving Gen. Boulanger from his command and placing him under arrest directs that he be placed under close arrest for thirty days. During that period the ministry will decide whether or not Gen. Boulanger shall be deprived of his command. Radical members of the Chamber of Deputies have decided to make him a candidate for that body if he resigns or is removed from his command. Further complications are imminent.

DUBLIN, Oct. 16.—The meeting at Woodford, which had been proclaimed by the Government, was held to-day, the proceedings being conducted by O'Brien, Gill and others. The telegraph wires were cut about midnight on Saturday, in order to prevent communication with Dublin. During his speech O'Brien burned a copy of the proclamation forbidding the holding of the meeting. This act aroused the wildest enthusiasm.

LONDON, Oct 16.—The *Morning Post*, referring to the meeting at Woodford, says: "It is utterly impossible for the Government to abstain from taking very decisive action against those who contemptuously set it at defiance." The *Daily News* congratulates the Nationalists in having done a capital stroke of business.

QUEBEC, Oct. 16.—A vessel, supposed to be the barque *Loyal*, which left here yesterday in tow of the tug *Challenger*, collided with the lower traverse lightship, near the St. Roche signal steamer, and sunk her in about six fathoms of water. The collision occurred about midnight, during a very heavy easterly gale. The barque had only cast her hawser from the tug, and had not sufficient canvas set to make her answer the helm. She received little or no damage and came to anchor a short distance from where the collision occurred. The Lightship is a large iron vessel, worth $40,000. The Government steamer *Druid*, with divers and wrecking material, leaves for her in the morning.

OTTAWA, Oct. 15.—It is understood that a company represented by Mr. Greathead, C. E., London, Eng., who is at present, building a London and Southwark Subway, have made a proposition to the Dominion Government, to complete a tunnel Subway across Northumberland Strait, dividing P. E. Island from the Mainland. The proposition is to take the P. E. I. Railway off the hands of the Government and operate it on a tariff to be approved of by them and also a subsidy of $200,000 per year for fifty years. In connection with the scheme the announcement is made for the first time of the immense advantage to be gained from the new plan in making a direct route to the sea-board by running trains over the Short Line through the State of Maine, and utilizing the Subway and P. E. I. Railway to Georgetown, thereby making a saving of no less than 372 miles of water passage and 24 hours of time in the passage from Montreal to Liverpool.

GREENWICH, Wis., Oct. 16.—A terrible epidemic is raging in Zion Mountain, Mich. Over one hundred people are down with the disease, and there are from one to seven funerals daily.

CINCINNATI, Ohio, Oct. 16.—Five acres of territory in the eastern part of Fulton were burned over yesterday afternoon. Crane & Co's saw mill, twenty dwellings and a Catholic church were destroyed; loss $40,000.

MEMPHIS, Tenn., Oct. 16.—Just as President Cleveland had closed his remarks at the reception here Saturday, Judge Elliott, who made the speech welcoming the President, sat down and was soon overcome by the heat. He died five minutes after the President left. The fact was kept from the President till his train left the city.

LONDON, Oct. 17.—A deputation of unemployed workingmen went to the Mansion House to-day and demanded that they be supplied with work. The board of Aldermen referred them to the workhouse. When the deputation reported the result of their mission to those who had sent them, the mass became infuriated and marched toward the city. They proceeded without any overt act until the strand was reached, when they turned upon the police and attacked them with stones. The police charged the crowd and scattered them, capturing a number of banners. The crowd then returned to Trafalgar Square where several of the leaders made speeches. The police again charged and succeeded in clearing the square. After a time the crowd gained reinforcements and attempted to again enter the square, but after a general fight they were prevented doing so by the police. Twenty arrests were made during the rioting. Many contestants were so badly wounded that they were sent to the hospital.

NEW YORK, Oct. 17.—AN unfinished school building attached to the Church of Our Lady of Mt. Carmel, on East 115th Street, fell with a crash to-day while a score of men were at work in the building under the supervision of Dr. A. E. Kermer, the priest in charge. Five were killed outright, and ten were more or less injured. Father Kermer was among the latter. The casualty was due to bad work, hastily and ignorantly done.

PICTOU, Oct. 17.—The steamer *La Canadienne* arrived here to-day from the Magdalen Islands. She reports that the brig *Hebe*, from Rio Janeiro, for Bay Chaleur, is ashore there, and that her crew are all down with the small pox.

Market Prices.

CHARLOTTETOWN, Oct. 18, 1887.

Veal ℔ lb	$0.04 @ 0.4½
Beef (quarter) ℔ lb	00.6 @ 0.6½
Beef (small) ℔ lb	00.7 @ 0.10
Mutton ℔ lb	0.05 @ 0.06
Pork (small)	0.06 @ 0.08
Pork ℔ carcass	0.06
Lamb ℔ lb	0.06 @ 0.08
Ham ℔ lb	0.13 @ 0.14
Fowls, per pair	0.35 @ 0.40
Butter, (fresh,)	0.20 @ 0.21
Butter (tub)	0.17 @ 0.18
Eggs ℔ doz	0.17 @ 0.18
Oats ℔ bush, (black)	0.28 @ 0.30
Hay ℔ 100 lb	0.35 @ 0.40
Potatoes	0·25
Turkeys	0.75 @ 1.00
Ducks ℔ pair	0.55 @ 0.60
Pigs ℔ pair	4.50 @ 5.00
Flour ℔ cwt	2.25 @ 2.30
Oatmeal, ℔ cwt	2.30 @ 2.50
Straw, ℔ load	1.00 @ 2.00
Hides	06 @ 0.06½
Sheep pelts	0.50 @ 0.55
Cabbage ℔ head	0.05 @ 0.08

Boston Markets.

EGGS—Eggs are steady and firm. Cape and near by, 23c to 24c; extra eastern, 21½c to 22c; eastern first, 20c to 20½c; western extra, 19c to 20c; northern, 21c to 22c; Island and New Brunswick, 20c to 21c; ice house, 18c to 19c.

POTATOES—There is very good request for potat