THE HERALD

WEDNESDAY, JULY 23, 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.

DUTY OF ELECTORS.

THE nomination of candidates for the Legislative Council takes place to-day, and on next Wednesday the elections will be held. It is the duty of the Legislative Council electors throughout the Province to consider seriously for whom they will cast their votes on Wednesday next. It should require no argument to convince them that they should vote against the opponents of the Government, who have of late been in the majority of the Legislative Council.

These men, as is well known, have not only not inaugurated any useful measure of legislation, but have strenuously opposed the most important enactments sent up from the House of Assembly. They did not always do this, we may be sure because they understood the nature and scope of the legislation submitted to them; but because those measures were passed by the Government and their supporters in the House of Assembly, opposition to whom seemed to be the only reason why these fossilized councillors have held their seats.

Year after year they have defeated bills intended to facilitate the procedure in our courts of justice regardless of the injustice and inconvenience such conduct entailed simply because these bills were inaugurated by the Government. Only last session they did their utmost to retain in the Election Act the clause permitting the mortgagee vote,—and it was only when the Government gave them plainly to understand they would have to support the view taken by the majority of the House of Assembly, or take the responsibility of doing the contrary, that they yielded. They knew that some of their number would have to face the people during the summer,—and they dare not do so after such a glaring act of injustice. Hence their back down.

On Wednesday next the voters will have an opportunity of resenting the conduct of the majority of the council by polling their votes against them—defeating them and electing in their stead supporters of a progressive and economical Government. The Government candidates are all in the field now. In addition to those named last week, Mr. Jeremiah Blanchard has been chosen for the first district of Prince County. We hope to see them all elected on this day week.

THE HUDSON'S BAY ROUTE.

IT is not so long since the idea of building a line of railway from Winnipeg to Hudson's Bay would be looked upon by most people as chimerical. But the energy and perserverance that have brought the Canadian Pacific Railway and the many other gigantic public works of the Dominion to a successful termination within the last decade, leave no room to doubt of the ultimate success of this enterprise.

From the first organization of Manitoba it became, it appears, a fixed idea with a few persons of foresight and speculative boldness that, sooner or later, Canada should have a railway terminus at or near Fort Churchill. It was plainly seen that this route would bring our vast and fertile west, with its teeming harvests, into immediate oceanic connection with the Old World. In view of this fact no time was lost in collecting *data* to show the feasibility of the route during, at least, as much of the summer as would make it profitable.

From an interesting article on this subject in the Dominion Illustrated, we take the following extracts:

"The Winnipeg Board of Trade had a special report prepared on the subject, which is of historic interest as well as commercial value. It was so highly thought of in England that the author, Mr. Charles N. Bell, was made a member of the Royal Geographical Society. Mr. Bell discharged a task for which historical students are indebted to him, for, with a zeal and industry worthy of all praise, he placed within reach of the general reader facts that had long—in some cases for centuries—been hid away in books not easily accessible to the public. But his treatise—which bears the appropriate title of "Our Northern Waters"—is much more than a series of gleanings in history. It treats not only of the discovery of the great bay, of the early controversies as to its possession, of the foundation and undertakings of the Hudson's Bay Company, and of the long record of voyages to and fro, but also of the resources of the shores, ocean waters and estuaries—minerals, fisheries, timber, game, including fur-bearing animals and birds of prize—and gives a full and intelligible account of the meteorology of the region, with seasons of opening and closing navigation. Meanwhile several other persons had been conducting investigations over the same ground; and the Dominion Parliament, in order to be in a position to give an authoritative reply to so many eager inquiries, appointed a Select Committee to take the whole subject into consideration, and in February, 1884, it began its labors. It was composed of the Hon. Mr. Royal, then member for St. Boniface, now Lieut. Governor of the Northwest Territories, who moved the resolution, the Hon. J. J. C. (now Senator) Abbott, the late Hon. Thomas White, with Messrs. Dawson, Macmaster, Desjardins, and other influential members of the Commons. Dr. Bell of the Geological survey, Staff-Commander Boulton, R. N., Mr. Malcolm Macleod, Barrister, whose father had resided for years on the Bay as one of the Company's officers, Dr. Walter Hayden, the Hon. William Smith, Deputy Minister of Marine, C. J. Pusey, Esq., of New York, and a number of other gentlemen of official and practical experience as to the subject of inquiry, gave a mass of valuable evidence. The Deputy Minister of Marine presented a voluminous statement obtained from the logbooks of the Hudson's Bay Company's vessels from 1879 to 1883 inclusive, and Mr. M. P. McElhinney, of the same department, furnished a commentary on the preceding data. The issue of these inquiries at Ottawa and Winnipeg was that Parliament voted $100,000 for the purpose of fitting out an expedition to Hudson's Bay, which should be in part for exploration, in part for observation—a series of stations being established on the shores of the waters traversed. Lieut. A. R. Gordon, R. N., Assistant Superintendent of our Meteorological Service, was placed in command of the SS. Neptune, of the Newfoundland sealing fleet, a strong, barque-rigged vessel, built in 1873 at Dundee, of 684 tons gross (466 net), and pronounced in every way suitable for the work. She left Halifax on her mission, on the 22nd of July, 1884. On the 11th of October she was back in St. John's, and soon after brief summaries of the voyage appeared in the leading papers. At a later date full and careful reports by Lieut. Gordon, the commander, and Dr. Bell, the geologist, of the expedition, were published, and Mr. Charles R Tuttle wrote and brought out an unofficial history—"Our North Land"—which covered 600 small quarto pages. All three agreed, in the main, that the terrors of the ice pack had been exaggerated, but the record of fresh experience did not materially change men's opinions as to the commercial value of the route. Those who had favored it all along found confirmation in the report; those who had less faith in it remained unconvinced. In 1885 Lieut. Gordon made a second trip to the Bay to relieve the observers at the stations, and his report was published in an abstract in that of the Minister of Marine. The detailed account of the station observations was given to the world some months afterwards. They went to show that the ice set fast in the western end of the straits during the last week in October, 1884, and that for all practical purposes the straits remained closed at that point till the beginning of June, 1885. He concluded from the observations that the season of navigation would be rather less than four months. Sometimes, but rarely, the straits were clear in June, and there (as in more southern latitudes) was considerable variability in the dates of opening navigation. The weather at the stations during the winter was not nearly so severe as it had been expected that it would prove. The thermometer, in fact, had never gone so low as it does in the inhabited parts of the Northwest.

