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PURGATIVE PILLS
NEW, RICH BLOOD.
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GOODS!
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description of
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premises by first-class workmen,
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O CHAIRS of various designs,
rices to suit the hard times.
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, MATTRASSES, PICTURE
SETS, BEDROOM SETS,
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Machine,
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Gold Medal,
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1883.
AGAINST THE WORLD.
Competition with the Leading
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Threading Shuttle, Automatic Bobbin Winder,
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Convents throughout the Dominion. The Wanzer
Stand. The Wanzer is used by all classes, and is
All to 1883, Wanzer received first prize wherever
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STOCK FARM,
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Percheron Horses.
ALL stock selected from the get of sires and dams of established reputation, and registered in the French and American stud books.
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The Charlottetown Herald.

NEW SERIES. CHARLOTTETOWN, PRINCE EDWARD ISLAND, WEDNESDAY, MAY 20, 1885. VOL. XIV—NO. 29

THE HERALD.

Published Every Wednesday.

ONE DOLLAR PER YEAR,
IN ADVANCE.

OFFICES:
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THE HERALD
HAS NOW THE
Largest Circulation of any paper on this Island.

Advertisements inserted at reasonable rates.

Advertisements, without instructions to the contrary, will be continued until forbidden.

Items and general news of interest, in a condensed form, solicited.

Remittances can be made by registered letter.

Address all letters and correspondence to the HERALD Office, Queen Street, Charlottetown.

RICHARD WALSH, Publisher.

CALENDAR FOR MAY.

MOON'S CHANGES.

Last Quarter 7th day, 4h. 31m., a. m., S. E.
New Moon 14th day, 11h. 5m., a. m., S.
First Quarter 21st day, 1h. 33m., a. m., N.W.
Full Moon 28th day, 4h., 18m., p. m., S. E.

D M	Day of Week.	Sun rises.	Sun sets.	Moon Rises.	Moon Sets.
		h. m.	h. m.	after'n	morn
1	Fri	6 59	7 3	9 30	6 20
2	Sat	49	4	10 20	7 12
3	Sun	48	6	11 6	7 58
4	Mon	47	7	11 53	8 47
5	Tues	45	8	morn	9 35
6	Wed	44	9	0 23	10 36
7	Thur	43	10	1 1	11 39
8	Fri	41	12	1 27	aft 34
9	Sat	39	13	1 56	1 37
10	Sun	38	14	2 25	2 41
11	Mon	37	16	2 54	3 50
12	Tues	35	17	3 25	5 0
13	Wed	34	18	4 0	6 13
14	Thur	33	19	4 49	7 16
15	Fri	32	19	5 39	8 37
16	Sat	31	21	6 34	9 43
17	Sun	30	22	7 27	10 41
18	Mon	29	24	8 36	11 31
19	Tues	28	25	9 46	morn
20	Wed	26	26	10 57	0 14
21	Thur	25	28	aft. 7	0 51
22	Fri	24	29	1 14	1 23
23	Sat	23	30	2 20	1 53
24	Sun	22	31	3 25	2 22
25	Mon	22	31	4 27	2 51
26	Tues	21	32	5 29	3 21
27	Wed	20	33	6 22	3 53
28	Thur	20	34	7 24	4 29
29	Fri	19	35	8 16	5 6
30	Sat	18	36	9 3	5 52
31	Sun	4 18	7 37	9 46	6 40

Norman's

Electric Belt Institution
(ESTABLISHED 1874),
4 QUEEN ST. EAST, TORONTO.
Nervous Debility, Rheumatism, Neuralgia, Paralysis, Lame Back,
and all Liver and Chest Complaints immediately relieved and permanently cured by using these
Belts, Bands and Insoles.
Circulars and Consultation Free.
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OFFICES—O'Halloran's Building Great George Street, Charlottetown.
☞ Money to Loan.
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jan17 1884

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☞ Undertaking attended to in all its branches, either in town or country, cheaper than ever. Caskets and Coffins, latest styles, always on hand.
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PHYSICIAN & SURGEON.
Office at Residence of Dr. Jenkins,
PRINCE STREET.
Charlottetown, Jan. 28, 1885—1y

DR. P. CONROY,
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Feb. 13, 1884—1y

JAMES BROWN,
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April 29, 1885—3m

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New Tea. New Tea.
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WHOLESALE AND RETAIL.
Bought before the rise, and will be found extra good and cheap.
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Charlottetown, May 6, 1885.

