

# THE Prince Edward Island Magazine

## ✿ Contents of this Number. ✿

	PAGE
THE BLOCK HOUSE, CHARLOTTETOWN - - Frontispiece	
JUNE - - - - - W. W. Rogers	117
A Poem	
PRINCE EDWARD ISLAND IN 1765 - - - - -	121
Au account of Captain Holland's survey	
IN MEMORIAM - - - - - T. A. LePage	127
A Poem	
LIFE - - - - - F. W. L. M	127
A Consideration of the Problem.	
OUR FEATHERED FRIENDS—VII. - John McSwain	130
The Finches, etc.	
CHARLOTTETOWN FIFTY YEARS AGO - E. L. M.	136
The old Shipyards; the Immigrants.	
OUR SCHOOL SYSTEM—6th Paper. A. B. Warburton	140
The Inspector's Work.—The Schoolhouse.	
DAYS OF BISHOP McEACHERN. - John Bambrick	147
Something about the Island's first Bishop.	
VARIA - - - - -	
Correspondence—Queries—From Old Newspaper Fyles—Reviews— Notes—In Lighter Vein.	

**TO CONTRIBUTORS.**—Articles on any subject likely to prove interesting to our readers are respectfully solicited. It is important that contributions should not be made too long. The editor hopes that Prince Edward Islanders, at home and abroad, will look upon this Magazine as representative of their native Province; and will be sincerely grateful for any matter, suitable for these pages, that may be forwarded to him.

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THE BLOCKHOUSE, CHARLOTTETOWN HARBOR

THE  
PRINCE EDWARD ISLAND  
MAGAZINE

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VOL III

JUNE, 1901

No. 4

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JUNE.

|S it thou, O queen of summer, come to reign again so  
soon,

Come in royal, floral glory, rosy, vernal, fragrant June?

Come to reign in regal sunsets, slumber in Arcadian  
bowers,

Murmur in the voiceful zephyr, dream among the flushing  
flowers.

Come to fill the land with beauty, come to clothe the  
plains with green,

Come to smile in stream and fountain, which display a  
richer sheen.

Yes! I feel thy gentle spirit breathing on the balmy air,  
Hear the cadences of joyance, none but June could whis-  
per there.

Hail! then, glad congenial spirit! Hence thou shalt not  
joy alone,

Something in thy tropic nature finds an answer in mine  
own.

None in all the solar circle can thy loveliness outvie,  
Not the spring's awakening freshness, nor the glare of  
fierce July;

Not the ripened fields of autumn, underneath the harvest  
moon,  
Full September's mellowed beauty pales before the flush  
of June.

Hail again! and, as I greet thee, kindred spirits of the  
past,  
All the joy remembrance gives me clings around thy  
presence fast.

In the sacred urn of memory, from the world securely  
hid,  
Dwell the ghosts of vanished pleasures underneath a  
sealed lid.

In the sepulchre of sorrow, under many a winter's snow,  
Lie the hopes I fondly nourished in the Junes of long  
ago.

But they rise when thou dost stir them with an over-  
whispering wind,  
As the Phoenix springs to being from the ashes of its  
kind.

How they come and crowd around me, banishing my  
present pain,  
Like long-dead, forgotten lovers come to love on earth  
again.

How they steal across my vision, this familiar spectral  
train,  
Half with sadness, half with gladness, to possess my  
heart again.

For I hear again the music of the voices loved and known  
E'er dumb Death and Life's loud ocean hushed and bore  
away the tone.

There is one, a living image, which thy touch has sum-  
moned here;  
Oh! how long ago we parted, though dull time counts  
scarce a year.

Yester eve I saw a stranger in that one I then had loved,  
Yet perhaps 't was better for us that our hearts were  
early proved;

Better to have loved and parted ere that love began to  
cloy,  
Than to search our heart's cold ruin for this ghost—a  
poisoned joy.

Only one short draught of pleasure, brief as June's en-  
chanted dream,  
Then the golden bowl was broken, ere we quaffed anew  
the stream.

Then we stood beneath the willows, just one year ago  
to-night,  
And the moonbeams streaming through them cast a green-  
ish-tinted light.

Hushed now are the words of rapture flung upon the  
passing air,  
Dead the leaves that whispered o'er us, dead the hopes I  
cherished there.

Yet, though since I've loved and suffered, and the con-  
trast gives me pain,  
I can greet thy glowing advent, then I dream that dream  
again.