During the last five years those who have had a practical interest in the question have gathered a good deal of additional information, and it is believed by the more enthusiastic that once the route is in operation, improvements in the construction of vessels for moving through floating ice masses, may be effected which will give a greater mastery over glacial impediments, and ultimately solve the problem of northern navigation. Never venture never have. It is by experiments that have at the time been deemed madness that the greatest victories of science have been won, and it is deemed worthy of some effort and outlay to establish for even a third of the year a route that will shorten the distance from Liverpool to Yokohama by nearly two thousand miles. By New York and San Francisco the distance between those points is 10,900; by Montreal and the C. P. R., 10,259; by the Hudson's bay route, 8,275. Of its advantages to our own great interior—embracing the valleys of the Saskatchewan, the Athabasca and the Peace River, and the whole broad expanse stretching away to the mountains, the most distant points of which will soon be joined by lines of railway—our Western fellow-citizens have no doubt whatever."

In conclusion the article referred to says:

"The Dominion Government has promised to pay for twenty years annually the sum of $80,000 for 300 miles of the line from Winnipeg to the North Saskatchewan, while the company agrees to carry Government supplies, mails, etc., at a fair rate, to be charged against the grant—a portion of the land grant being retained as security, should the Government business be less than $80,000. Everything now depends on the financial success of the promoters in Great Britain. If everything turns out well, it is expected that construction will be begun next summer, and that the 300 miles will be completed in 1893. The country to be opened up is rich in timber, and much of it is well adapted for colonization. Of course the advocates of the Hudson's Bay route look upon the inception of this part of the line as the virtual inauguration of the road to Fort Churchill."

EDITORIAL NOTES.

IT appears that the New England fishery port, Gloucester, is suffering from a decline. Since the abrogation of the fishery clauses of the Washington treaty the wharves at Gloucester, once the scene of busy industry, have become deserted. A correspondent of a Boston paper declares that the port wants free Canadian fish, and the fishermen free entry within the Canadian three mile limit without having to take out a license, as they are forced to do under the modus vivendi.—*Exc.*

A CABLE message says: "The cession of Heligoland to Germany has, it seems, sharpened the appetite of other powers for the acquisition of outlying islands. Very few people have ever heard of Worms island in the Baltic, which has belonged for many generations to the Barons of Stackelberg. Russia has long wished to form a coaling station there, but its then owner once refused an offer of £1,000,000 Its present owner has just parted with it to the Czar for little over 1,000,000 francs."

ELASTIC rubber, thread calcareous tufa for manufactue of undurated fibre wire, rolled iron tubes, angle iron, lacquq red iron tubing for manufacture of bedsteads, hemp paper primers, and felt board for the manufacture of gun wads and cartridges, have been placed on free list by the Dominion Government until such time as they are manufactured in Canada. Regulations for free importation of second process molasses for the manufacture of blacking are amended. Moulded celuloid balls are rated for duty at ten per cent.