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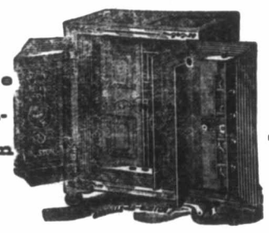
NEW IMPROVED
Eight Flange Fire-proof Safes!
The only Eight Flange Safe in the World.
Always preserve their contents in Fires.



Over Eighty Thousand in use.
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THE PATENT INSIDE BOLT WORK,
More secure from Burglars than any other Fire-proof Safe, and no expense in repairing Bolts and Locks.
Patent Hinged Cap,
Four-Wheel Locks,
Inside Iron Linings,
Solid Angle Corners.
These Safes are now being sold in these Provinces in large numbers, and give the greatest satisfaction, being the most highly finished, best made, and cheapest first-class Safe ever produced.
These celebrated Safes had the champion record in the great Boston Fire, and since that time great and important improvements have been made.
Before giving your order to any other concern, send for prices and descriptive Catalogue.
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Nov. 5, 1884—1y

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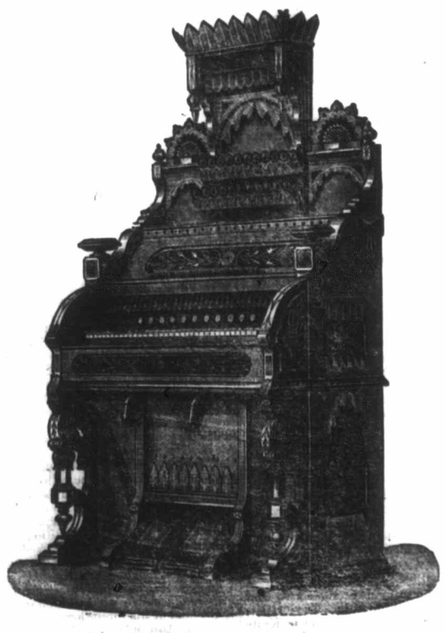

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Pianos, Organs & Sewing Machines
AND A LARGE STOCK OF
Accordeons, Concertinas, Violins, Flutes, Banjos, Guitars, Violin Strings,
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MILLER BROTHERS, Queen Street,
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Charlottetown, Dec. 24, 1884.

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Graytine, the Great Hair Restorer and Renewer, changes *grey hair* to its natural color, gradually and permanent. Not a dye. A marvellous invention. Gray-haired persons, old men and old women, made to look young in three weeks. No more gray hair. Also grows hair rapidly and luxuriantly. Send for descriptive book, and testimonials and opinions of eminent chemists and doctors, etc., who recommend it highly. Address, J. E. NICHOLSON, 7 Murray St., New York. sep. 17 1y eow

ROYAL

BAKING POWDER
Absolutely Pure.
This powder never varies. A marvel of purity, strength and wholesomeness. More economical than the ordinary kinds, and cannot be sold in competition with the multitude of low test, short weight, alum or phosphate powders. *Sold only in cans.*
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Correspondence and Consignments solicited. Returns promptly made.
oct 8—1y