All the aching year I follow in life's current rushing fast,  
Through the busy throbbing Present, now within the  
tranquil Past.

Though the sunset gleams behind me with the gathering  
glooms contrast,  
I might wish a different future, but would not efface the  
past.

Better to have seen the angel, though he veil his face  
again;

Better to have heard the music, though the strings be  
snapped in twain.

Not alone is pleasure potent in Life's strange and strong  
alloy;

Had I never known a sorrow I could not have prized a  
joy.

Why should I o'er hopes long-buried sound the doleful  
dirge of pain?

Can such inharmonious notes hush June's anacreontic  
strain?

Though a grim, perpetual winter may enshroud the heart  
in gloom,

Still, each resurrected summer mocks the ravage of its  
tomb.

I am but a child of nature, and her instincts cannot die;  
Nature bids her songsters waken, Nature makes the heart  
reply—

Life has higher, nobler duties than the grief of sorrows  
past,

Let me live the present, striving to attain some good at  
last.

Help some faltering fellow pilgrim, mayhap burdened,  
blind or lame;

If 'tis but the cup of water given in the Master's name.

I shall not have lived in vain, and when this transient  
cruise is o'er

I shall have some friend to greet me on the everlasting  
shore.

When the shades of Death have fallen, and Life's fitful  
day is done,

Let me fill some peaceful corner underneath the church-  
yard stone.

Till earth's universal Easter parts her intermingled clay,  
And this poor chaotic twilight yields to uncreated day.  
And we live a fuller measure of the life we strive for  
here—  
Not in changeful months and seasons, but one grand  
eternal year,  
Wherein love is never dying, and where neither sun nor  
moon  
Lights the land of perfect summer, where it will be  
always June.

WESLEY W. ROGERS.

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### Prince Edward Island in 1765.

THE following account is a letter written by Samuel Holland, describing Prince Edward Island at the time of its first survey in the year 1765. This letter was furnished to Lieut.-Governor Fitzroy by the authorities of Downing St., and in the year 1841 the Provincial Legislature ordered it to be printed. What follows is an exact copy from the Colonial Herald (P. E. I. ) for September 11, 1841 :—

---

Downing Street,

18th November, 1840.

Sir :

Careful search having been made for the ancient map of Prince Edward Island, and for the map or plan of Georgetown, which you were desirous of obtaining for the information of the House of Assembly, I regret to state, that no trace can be found of those documents.

I enclose, however, a copy of a description of the Is-

land, drawn up by Mr. Holland, in October, 1765, which I hope will prove useful to the Assembly.

I have the honor to be, Sir,

Your most obedient servant

(Signed)

J. RUSSELL.

Lieut. Governor

Sir Charles A. Fitz Roy,

&c. &c. &c.

St. John's is divided into three counties—King's County, on the east part, has four Parishes, viz : St. George's, St. Andrew's, St. Patrick's, and the east Parish ; and sub-divided into twenty Townships, containing in all 406,000 acres. Queen's County, near the middle of the Island, has five Parishes, viz : Charlotte, Hillsborough, Grenville, Bedford, and Saint John's, and is sub-divided into twenty Townships, and contains in all 458,420 acres. Prince County, in the North West part, is divided into five Parishes, viz : St. David's, Richmond, Halifax, Egmont, and the North Parish, and sub-divided into twenty-three Townships, containing in all 407,000.

#### SOIL AND PRODUCE.

The soil in general on the South, and South-East side of the Island, a reddish clay, though in many places it is sandy, particularly upon the North coast ; from the East Point to St. Peter's, is a greyish sand. The woods upon this coast, from the East Point as far Southward as Hillsborough River, and to Bedford Bay on the West, was entirely destroyed by fire, about twenty-six years since—it was so extremely violent, that all the fishing vessels at St. Peter's and Morell, upon St. Peter's Bay and Morell, were burned. In many parts round the Island, is rough steep coast, from forty to sixty feet high—in some places a hundred—composed of stratas of a soft red stone, which when exposed to the air for some time, becomes harder, and



is not unfit for building, Wherever this sort of coast is, it diminishes considerably every year upon the breaking up of the frost, which moulders away a great part of it. It may probably be owing to this cause that the Sea betwixt the Island and the Continent is frequently of a red hue, and for that reason by many people called the Red Sea ; on the North and South-east side, it has received some addition by the banks of sand which the Sea has thrown up.