THE completion of the cable service to the Bermudas greatly enhances the value of the islands to Great Britain as a naval station, for there is now direct connection via Halifax with London. This view of the matter seems to impress itself upon the United States press. The Bermudas are only a few hundred miles from the coast, and form an excellent rallying point for a fleet under immediate orders. Of course Uncle Sam is not afraid as long as a fair sized army, the nucleus of a big navy, are to the fore, but the naval department has made a note of this aspect of the new cable.—*Empire.*

TAXATION in the United States, we are told by one of their organs in Canada, is lighter than ours, if we deduct "the large sums they squander on pensions." To deduct over a hundred millions from the taxation of one country is calculated to make any pretended comparison with the taxation of another country unfairly favorable. But what is the sense of this absurd deduction when the pensions are being paid and the heavier taxes are being collected? And it should be remembered that if these commercial and political annexationists had their way, Canadians would have to contribute to the payment of these pensions.—*Empire.*

A DEPUTATION of Montreal and Quebec wholesale grocers on the 18th inst., waited upon the Dominion Minister of Customs in reference to the polariscope test of molasses, laid down in the Tariff Act last session of parliament. The duty upon molasses, imported direct from places of production, was fixed at one cent and a half a gallon for all under 56 degrees of saccharine strength. Recently cargoes arrived in Quebec which analyzed much above the grade and measure, accordingly subject to a duty of six cents a gallon. The deputation asked that either the test be raised to sixty degrees or that in testing molasses an average sample of cargo be used. The question was discussed for over two hours, when the deputation left on the assurance that the minister would carefully consider the matter and reply as soon as possible.

THE republican party in the United States have made short work with "the surplus of which that country used to boss". The Philadelphia Times says: "The country who for eight years past have been forcing all parties to declare in favor of reducing the treasury surplus by reducing taxes, must now face the fearful truth that the profligacy of the present congress has already destroyed the surplus and bankrupted the treasury $100,000,000 independent of the proposed reduction of $50,000,000 of revenue by the new tariff bill; and if the tariff bill shall pass, the deficit will be increased fully $50,000,000 more with increased taxes on very many of the common necessaries of life." And even the staid Philadelphia Ledger has these startling display headlines over the special despatch from Major Carson, clerk of the Ways and Means Committee of the house, announcing the assured bankruptcy of the national treasury: "A Startling Outlook—Result of Reckless Prodigality in Congress—A Bankrupt Treasury—Probable Deficiency of Over One Hundred Millions."

ON Saturday, the 19th inst., Peter Day and T. Johnson, with two others named Rossbottom and Ryan, started for Bedford Basin for an afternoon's fishing. When about fifty yards from the shore, Rossbottom and Day had occasion to change places in the boat and in doing so it was upset and all four occupants were plunged into the water. Day was unable to swim, but he made an effort to strike for the shore. In a very short time Day gave up the struggle and sank, Ryan reaching the land in safety. Johnson and Rossbottom clung to the boat. The situation looked so precarious for the two men hanging to the boat that Johnson advised his companion to swim to the shore, but he refused. Assistance came eventually from a man on the shore who put off in a boat to the rescue. Ryan and Johnson were little the worse after their escape, but it was with considerable difficulty that Rossbottom was resuscitated. Search was made for poor Day but was unavailing, and the three men rowed home to the city in the fatal boat. Day was head blacksmith at the Dockyard, was about twenty-eight years of age, and leaves a widow and children.—*Halifax Herald.*

K. D. C. Is Guaranteed.

Election Notes.

COUNCIL electors of the first district of King's, vote for George Dingwell, on Wednesday next. He is a farmer, thoroughly conversant with the wants of the people, and may be depended upon to exert himself in their behalf.

W. A. POOLE is the man for the elector of the second district to support, on Wednesday next. He is one of yourselves, and your interests are his. Give him a rousing vote.

NICHOLSON and Ross are the standard-bearers of the Liberal-Conservative Party in the 2nd district of Queen's, and they are the men we expect to see triumphantly elected on Wednesday next.

WILLIAM CAMPBELL is meeting with splendid success in his canvas in the first district of Queen's. His election hardly admits of a doubt.

THE people are rallying in good style to the support of R. H. Macdonald, in the second district of Prince. Everything looks as if the Opposition would be badly left in that district.

IN the first district of Prince, Mr. Blanchard is carrying consternation into the Opposition ranks, and his election by a large majority is expected.

ALL along the line the prospects for the Government candidates are the very brightest.

MR. BUTTERWORTH'S VIEWS.