A MARVELOUS STORY
TOLD IN TWO LETTERS.
FROM THE SON: "28 Cedar St., New York, Oct. 25, 1882.
"*Gentlemen:* My father resides at Glover, Vt. He has been a great sufferer from Scrofula, and the inclosed letter will tell you what a marvelous effect
Ayer's Sarsaparilla
has had in his case. I think his blood must have contained the humor for at least ten years; but it did not show, except in the form of a scrofulous sore on the wrist, until about five years ago. From a few spots which appeared at that time, it gradually spread so as to cover his entire body. I assure you he was terribly afflicted, and an object of pity, when he began using your medicine. Now, there are few men of his age who enjoy as good health as he has. I could easily name fifty persons who would testify to the facts in his case.
Yours truly, W. M. PHILLIPS."
FROM THE FATHER: "It is both a pleasure and a duty for me to state to you the benefit I have derived from the use of
Ayer's Sarsaparilla.
Six months ago I was completely covered with a terrible humor and scrofulous sores. The humor caused an incessant and intolerable itching, and the skin cracked so as to cause the blood to flow in many places whenever I moved. My sufferings were great, and my life a burden. I commenced the use of the SARSAPARILLA in April last, and have used it regularly since that time. My condition began to improve at once. The sores have all healed, and I feel perfectly well in every respect—being now able to do a good day's work, although 73 years of age. Many inquire what has wrought such a cure in my case, and I tell them, as I have here tried to tell you, AYER'S SARSAPARILLA. Glover, Vt., Oct. 21, 1882.
Yours gratefully,
HIRAM PHILLIPS."
AYER'S SARSAPARILLA cures Scrofula and all Scrofulous Complaints, Erysipelas, Eczema, Ringworm, Blotches, Sores, Boils, Tumors, and Eruptions of the Skin. It clears the blood of all impurities, aids digestion, stimulates the action of the bowels, and thus restores vitality and strengthens the whole system.
PREPARED BY
Dr. J. C. Ayer & Co., Lowell, Mass.
Sold by all Druggists; $1, six bottles for $5.

CONSUMPTION!
FRASER'S
Emulsion of Cod Liver Oil
is now looked upon by the leading Physicians of Prince County as
A STANDARD REMEDY
IN THE TREATMENT OF
COUGHS,
COLDS,
CONSUMPTION,
ASTHMA,
BRONCHITIS,
NERVOUS PROSTRATION,
SCROFULOUS AFFECTIONS
Wasting Diseases of Children, &c.
It contains 65 per cent. of Pure Cod Liver Oil, the taste and smell of which are so thoroughly disguised, that the youngest children not only take it readily, but look eagerly for more.
Cheaper than any other Emulsion made, only 80 cents per pint.
JAMES A. FRASER,
(Opposite Sinclair, Minto & Stewart's.)
Summerside, Jan. 7, 1885.

GROCERY & TEA HOUSE.
Monaghan's Brick Building,
WEST SIDE QUEEN ST.
THE Subscriber has always in stock choice brands of FLOUR, and the best quality of TEA, MEAL, MOLASSES, COFFEE, SUGAR.
Also, all first-class GROCERIES at the lowest possible prices.
P. MONAGHAN.
Charlottetown, July 2, 1884—1y

Communication with P. E. Island.

Details of Senator Howlan's Scheme.

From the Montreal Herald.

The Honorable Mr. Howlan, who was one of the framers of the terms of the Union, has brought before the Senate of the Dominion a new scheme to provide communication with Prince Edward Island, explaining the different points of the proposition in an effective speech, which has since been published in pamphlet form, and has attracted much attention from all the parties most deeply interested in the question. There is nothing exactly new in the details of Mr. Howlan's "subway," no invention and no patent; it is a simple application of well-known and commonly applied expedients, and it proposes to utilize all that has so far been done towards establishing a better communication. Already a railway has been commenced on both sides of the Strait, and on the Island side it is all but completed. On either side an extension pier has been proposed, and on one side partly built, bringing the two sides practically so much nearer together. Mr. Howlan proposes to use them, and to extend the piers so built or proposed to the limits of the "bord ice" on either side. The shortest distance naturally across the Straits is eight and a half miles between Cape Traverse on the Island side and Cape Tormentine on the New Brunswick shore. From this latter a long shelving beach runs down nearly two miles to deep water, whilst on the Island side the six fathom line is encountered in less than a mile from the shore. This line is also about the limit of the fixed ice which freezes solid in the winter, called the "bord" or "board ice," and between these points the tide, covered with a loose mass of floating ice, surges and grinds its way with each ebb and flow. Across what may be called