There are no high hills in this part of the Island, but merely a small ascent inland. The Rivers are properly Sea creeks, the tides flowing up to the heads, where generally streams of fresh water empty themselves. In most parts of the Island the sarsaparella root is in great abundance, and very good. The mountain-shrub and maiden-hair are also pretty common, of whose leaves and berries the Acadians and Soldiers frequently make a kind of tea. The ground is in general covered with strawberries in their different seasons, which are very good ; with proper care, it produces most kinds of grain, wheat, barley, oats, peas, beans, &c. ; also, cabbage, cauliflower and potatoes, very good, in great abundance ; carrots, turnips, &c. In those places which have been settled, and are still tolerably cleared, is very good grass ; but a great part of the lands formerly cleared are so much overgrown with brush and small wood, that it will be extremely difficult to form a true estimate of the cleared lands, or to make it fit for the plough again. It may be proper to observe here, that very few houses mentioned in the explanation of the Townships are good for anything, and by no means tenantable, except one or two at St. Peter's, kept in repair by the officers, and one built by me at Observation Cove.

#### TIMBER.

Red and white oak, neither of which are in plenty, or of large growth ; beech and maple very good ; black and white birch, the former of which is a useful and handsome

wood. The pine is extremely large and fine. In some places is found the curled maple, which takes an excellent polish. Spruce of many kinds is the universal produce of the whole Island ; from one species of which is got the balsam of Canada, which the Canadians hold in great repute. From the maple also, at the proper time of the year, is extracted a liquor which they boil into a sort of sugar, pretty good and medicinal.

WHAT PARTS OF THE ISLAND ARE BEST SITUATED FOR  
TRADE AND FISHERY, WITH THE REASON.

Port Joy,\* Cardigan, and Richmond Bay, are without dispute the only places where ships of burthen can safely enter, and consequently most proper to erect the principal towns and settlements upon. In point of fishing, Richmond Bay has much the advantage of situation ; the fish being in great plenty most part of the year, and close to the harbor. Ships outward bound from any of the above ports have their choice of two passages out of the Gulph of St. Lawrence, viz : the Gut of Canso, or round the North Cape of the Isle of Cape Breton, either of which they prefer, as the weather, season of the year, or port bound to, may make it most advisable. Such parts of the Island on the South-West coast, or the places inland, not conveniently situated for fishing, may and undoubtedly will turn to a general good account, if proper encouragement be given to settlers, whose business is the cultivation of lands only—and upon the settling of the Island, I would humbly recommend that this particular branch of people should receive the utmost encouragement ; the great length and severity of the winters making it extremely expensive and difficult to provide sustenance for their stock, as that season is of very little use to them ; besides the very short time they have for ploughing sowing, reaping, and making of

\*The French name for Charlottetown harbor.

hay, will take up their attention so closely while the good weather continues, that it must of course make the great point of clearing of the Island go on but slow.

REASONS FOR FIXING THE THREE PRINCIPAL TOWNS (AS PROPOSED,) ON WHAT FOUNDED.

The capital, called Charlottetown, is proposed to be upon a point of the harbor, betwixt York and Hillsborough Rivers, as being one of the best, and nearly a central part of the Island; has the advantages of an immediate and easy communication with the interior parts of the Island, by means of the three fine rivers of Hillsborough, York, and Elliot. The ground designed for the town and fortifications is well situated upon a regular ascent from the water side; a fine rivulet will run through the town; a battery or two, some distance advanced, will entirely command the harbor; an enemy attempting to attack the town cannot do it without great difficulties, viz: having passed the batteries at the entrance of the harbor, they must attempt a passage up Hillsborough or York Rivers, the channels of both which are intricate, and the entrance of the respective channels will be so near the town that it must also be attended with the greatest hazard. Should they land any troops on either side of the Bay of Hillsborough, they must still have the river of the same name on the East, or Elliot and York Rivers on the West, to pass, before they could effect anything of consequence. As this side of the Island cannot have any fishery, it may probably be thought expedient to indulge it with some particular privileges; and as all judicial and civil, as well as good part of the commercial business will be transacted here, it will make it at least equally flourishing with the County Towns.

GEORGETOWN.