The Times has been favored with a report in pamphlet form of the speech of Hon. Benjamin Butterworth of Ohio, on the tariff question. Mr. Butterworth would dearly love to see closer relations between the United States and Canada not because commercial union would be particularly advantageous to Canada, but because Canada is Uncle Sam's best market in either North or South America,—and he is shrewd enough to see, that, as things now are, closer trade relations would be very advantageous to United States manufacturers and producers. In the speech before us are a number of instructive tables bearing upon trade between the United States and Canada. The first gives a comparative statement of the imports into the United States from British America and imports into British America from the United States, for a period covering forty years down to 1889. This statement shows that in only seven years immediately after the civil war was the balance of trade in favor of British America; in all the other years, including the reciprocity period, the balance was largely in favor of the United States. In the whole period the excess in favor of the United States has amounted to the enormous total of 252 millions of dollars. Other tables show, that in purely agricultural products, the balance of trade with Canada is now in favor of the United States, while Canada's purchase of all kinds from the United States exceed those of all South American countries combined. Mr. Butterworth very correctly argues that this trade is worth cultivating, and he makes a very strong argument, from the United States standpoint, in favor of reciprocity. But while in favor of free trade with Canada, Mr. Butterworth does not propose to abandon the policy of protection to home industry; in fact he would use reciprocity for the purpose of enabling the United States to make its protective policy the more effective. The rapidly growing movement in the United States in favor of free trade with Canada is calculated to excite suspicion. It does not appear to be the result of a more friendly feeling towards this country; in fact it is quite apparent that our neighbors are beginning to see in Canada a rival, and in view of the rapidly changing conditions of the markets they believe that free access to our markets would give them a profitable market for many articles of agricultural produce of which they now have a surplus, and at the same time enable them to still further extend their manufacturing enterprises at the expense of this country.—*Moncton Times.*

THE BEHRING SEA QUESTION.

VICTORIA, B.C. July 16—The statement that two Canadian vessels which recently sailed out of Maple Bay are armed with guns and could resist the American revenue cutters, is said to be without foundation. Messrs. Hall & Marwin, who own seven out of the thirty vessels running out of Victoria say the reports were sent out to prejudice the foreign office at London against the claims of the sealers. 'We are neither poachers nor pirates,' they state; 'we clear at the custom house and officials know our destination. If the business was illegal they should refuse to give us the proper passes. In case the question is decided against the sealers we will quit the business, but to do so now would be to admit the right of the United States to the course it has has adopted.'

The following British war vessels are in Esquimault harbor: Champion, Espiegle, Daphne, and Nymph. Capt St. Clair of the Champion, the senior officer in the absence of Admiral Hotham, said: 'The reason of the gathering here in such force is to welcome Admiral Heneage in command of the fleet. We have received no orders regarding the Behring Sea. Espiegle will proceed to Honolulu, Champion to Callao, and Nymph or Daphne may go to Behring Sea, but only for a cruise, as was done last year.

WASHINGTON, July 15—There is a fair probability that Secretary Blaine will refuse to obey the home resolution instructing him to send to it the diplomatic correspondence between our Government and Great Britain in the Behring Sea controversy. There is strong reason to believe that the correspondence would disclose some things which it is to the interest of both participants to conceal for the present. The secret of its absence from the city and the necessity of communicating with him by indirection are cited to account for the long delay that has occurred since the resolution was sent to the state department.

PROFESSOR ROBERTSON, of the Central Experimental Farm, Ottawa, arrived in this Province on Saturday last, and gave the first of his series of lectures to farmers at Kensington on Saturday evening. On Monday evening he lectured at Elmira, and on Tuesday evening at New Perth. To-day at noon he lectures at St. Peter's; to-morrow at Tignish, and on Friday at 7 p. m. in this city.

A BAD NEW YORK FIRE.

Fire broke out in the Western Union Telegraph building, New York, on Saturday morning last. The building was nine stories high, and was occupied by the Western Union Company, offices of Jay Gould, the Pacific Railway and Associated Press. The fire started in the great operating room on the seventh floor, and spread so rapidly that the twenty or more persons in the building at the time barely escaped through the dense smoke. Great excitement prevailed about the burning building, and it was heightened by various rumors that several persons had been burned to death, and that others were saved by means of ropes. The police deny the truth of such rumors, and it is stated the only person injured is Julia Lynch, the colored janitress, who fell on the staircase. The fire department was soon on hand, and poured immense streams of water into the burning structure, and succeeded in getting the fire under control about 9 o'clock. The upper floors of the building were practically ruined by the flames, and the whole building was completely drenched with water. The operating room, with its multitude of costly instruments, is a total loss. The results attending the fire are likely to prove disastrous to the business of the country. Not a telegraph wire can be connected with the great operating room, which is the centre of the telegraph system of the continent. The offices of the Associated Press were completely wiped out. The telegraph company divided its operating force among various branch offices. The Associated Press prepared temporary quarters.

A CANADIAN EXPLORER.

The mission in which Captain Mackay, the young Montreal officer of the Royal Engineers has been sent to Africa, is attracting a great deal of attention in military circles in England. Lieutenant Hooper of the Montreal field battery, who was a brother cadet of Captain Mackay's at the Royal Military college Kingston, has just returned from England and says by reason of this appointment Captain Mackay is one of the most popular man in the service. Mr. Hooper with a number of brother officers saw Mackay off for the Dark Continent, and all the young officers expressed their disappointment at not being able to accompany the Canadian. Mackay was in good spirits and looked forward with apparent pleasure to the three years he expected to be in Africa surveying the boundries between the British and Portuguese and German territories. In view of the unsettled feeling at the time of Mackay's departure, once hostilities on the German and Portuguese colonial officials were expected, and Mackay was authorized to raise a force of 20 000 blacks to assist him and protect the expedition if necessary. The people of England beleive Mackay's expedition rivals Stanley's marches in interest. Mackay was selected for the command of the expedition by reason of his services under Sir Charles Warren in Bechunaland, and in the survey of some of the west coast territory.