THE CHANNEL OF THE STRAITS

the water deepens regularly on either side from the six fathom lines about five miles apart, and under this distance Mr. Howlan proposes to stretch the subway proper. This subway consists of wrought iron, three-eighths of an inch thick, of common boiler-plates rivetted together like an iron ship, forming a tube fifteen feet in diameter, and launched in lengths of 300 feet, false ends being temporarily fitted so as to float them into the position which they are ultimately intended to occupy. After being launched they will be lined about fifteen inches thick with Portland cement, which will increase their weight so that they are within thirty tons of their water displacement. They are then ready for sinking, and being towed to their places, the water ballast bags are filled sufficiently to allow them to settle in the place dredged out in the bed of the straits to receive them. Carefully slung between two barges, on one of which

THE PUMPING APPARATUS IS ARRANGED,

so as to raise or lower them as may be necessary, they are secured accurately into line. One end is entered into the tapering end of the tube previously laid, when, by opening a valve in the temporary end, the whole hydraulic power due to the displacement of the floating tube is brought to bear upon it, and to force it forward to a permanent water-tight joint, the socket of the receiving tube being lined with wooden segments, on the same principle that the screw propeller of a steamer works in a water-tight gland through the stern of the vessel. The outer end of the tube is then carefully adjusted as to level and to receive the next tube, and then the false end nearest to the fixed tube is taken out and a permanent joint is made from the inside, where the two have been put together. A second ring of cement, making a total of 2½ feet, or 30 inches, is now put in, and forever after the two tubes are one solid iron and stone pipe. The total

WEIGHT OF THE WATER DISPLACED

by a tube 300 feet long and 15 feet in diameter would be about 1,650 tons, and this would be the weight necessary to sink it, of which the tube itself, with a little over 14 inches of cement throughout, would weigh 1,620 tons, and the water ballast 30 tons. When complete with the whole 30 inches of cement, its weight would be 2,375 tons, and after the rails were laid and a foot of loose ballast to pack them, it would have a net weight over and above the water displacement of about two tons to the running foot, quite sufficient to keep it in its permanent position. For about half the distance the bottom of the tube will be from one to ten feet below the natural bottom of the straits, which would require dredging out to receive it. For the other half of the distance it would either rest upon the bottom or be raised above it. In the first case, to prevent any possible movement of the sand or shingle composing the bottom,

A CEMENT BAG OR MATTRASS,

about a foot in thickness, ten feet wide and perhaps twenty feet long, is laid upon the surface of the ground, and on this the tube rests, the soft cement taking the shape of the bottom, and gradually turning to stone in the shape which it has taken. Where the height of the support is over three or four feet above the sandy bottom, a different and more expensive arrangement is necessary. A tube from fifteen to twenty feet in diameter is sunk from the surface precisely as similar tubes are now being sunk at the Forth and Tay Bridges in Scotland. In these the foundation is prepared with cement, and the whole upper part of the tube is removed, the bottom ring or two being buried in the shingle of the sea bottom. These piers or foundations will require to be placed where the tube is raised above the natural bed about every 100 feet, and will be so arranged that one will be under each junction where the tubes join. On the top of each of these, in a proper recess made for the purpose, a small concrete mattrass will be placed immediately before the tube is lowered, so as to accommodate the exact shape of the tube to its permanent resting place, just as a bricklayer distributes a thin layer of mortar to bed each separate brick.

AT THE ISLAND END

the bottom of the tube will be 40 feet below the lowest spring tides, and the top will consequently be 25 feet below the surface, giving this depth for any vessel or floating ice before it can be interfered with. From this point the depth over the tube gradually increases for three miles, when the clear draught of water for a vessel will be 40 feet. For this three miles it is believed that dredging or mattrasses on the sand will give all the support that is necessary for the tube. The water now gradually deepens until at about midway between the shores, or about four miles from the commencement of the subway on the Island side, the water is about 90 feet deep, and this continues for nearly half a mile. Across this valley the tube will be carried on piers, varying from 6 feet to 35 feet in height, the tube being on a level. For a short distance it then runs on the level of the bottom, and near the western abutment some dredging will again be necessary.