Recommended to be built upon that point of land called Cardigan Point, there being a good harbour for ships of

any burthen on each side of Cardigan River, on the North, or Montague River upon the South side ; but the latter, though a much narrower channel upon coming in, is preferable, as the bay for anchoring will be close by the town. Immediately upon entering the river, and going around the Goose Neck, a long point of dry sand running half over the river, and forming one side of Albion Bay, the place for anchorage, upon the Goose Neck, may be erected a pier with great ease, and at a small expense, where goods could be shipped and unshipped with great facility and convenience.

The place proposed for the town is so situated as to require very little difficulty in making it secure, as well as at the entrance into the two respective harbors. It ought not to be omitted mentioning the advantage it has of a communication inland by means of Cardigan, Brudenell and Montague Rivers, from the top of which last to the source of Orwell River is not quite ten miles ; and Orwell River emptying itself into the great bay of Hillsborough, makes a safe and short communication betwixt two of the County Towns, both winter and summer.

#### PRINCETOWN.

Besides the advantages mentioned of Richmond Bay, it is proposed to be built on a most convenient spot of ground as well for its fisheries as fortifications, being situated on a peninsula, having Darnley Bay on the North-east, which is a convenient harbor for small vessels, and where they may be laid up to winter ; lying at the entrance to Richmond Bay, with all the convenient grounds of curing and drying of fish about it, and ships of burthen can anchor near in the Bay. For its fortifications, the neck of land can be strengthened with little expense, and some batteries and small works erected along the shore will entirely secure it.

*(To be concluded next month.)*

## In Memoriam.

(By the late Thomas A. Lepage.)

No ! not to thee we say farewell !  
Though never we shall see thee more,  
Nor hold sweet converse as before,  
Yet not to thee we say farewell !

Thy memory is with us still !  
The form may waste, as ore to rust ;  
The earth may claim her borrowed dust ;—  
Thy memory is with us still !

The chains are off, and thou art free !—  
A soul by chast'ning stripes refined ;  
Death hath but wrought thee rescue kind,  
But loosed the chains,—and thou art free !

And, being free, thou art more near  
Than pent within thy house of clay ;—  
A presence now to bless our way ;—  
And, being free, thou art more dear !

---

## Life.

“ Life is not an idle ore,  
But iron dug from central gloom,  
And heated hot with burning fears,  
And dipt in baths of hissing tears,  
And battered with the shocks of doom  
To shape and use.

—In Memoriam.

**B**EGIN to see a little the truth of the old saying that used to bother me so, that the real things are the unseen. Our years fly by. And, when they and all that they bring us—our material bodies, our riches, our reputation—are gone, and as a tale that is told, *We* remain.

Time, and the things of time, are naught. What we see and feel by our senses is not real, that is to say it has no independent being of its own. But the things which are seen, although in themselves insubstantial and unreal, obtain a *psuedo* reality by means of their contact with and action on the things unseen and eternal. We exist, not as a result, not as an evolution from our environment; but as an original, as an independent part of the great unseen efficient whole, "of whom are all things."

This is the great first cause, which I take to be the only and universal reality; and of it the soul of man is as it were an out-breaking. But our souls are moulded by their earthly surroundings. Therefore temporal things are of importance, not in themselves at all, but solely by reason of their lasting effect on the real thing they come in contact with, namely, our spiritual being.

This is a mystery which in the very nature of things we cannot hope to understand because we cannot look on it from an independent or unbiased standpoint. A doctor can seldom diagnose his own disease; nor can a lawyer see well the strong points of the defendant's case when he himself is plaintiff.

But we may yet get an inkling of it by comparison with things which we do not understand. Our material surroundings have been likened to a theatre in which we are at once the onlookers, and the actors. They are not like a painting, for that has some form and body of its own; but are, as it were, a pageant or show which, when past, is nothing—"leaves not a rack behind." And yet, as when we find in the fossil rock the foot-print of some primeval bird; so, when this passing show of life is gone, there will remain with us, as if photographed and everlastingly preserved, its impression on our being. It—the seen—is but for a season; but its effect—the unseen—is eternal, is *real*.

For good or ill we take the impress of the years. Of what value are the things for which men wear out their

lives? Surely they are of no intrinsic worth. But just as certainly are they important for their influence, and because in their pursuit and enjoyment our characters are formed. They are like a mould for the casting of a golden image. When the metal is hard, the clay may be thrown away. But, until then, it is of use ; and not to be despised. If we neglect it we are as the unprofitable servant who buried his talent; if we take no thought for the precious metal being poured in we may gain the whole world, but we lose our own soul.