WIND AND RAIN.

MONROEVILLE, Ohio, July 18.—A violent wind and rain storm last night did terrible damage. Lightning struck Otto Goldners house, killing his three sons.

PARIS, Ill., July 18.—Lightning struck a barn belonging to Benj. Morton, residing five miles southeast of this city, yesterday afternoon, and killed Morton and his son Rufus, who was unloading hay. The hired man was stunned, but recovered.

NEW YORK, July 18.—A heavy wind and rain storm is reported from sections of New Jersy and Pennsylvania last night. At Trenton, N. J., hailstones of remarkable size fell; forty houses were unroofed; 200 trees were uprooted, and two men were killed by the lighting. The storm was very severe at Easton, Pa., and the agricultural works at Hellertown were blown to pieces and one man killed.

PEORIA, Ill., July 18.—A cyclone formed north of this city yesterday. The cloud moved slowly and caused much damage in the timber. Fred Emerson was killed. Two other men were stunned, but they will probably recover. The Lake Erie and Western freight train came along just as the cyclone crossed the track. The wind took one car from the centre of the train and smashed it into kindling wood. It is reported here that the town of Green Valley on the line of the Peoria, Decatur and Evansville road, and Morton, on the Santa Fe, were swept away. Telegraphic communication with those places is cut off. The wires were badly demoralized. The cyclone travelled toward Pekin, and a message from there says it approached the outskirts of the city and suddenly rose to the clouds, disappearing from view. It was also reported here last night that seven men were killed by the distruction of a brickyard at Westerly.

A DISASTROUS CYCLONE.

A despatch from Bethlehem, Pa., of the 17th inst., says:—One of the most destructive storms that has visited this section in years passed across the Lehigh Valley from a northwesterly direction at 4 o'clock this afternoon. It was accompanied by rain and hail and lasted one hour, in which time several lives were lost many people injured and a great amount of property destroyed. The storm was in the nature of a cyclone, and rain fell in sheets. Reports from all the surrounding country tell of great destruction. At Hellertown the large new agricultural works were struck by lightning and demolished. John Freeman was killed by falling timbers, and five other workmen badly hurt, three fatally. Along the North Pennsylvania road the telegraph lines were demolished and trees three feet in circumference broken like reeds and thrown across the tracks, delaying traffic. Stacks of hay and grain were caught up and carried along, and in one field in Saucon Valley two horses were hurled under the mass and suffocated. Many houses were unroofed, and in West Bethlehem a large new school house was struck and demolished. Between here and Allentown the storm cut a swath a quarter of a mile wide through the mountain, snapping off the thickest trees and carrying them along. At Allentown 275 feet of brick stack at Barbor's thread works was struck and demolished. Throughout that place there were many houses unroofed.

THERE was a great political meeting on the 20th inst., in the parish of Laval, Montmorency county P.Q. Hon. Mr. Laurier and Mr. McIntyre of Ottawa spoke for the liberals and Sir Adolph Caron for Mr. Desjardins, whose election is considered pretty certain.

LOCAL AND OTHER ITEMS.

THE tea party held at Hope River yesterday was, we are glad to learn, quite a success. There was a fairly large gathering of people and everything passed off in the most orderly and satisfactory manner. The tables were excellent and everything in connection with the arrangements was first-class. We have not heard the amount realized.

THE schooner Charles Macdonald, of Lincolnville, Me., Griffin, from Rockland for New York with a cargo of lime, on the 20th inst., while at anchor was run into by an unknown three-masted schooner and stove to the water's edge on the starboard side amidships, causing a leak of about 700 strokes an hour. The Macdonald is at Vineyard Haven, Mass.

THE coroner's jury investigating the steamer Tioga explosion rendered a verdict, on the 21st inst., recommending that J. C. Bright, of Buffalo, president of Gauze Oil Company, W. H. Bright, of Philadelphia, vice-president, Alonzo N. Belford, Secretary and Treasurer, be held for the murder of the twenty-four victims of the Tioga, on the ground that they wilfully violated the law in shipping explosive oils, and in so doing caused the death of the men. The jury censured the Union Steamship Company.

THE one that squeals is the one that is hurt. Father Stubbs, in the course of his temperance sermon, delivered in the Cathedral a fortnight ago, referred to those who pose as temperance men, yet are frequently guilty of adultry, backbiting and many other serious faults. Judging by the amount of squealing that this reference has given rise to in some quarters, and the virulency of expression exhibited in the columns of some of our contemporaries in regard to it, one would be almost inclined to believe that somebody was struck on a tender spot.