THE ABUTMENTS,

situated something over five miles apart, with a lighthouse upon each of them, between which all vessels must pass, are rather heavy affairs. In plan they are the shape of a triangle with their outer angle to the channel, and showing about 600 feet on each side. The three angles each consist of a cylinder of wrought iron boiler plate, rivetted together and sunk to the solid rock. They are then filled solid at the bottom and up the sides with concrete, and inside this with rock and shingle obtained from the dredging. Between the cylinders are wrought iron and cement walls, bolted to the cylinders at each end and filled solid with sand and shingle, the whole containing about 2,000 cubic yards of material, and weighing over 4,000 tons. At the back of each of these abutments, and about 1,200 feet nearer the shore on the Island side, and rather more on the New Brunswick shore, is

A LONG, SOLID WHARF,

100 feet wide and 600 feet long, and between this wharf and the abutments is a heavy iron bridge supported by iron cylinders in pairs on each side. The tube enters the triangular abutment at its seaward apex, to which it is rivetted and cemented solid and water-tight, and thence it rises at a slope of one foot in fifty through the abutment, underneath the iron bridge in a tube similar to that laid under the Straits, and coming out to the surface on the wharf, which also joins the end of the railway bridge from each shore, and which serves all the purposes of the railway terminus. It is difficult to see how any injury can take place to the tube either from shipping or from the ice. The subway proper is so far under water that nothing is ever likely to interfere in any way with it. There is nothing for an anchor to lay hold of, or for any ice to adhere to, whilst the solid abutment, and the bridge connecting these with the wharves, and under which the tube is carried, there is nothing in the portion between wind and water to be in any way attacked or damaged.

THE REAL STRENGTH OF THE TUBE

is in the cement, which is strong enough when once set to carry all that can be put inside the tube, and its own weight between the supports or anywhere else, and should, in the course of years, the tube rust away, the cement, as far as we know, is perfectly indestructible, at least the dome of the Pantheon at Rome, 2,000 years old, is as perfect to-day as when it was built, and it is of precisely the same material as it is now proposed to use under the Straits of Northumberland. The estimate for the subway, including the wharves at either end, is something over $2,000,000, the interest on which, at 4 per cent., would be $80,000 a year; against this the present mail service to the Island, together with the cost of the maintenance of the *Northern Light*, is over $30,000 a year. It has now been proposed to put on a second vessel of this description, but larger, and two small tug boats to take the place of the ice-boats now plying during the winter between the Capes, which would entail a further cost of $35,000 a year, making $66,000 altogether as

THE ESTIMATED COST OF THE COMMUNICATION

to be provided. In addition to this the Island Railway is now worked at a loss, in round numbers, of nearly $100,000 a year. Mr. Howlan points out that this is due to the fact that for six months there is not, and under existing circumstances cannot be, any export trade from the Island. The whole of this loss is entailed in the winter months, and whilst Mr. Howlan believes that the whole of this deficit would disappear with a regular railway communication with the mainland, he takes credit in his estimate for only half this saving, or $50,000 a year, as wiped off the present deficit. These various items make a saving of $146,500 a year as saved by the railway against an annual charge of $80,000 for the interest on its cost. The subject is worthy of the attention of the Government, and if by a small expenditure the feasibility of the scheme can be established, and exact data be obtained, it seems only due to the Island population that the information should be procured.

Fifty Years Ago.

From the Montreal True Witness of Dec. 7, 1866.

M. Hector Fabre states that thirty years ago (1836) when Parliament sat during the summer, the July members came to Quebec in schooners, and lodged in them through the session. He also says that about the same period a *traineau* loaded with trunks and parcels arrived at the Parliament House one fine day, just previous to the opening of the session, and from it descended a stout countryman and his wife who carefully examined the twenty-four windows of the building, and finally decided to rap at the door, which was immediately opened by one of the messengers. The countryman thereupon presented his compliments, stating that he was member elect for the county of Berthier, that he had come with his wife to take his seat and that he had brought his winter's provisions with him. He was consequently fully provided, but only wanted a cooking stove and hoped there was one in his room. The messenger immediately saw through the primitive simplicity of his visitor and gradually drew him out. He ascertained that the member for Berthier expected to find a room already prepared for him in the Parliament House in which he and his wife could live throughout the winter, and subsist upon the provisions he had brought from his native village. The messenger grinned you may be certain, and was finally forced to own that there were no bedrooms in the Parliament House for members. 'The member for Berthier' thereupon gave his horse a smart lash with the whip and indignantly and forever turned his back upon the Legislative Halls of the Province.