Byron's Devil takes Cain into space, and shows him the shadows or phantoms of the dead worlds that have been. So this present state is the *fore*-shadowing of a more perfect existence to come,—but distorted and topsy-turvy, as though seen in an imperfect glass. For now we have good and evil mingled, light and darkness alternating. But when the morning dawns, and the insubstantial images and phantasmagoria of our dreams fade away with the sleep that rounds our little life, we shall see *The Reality*. All things shall then be analysed and divided, like sunlight passing through a spectrum—the wheat from the tares, the true from the false—and between them a fixed and eternal gulf.

While we cannot help being influenced by our surroundings, we should not allow them to govern us, but should make them work for our betterment. We must hew things into shape, and not leave it all to the "divinity that shapes our ends," Otherwise we shall surely complain at the last.

" My life is an unweeded garden  
Things rank and gross in nature only grow in it. "

And if we are to succeed in making our lives sublime, we must ever look forward to this consummation, when they shall be each a perfect part to fit the perfect whole. No lower ideal will do. We must always have in mind our

heavenly origin: and our heavenly destiny. If not we are as the beasts which perish.

“ Our birth is but a sleep and a forgetting :  
 The soul that rises with us, our life's Star,  
 Hath had elsewhere its sitting,  
 And cometh from afar ;  
 Not in entire forgetfulness,  
 And not in utter nakedness,  
 But trailing clouds of glory do we come  
 From God who is our home ;  
 Heaven lies about us in our infancy ! ”

And *home* is not only the place from which we come but the place to which we return.

F. W. L. M.

The Citadel, Quebec, 26th February 1901.

---

## Our Feathered Friends.—VII.

### THE FINCHES.

UNDER the term Finch many birds are included, such as the Grosbeaks, Crossbills, Purple Finch, Redpoll, American Goldfinch, Pine Siskin and Snowbunting, and many others. Those named are the birds which I propose to describe in this paper. We may call them winter birds, for all except the American Goldfinch and Rose-breasted Grosbeak are seen here during our winters. That does not mean that they are invariably seen every winter, but that they often pass the winter or a portion of it with us. There are years when few of them are found, perhaps, of some species, none. Other years, again, they are seen in great numbers, enlivening the sombre scenery of forest or field by their bright plumage and active movements. The mildness or severity of the season has much to do with their presence or absence, their number, whether great or small.



## THE GROSBEEKS.

The winter of 1899-1900 was quite a mild one, and a more than usual number of the Pine Grosbeak was to be seen, some visiting the outskirts of the city. In severe winters they go further south. They are pretty large birds, about the size of our Robin, hence they are called by some the Winter Robins. But both species of Grosbeaks differ a good deal in form as well as in color from the Robin. The Pine Grosbeak is commoner than the Rose-breasted. It is carmine above with streaks of darker on the back—below it is of a paler color. There are two white bars on the wings. This description applies to the male. The female is ashy gray, shaded with olive on head and rump, and is lighter in color underneath.

The Rose-breasted Grosbeak is a rarer and handsomer bird. The male has the head, neck and most of the upper parts black, the rump and under parts white; a beautiful rose or carmine stripe descends from the throat and expands towards and over the wing coverts; the female differs so much in color that on seeing it one is inclined to think he has a bird of another species in view. There is none of the rose-red which so beautifully marks the other. The general color is gray above, streaked with blackish and olive and some white about head and wings. Below is an impure white.

The food of both these species consists chiefly of seeds, buds and berries but the latter species also takes a variety of insects, and is even credited with visiting potato patches and devouring the potato beetle, a feat which should entitle it to our protection.

## THE CROSSBILLS.

Two species of Crossbills are found in the northern part of North America, and these two visit the Island. They obtain the name Crossbill from the structure of the bill. The

mandibles cross each other near the point. Of this Wilson says: "On first glancing at the bill of this extraordinary bird, one is apt to pronounce it deformed and monstrous; but, on attentively observing the use to which it is applied by the owner and the dexterity with which he detaches the seeds of the pine tree from the cone and from the husks that inclose them, we are obliged to confess that no other conformation could have been so excellently adapted to the purpose." The Crossbills are more numerous in the North than in the South, as their food consists chiefly of the seeds of the cone-bearing trees, the pine, the fir and the larch; and these trees are much more abundant and cover a greater extent of country in the North particularly the northern part of the Temperate Zone.