NEW ZEALAND appears to be one of the healthiest countries in the world, if not indeed the healthiest. The last census of the colony was taken in 1886, and in 1888 the excess of births over deaths in the whole population of under 608,000 amounted to no less than 13,194. The whole surplus of births over deaths in France, with a population of 38,000,000, was about 52,000. The average number of children to a family in New Zealand in 1888 was 5.30 as against 4.16 in England and Wales and 2.95 in France; but, notwithstanding this high birth rate, which in a European country would inevitably be followed by a high death the mortality of New Zealand in 1888 was only 9.43 per 1000, as against 18.8 per 1000 in England in 1877 and 22 per 1000 in France.

A SPECIAL despatch to the Toronto Empire from London, Eng., of the 21st, says: "The Canadian team had good luck at Bisley to-day. The day's winnings amounted to £120. Firing commenced this morning in the St. George's match, 7 rounds at 600 yards. Private Hutchison, of the 43rd Battalion, Ottawa, won £5 and a badge, and Capt. Sealand, of the 13th Battalion, Hamilton, and Staff Sergeant Ogg, of Guelph, £2 each. In the Prince of Wales competition, 7 shots at 200 yards, and 15 at 600, for 19 prizes, Capt. Bishop, of the 62nd Battalion, Halifax, won £5, and Sergeant Ogg, of Guelph, £3. The day's competition closed with the Daily Telegraph match for 113 prizes. Corp. H. Morris, of the 13th Battalion, Hamilton, won £3, and Lieut. E. Smith, of the St. John Rifles, and Sergeant Horsey, of the 45th, Rowmanville, £2 each. The competition for the Kolapore Cup takes place on Wednesday. Lieut. Smith will be in the Kolapore eight for Canada.

WHEN J. M. Walker, teller, went into the Bank of Nova Scotia, in Woodstock, N. B., on the morning of the 19th inst., at half past eight, he found the door of the vault open and the accountant, Robert G. Sanders, lying on the floor unconscious. He was roused up. The manager, Mr. Blemming, was sent for and $4,000 of the bank's funds were missing. Sanders was sent to jail to await an examination on Monday morning. Sanders says he went into the bank at half-past seven on Friday morning to get some money that was to be sent by the express which leaves there at 7.45. While in the vault he was knocked down and became unconscious. He did not see the assailant, his back being turned toward the entrance. Sanders is a native of Yarmouth, N. S., and is about 20 years old. He has been in the employ of the bank three or four years, and has been at Woodstock since Christmas. When Sanders was found the crystal of his watch was broken, but he did not appear to be seriously injured.

THE tea party held at St. Peter's yesterday was a great success. The special train which left this city in the morning carried quite a number of excursionists for the tea. At Royalty Junction the special from Summerside having five cars crowded with people was attached, making in all a train of eleven cars. At all the stations along the line large numbers boarded the train, so that when it reached St. Peter's about 11 o'clock there were between six and seven hundred passengers. The tea was held in a beautiful field below the church, fronting the Bay. Excellent arrangements had been made for the accommodation and enjoyment of visitors. The well-provided and tasteful tea tables were arranged in a large pavilion, where a good meal could be partaken of with every comfort. In addition to the tea tables, there was an excellent dinner table, where a substantial meal could be had for fifty cents. It is needless to say that this table, as well as the tea tables, was well patronized. Notwithstanding the heat, the dancing booths were liberally patronized. The Souris Brass Band was in attendance and discoursed good music. The other amusements, usual on such occasions, were provided and enjoyed to the fullest extent. The sale of cakes was conducted by A. C. McDonald, Esq., and J. McIsaac. The bidding was brisk and good prices were obtained. Politicians of both sides were there in force and, no doubt, no inconsiderable amount of canvassing was done. An election for the most popular party was conducted by the ladies, on the usual conditions of so much per vote. At the close the black-board showed that the Conservatives were a long way ahead. The clergymen in attendance, beside the pastor, Rev. R. J. Gillis, were Revds. D. F. McDonald, Gregory McDonald, M. J. McMillan, S. T. Phelan, Dr. Walker, A. J. McIntyre and A. McAuley. On the whole the committe in charge of the arrangements deserve great credit for the manner in which they did their work, and Father Gillis and his parishioners are to be congratulated on the success which attended their Tea. The amount realized must have been something handsome.