At the beginning of the present century Newfoundland had but 20,380 of a population. These in 84 years have become nearly 200,000 people. In the same time what is now the Dominion of Canada has increased its population from 400,000 to 5,000,000. The same rate of progress for 84 years would give Newfoundland a population of 2,000,000 and Canada a population of 62,500,000. It is perhaps too much to expect, but in view of what has taken place it is quite within the range of possibility that there are children now going to school who may live to see a population of over 60,000,000 in what is now British America.

In reply to a cable inquiry from the British War Office the Canadian Pacific Railway officials have stated that they can undertake to transport at any moment torpedoes or other material for coast defence.

A Compost Heap in New Zealand.

What is a compost heap? Properly made, it is a heap of manure, a repository of all kinds of otherwise obnoxious matter, which it converts into harmless and most valuable plant-food. I say properly made, for there are heaps and heaps, and it is rare to find one so built that its contents will decay well, or one not surrounded by valuable liquid which is too often allowed to run to waste. The heap is often thrown up anyhow for its materials to dry instead of rot, and much of its value is lost in that way. To make a proper compost heap there must be a fair proportion of stable manure. Having that at command, first dig out an oblong trench in a convenient situation. It may be eight by twelve feet for a garden, and twice or three times the size for a field. Throw out all the black-soil, down to the clay, upon one side, leaving the other clear for wheeling or carting alongside. Commence with a layer of coarse stable dung, about six inches thick, spreading it evenly over the bottom. Then build up, layer by layer, evenly and flat, with the clearings of hedge-rows, ditches and grassy walks, weeds of all kinds (unless going to seed, when they should be burnt), lawn mowings, leaves, and pea or bean stalks, etc., in fact, anything which will decay. Always shake out the stable manure and green stuff, to form an even layer, never leaving so much as a barrowful in one spot. Build up the sides as plumb as the walls of a house. Between every three or four layers of manure and green stuff throw a sprinkling of the earth taken out, to prevent heating too much, or a dressing of ashes, if at hand. Deposit here all the kitchen or house waste (old boots or tin cans excepted), and the droppings from the fowl-house. Break up any lumps in the hen manure, or better still, throw dry earth under the roosts. After every layer of stable dung, or green stuff, tread it down well, and so go on, adding layer by layer, but never more than four or five inches of any one kind. Should there be rather more stable dung than other materials, throw over more soil, which will absorb the moisture and assist in the decomposition. Scratch the sides down with a fork, leaving it as neat as a stack, but with a flat top, and when about four feet high, cover all with a layer of three or four inches of soil to keep in the ammonia. After the heap has been allowed to heat for a week or so, throw over it the liquid waste from the house, etc., and if any liquid should run from the heap, dig a hole at the lowest corner to catch it, and throw it back over the top. Of course, if pigs and cows are kept, the mixture will be all the better. In about three or four months, the whole will be found in prime condition for any kind of crop. A heap of this kind should always be under way, in order to dispose of all waste or decaying matter, allowing the garden and surroundings to be kept in much better order. Whenever the heap gets about four feet high, top off with a layer of soil and start another. Method makes money.

Beer and Wine.

In Switzerland lately the duty on wine is abolished, and spirits are to be taxed both in the sale and manufacture. This has been done in the belief that the encouragement of the use of good cheap wine is the best way to suppress drunkenness. Tea was unknown in Europe till 1688. The introduction and use of the heathen herb is of comparatively recent date; only for two centuries has 'the cup that cheers but not inebriates' been the solace and comfort of thousands. But excess may be indulged too far even in drinking tea. Its alkaloid theine and its tannic acid are poisons; it stimulates by irritating the nerves. George Henry Lewes says that if we increase our daily consumption of tea to three times more, paralysis will ensue. I have seen an old bill of fare of Queen Elizabeth's time; the breakfast for the maids of honor consisted of bread, beef, and beer, so much beer allotted to each lady. The *Journal of Commerce* states that neuralgia was unknown in those days, and that man was at his best, living often for a century or more; 140 years was not uncommon, and the human body was a grand magazine of vital force. I now offer to the consideration of the intemperate temperance agitators all these positive and recalcitrant facts, and will conclude with an excerpt from the London *Lancet*: 'The intemperance of the teetotalers has greatly hindered the cause of temperance; their denunciations of moderation and moderate drinking have estranged whole classes of men, who would now have brought strength and help to their cause. Their dogmatism about what constitutes food and what poison, and about the injurious effect of alcohol, has excited ridicule and laughter rather than intelligent interest. By such an attitude the medical profession has been prevented from co-operation with those who see in the drunkenness of the country a gigantic evil, and show their opinion by talking nonsense.

The See of Dublin.

ROME, May 14.—At the banquet given by Cardinal Jacobini in honor of the Irish Bishops, the Papal Secretary of State expressed the hope that "the Church of St. Patrick would always remain true to the Papacy and stand firm in the living and unshakable faith which is its chief glory." The Bishops having now virtually ended the work which brought them to Rome, are preparing to return home. All factions seem satisfied with the Pope having cut the Gordian knot by making Mgr. Moran, of Sydney, New South Wales, Archbishop of Dublin. Dr. Moran is well known for his national sympathies and for his advocacy of the Irish cause.

A P. E. Islander's Sufferings.

AFLOAT FOR THREE DAYS IN A DORY WITHOUT FOOD OR WATER.

PROVIDENCE, R. I., May 10—There arrived at the central police station in this city about 12 o'clock last night, footsore and weary, a weather beaten sailor who gave his name as Alexander McIntyre, and stated that he was on his way to Pawtucket, but having walked from Fall River he felt unable to proceed further without resting himself. There was an air of respectability and honesty about the man, who told the following story of his narrow escape from a terrible fate. "My name is Alexander McIntyre. I am 45 years of age, unmarried, a native of East Point, Prince Edward Island, and have followed the sea for 27 years. On April 2nd last I shipped on the new schooner *Polar Wave*, of Gloucester, Mass., Capt. Jerome McDonald, with 14 hands all told. We set sail for the Grand Banks and commenced to fish to the southwest of them. Everything went well till April 24th last. On that day my messmate, Josiah M. Green, of Marblehead, Mass., and myself descended into the dory for the purpose of hauling the seine. We were then 197 miles from Beaurame Island, and 316 miles from the Newfoundland shore. The sea and wind were very high, and in spite of all our efforts we were gradually blown further and further from the schooner, and soon the wind went down. A heavy fog came up and we lost all sight of our vessel. For several hours we rowed lustily in what we thought to be the direction of our vessel, but owing to the heavy sea we made but little headway, and finally we were compelled to desist. One of the oars was used to steer by, and the boat's head kept to the wind. There were no nautical instruments, food, or drink in the dory, which was 16 feet long, 5 feet wide, and 3 feet deep. There was in her only a few tubs and a couple of trawls. For three days and three nights we kept the boat before the wind, suffering intensely from hunger and cold, almost despairing of succor. My companion, Green, who was not a strong man, was utterly broken down and lay in the bottom of the boat, moaning piteously. Monday afternoon the fog cleared off and toward night we sighted a large steamer. We made signals to her, which were perceived, and she slowed down and sent a boat to take us off. She proved to be the Alhambra, of the Allan line, from Liverpool, bound for New York, then in latitude 46.2. The utmost care and kindness was lavished upon us by the officers and the seamen of the steamer, and my chum, who became delirious, was tenderly nursed. On arriving at New York Green was sent to the hospital, where he is still suffering from nervous prostration. I shipped on a schooner bound for Fall River and arrived there on Friday afternoon last, and Saturday morning started for Providence, hoping to reach Pawtucket by nightfall." Mr. McIntyre explained that he had a brother and two sisters residing in Pawtucket, and it was his intention to visit them. He should then proceed to Gloucester to see the owner of the vessel, but he had firmly made up his mind never to go to sea again. The vessel is owned by the Denison heirs, of Gloucester, Mass.

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