The "Stanley" Chases a Seiner

Two Gloucester fishermen arrived at St. John, N. B. on the 18th inst., and will be sent home by U. S. Consul Sampson. Their story is interesting. They were fishing on shares in the Gloucester schr. Lizzie W Hanson, Capt. Lewis, which vessel had been seining mackerel in the vicinity of Bay Chaleur, having fair luck. On Tuesday the 15th, they put into Gaspe, where the Captain sent seines ashore to be mended. The Canadian cruiser Stanley appeared about midnight, and the seines were not brought aboard till morning. The Hannon was suspected by the Stanley, and was spoken to by the cruiser when entering Bay Chaleur. The boats of the Gloucesterman were then a little distance away fishing mackerel, and escaped the eyes of the officers of the cruiser. The nets were sunk by the fishermen, and when the cruiser approached the men were only rowing about. Next day preparations were made by the men to go on a trip, and soon the Yankee, before a smart nor'west breeze, showed her heels to the Stanley. A chase was made, but the seiner soon had eight miles of clear water to the good, and was going at racehorse speed. The men in question, at the time the chase began, were ashore delivering mess mackerel to an old woman who assisted them in mending their nets, and though they waited several days, their vessel did not reappear. They walked to campbellton, a distance of about 100 miles, whence the U. S. consular agent forwarded them to St. John. The Hannon had about 200 barrels of mackerel on board when chased. The names of the men are Charles Clark and John Lyons.

General News.

A despatch from St. Louis Mo., of the 19th inst., says: a box containing chopped pieces of part of a woman's body was found in the baggage room at the Union depot that day. The box has been in a pile of unclaimed baggage for five months. The matter is a mystery.

The Allan steamer "Hibernian," which arrived at Philadelphia on the 19th inst., had a narrow escape from being dashed to pieces by a hugh iceberg on July 8. The berg was only fifty yards off when first sighted in the fog. The engines were reversed and the ship's course changed so that the berg was struck at a slant. The vessel careened until the rails touched the water. There was great excitement among the passengers one of whom was thrown from a bunk and injured.

Advices from London of the 18th state that Lars Nelson, a trader residing on the small island of Els in the Solomon group in the Pacific, and three of his native assistants have been killed and eaten by the islanders. Within the past year six white men have been killed and eaten by the cannibals of this group, out of a total white population of 30. Nelson had a small trading vessel of about 5 tons, on which he was in the habit of visiting various points along the coast and it was on one of these trips that he was killed.

Mr. Woodford, the explorer, lived with Nelson for several months.

FATAL FIRE AT QUEBEC.

St. Joseph street, Quebec, was the scene of a frightful calamity at an early hour on last Thursday morning. Shortly after two o'clock some young men returning from a fishing excursion to Montmorency river noticed that a house between Bridge and Grant streets, owned by Mr. Lamontange, jeweller, and occupied by Delamarres and Guellet, tavern keepers, the upper story being tenanted by Delamarre's family and the other by a poor family named Miranda, was on fire and at once gave an alarm. By dint of exertion the firemen succeeded in confining the destruction to the building in which the fire originated, though some damage was also done to the adjoining houses occupied by Roy, photographer, and Relieslive, glove manufacturer. As soon as the flames were extinguished fireman Martinette entered the ruins, when he made the shocking discovery that the entire Miranda family, consisting of father, mother, and three children had perished in the flames. As already stated, they occupied the attic flat, which they had only rented some days previous when they returned from the United States. The father, Pierre Miranda, was a cabinet maker formerly employed in Drolin's factory, after the closing of which he was compelled to leave Quebec in search of work elsewhere. Two of the victims must have died in horrible agony, as their limbs were twisted into all sorts of shapes and carbonized. It is feared that there may be still other victims, as it is rumored that there are two more persons who resided in the house missing. Though it is reported the fire was caused by the explosion of a lamp in Delamarres and Guellet's tavern, rumors of incendiarism are current. The loss is covered by insurance.

SHOOTING AT BISLEY, ENGLAND.

The annual matches of the National Rifle Association opened at Bisley on the 14th inst. The Canadian team arrived there on the Saturday evening previous and found that Col. Prior had made most complete arrangements for their welfare. Sunday was spent quietly in camp. The team fired in the Alexandria match, ranges 500 and 600 yards, seven shots at each range, Martini-Henri rifles, Staff-Sergeant Ogg, of the First Brigade, Field Battery, Guelph; Private Hutchesan, of the 43rd Battalion, Ottawa, and Color-Sergeant Henderson, of the 62nd Battalion, of St. John, each won £3. This is not so good a record as the first day last year, when the team's winning amounted to £25.

The firing on the 16th was in the Daily Graphic match. In the all-comers' and grand aggregate series, the prizes were a silver cup, value 52 guineas, 10 handsomely bound volumes, containing original pen and ink drawings by artists of the Daily Graphic, value 21 guineas, one prize of £10, 18 prizes of £5, and 40 prizes of £3. Position standing, distance 200 yards, 7 shots. The Canadian team did not do quite so well in this match as last year, in the matter of prize winning, nevertheless they did very good shooting as the scores were very good all round. The Canadian winners in this match were: Private C. A. Windatt, 458th Battalion, Bowmanville, £5; Capt. H. H. Gray, Governor-General's Foot Guards, Ottawa, £5, and another member of the team divided a prize in the £3 list.

K. D. C. Cures Indigestion.

BEER BROS.

MIDSUMMER NOVELTIES

—AND—

SPECIAL PRICES.

We need hardly remind you that our Stock of Fashionable Dress Goods and Hats and Bonnets is always replete with the latest Novelties, but we want now to tell you of some

Special Bargains

Double Width Bordered Goods, 30 cents; All Wool Nuns Veiling, 12 cents; Fancy Plaids and Stripes, worth 18, 20, and 24 cents, for 16 cents; Fancy Robes, usual price $8 to $10, now only $5.

Our Specialty

Is Black Dress Goods and you cannot afford to buy your Cashmeres and Merinoes without seeing our Magnificent Stock. We keep only the best Makes and guarantee the Quality.

You Already Know

A good deal about our Millinery Department, but we want to remind you that you can always get a fashionable and becoming hat or bonnet from us at a low price. Our stock of everything is larger than ever and we cannot fail to please you.

Thirty Cents,

buys a wonderful bargain in Tapestry Carpet. Call and see this line of goods. We never before showed anything approaching it. Remember to ask to see our Wonderful 30 cent carpet, even if you do not intend to buy at present.

EVERYTHING YOU NEED

In the Dress Goods Line we will give you at the very lowest prices possible.

BEER BROS.

SOURIS TEA.

THE Congregation of St. Mary's Church have been induced to give another of their Grand Teas on the old grounds, Souris East,

On Thursday, 31st of July,

The Committee have adopted a programme which will eclipse all Teas given here or elsewhere.

A special Train will leave Charlottetown for Souris at 7 a. m., standard time, or 8 a. m., local time; Georgetown at 7 a. m., standard time, or 8 a. m. local time; Mount Stewart at 8.20 a. m., standard time, or 9.20 a. m. local time. Returning will leave Souris at 4.30 p. m., standard time, or 5.30 local time.

Railway fares from Charlottetown, Georgetown and intermediate stations by Special Trains, good to return same day. Trains run by standard time.

Charlottetown, leave at 8	85c
Cemetary	85c
Royalty Junction	85c
York	85c
Suffolk	85c
Hedford	85c
Tracadie	75c
Scotchfort	75c
Mount Stewart, leave at 8.20 a. m.	75c
St. Andrew's	75c
Douglas	75c
Dundee	75c
Lot 40	75c
Morell	60c
Marie	60c
Midgell	60c
St. Peter's	60c
Five Houses, Ashton	40c
Selkirk	40c
Rollo Bay	30c
Bear River	30c
New Zealand	25c
Harmony	25c
Georgetown, leave at 7 a. m.	15c
Brudenell	85c
Cardigan	85c
Perth	85c
Baldwin's	85c
Peake's	75c
Pisquid	75c

Return Tickets at one first class fare will be issued from Charlottetown and intermediate stations by regular morning train on 31st, good to return up to and including august 1st. Return Tickets will also be issued from all booking stations between Tignish, Alberton, O'Leary, Wellington, Summerside, Kensington, Emerald to Charlottetown, on the forenoon of the 30th, good to return up to and including August 1st.

MICHAEL McCORMACK,
Souris, July 9, 1890. Secretary.
July 16, 1890—2i

DOMINION OF CANADA,

Province of Prince Edward Island,

CITY OF CHARLOTTETOWN.

IN THE CITY COURT, before Rowan Robert Fitzgerald, Esq., the Stipendiary Magistrate for the City of Charlottetown.

Take note that His Honor the Stipendiary Magistrate for the said city of Charlottetown has, by virtue of the power and authority in him vested by the statute of the General Assembly of the said Island, intituled "An Act to consolidate and amend the several Acts Incorporating the City of Charlottetown," ordered and appointed that MONDAY, the 4th day of August next, be the day set down for hearing all appeals made to him from the last preceding valuations, assessments, or rates imposed or authorized by the City Council of the said City, and that on such day and daily thereafter until all such appeals have been heard, at the hour of eleven o'clock, forenoon, in the said City Court, in Charlottetown aforesaid, all such appeals will be heard and finally determined by him.

Dated this 22nd day of July, A. D. 1890.

By order,
ROBERT VANIDERSTINE,
Collector for said City.

July 23, 1890.—2i

Boston Steamers

Carroll & Worcester

Cheap Fares—only $6.50.

Pleasant trip. Now is the time to visit your relatives in Bostor.

CARVELL BROS., Agents.

July 16, 1890.—1m

CARD OF THANKS.

THE Revd. M. J. McMillan and Committee of St Teresa's Parish, have much pleasure in sincerely thanking all those who attended their Tea Party, at Peake's Station, on the 9th inst., and so generously contributed towards netting about $600.

BY ORDER OF COMMITTEE.

July 23, 1890.

LOCAL AND OTHER

A PARIS despatch of the 18th inst. says: Influenza is epidemic in St. Louis. The whole population there is affected. Business in the public departments is paralyzed.

A SWORD has been found on the banks of Passaic River by Henry Ackerman of South Rutherford, N. J., bearing the name of