They are smaller than the Grosbeaks which they resemble in color, but can be readily distinguished by the crossed bills.

One of the two species is known as the American Crossbill, the other is called the White-winged Crossbill. Both are reddish, the color of the latter inclining to rose-red. The female Crossbills differ in color from the males as much as the female Pine Grosbeak differs from the male of that same species. The females of both the American and White-winged Crossbills are brownish olive, streaked and speckled with darker lines; the rump saffron. The species are distinguished by the white bars on the wings of the White-winged Crossbill.

#### THE PURPLE FINCH.

The Purple Finch is a handsome bird, crimson or rose-red, and this color is most intense on the crown. The feathers of wings and tail are dark gray with reddish edging. The sexes differ as much in color and in the same manner as they do in the Pine Grosbeak and the two species of Crossbills. The female is olive brown, the feathers above have lighter edges giving a streaked appearance to the back;

below it is white and spotted with the general color of the back. I have seen the Purple Finch during spring and summer only, but it is known to pass the winter here.

#### THE REDPOLL.

The Redpoll is a smaller bird than the Purple Finch. The crown of the head is red, as we might conclude from its name. The rump also is red or white, but is always streaked. The back is streaked with dusky and flaxen. It is often seen here in winter, and before it departs in early spring the breast of the male assumes a rosy tint and then it bears some resemblance to the Purple Finch, particularly when it faces towards you. But it can be even then known by the black spot always seen under the chin of the Redpoll.

Its home is in the far north. There it is seen enduring the extreme cold of the Arctic regions without apparent discomfort. Scarcity of food is believed to be the cause of its migrations southward. Its food consists of seeds—the seeds of such plants as are commonly known as weeds.

#### THE AMERICAN GOLDFINCH.

The Goldfinch is a prettily-attired bird, and is easily identified. The plumage is chiefly a golden-yellow, with the wings, tail and forehead black. These are the markings of the male bird. The female is plainer, being inclined to olive above, a dull yellowish below, with the wings and tail dusky. As far as I know they do not remain with us in winter, but migrate southwards. The male does not retain his bright colors during the whole year. In the autumn he assumes the same color as the female. The Goldfinch is sometimes called the Thistle Bird, for it is not an unusual sight to see one perched upon a thistle, the seeds of which are devoured by these birds. They frequent cultivated fields and orchards, and may be often seen passing from field to field in an undulating flight—singing a short chirping song.

#### PINE SISKIN.

The Pine Siskin, or Pine Linnet, has not the thick bill usually found among the finches. It is a plain bird in comparison with its generic relative, the Goldfinch. It is streaked above with dusky and olive brown; below with dusky and whitish. In spring there is a good deal of yellow intermingled with these colors. The yellow is brightest on the rump and at the bases of tail and wing feathers. It is the same size as the Goldfinch, and this size

is less than that of the Redpoll. These birds may be seen in the coldest days of our winters, generally in small flocks, in groves of cone-bearing trees, and flying from grove to grove in crowded flight, with a twittering, rattling note.

#### SNOWFLAKE.

The Snowflake, Snowbunting or Snowbird, as it is commonly known among us, scarcely needs a description for those who live in the country, though it is not so common now as it was thirty or forty years ago when large flocks were often seen moving in restless, swirling flight over the snow-clad fields, seeking the seeds of plants wherever the weeds peered above the drifts of frost-formed snowflakes. Offspring of Arctic Nature, with swift wing it traverses regions where man, boastful of the aids of Science and Art, and eager in the pursuit of empire, wealth and glory, has been unable to penetrate. The spring plumage is pure white; the back, wings and tail variegated with black. In this plumage we do not see it—it is then in its distant northern home. When it visits us, the white is clouded with light brown. It is smaller than any of the Grosbeaks, and longer or larger than the other birds mentioned here.

A few sentences from Nelson's "Birds of Alaska" telling how he found this interesting bird in its home, may be appreciated by readers who are not accustomed to see the Snowbird.

"The Snowbird is a summer bird in all the circumpolar regions, and none of the various Arctic expeditions have extended their explorations beyond the points where this handsome species is found. About Plover Bay, on the high mountains rising abruptly from the water, I found it common and breeding, the last of June, 1881, and on June 24th, the same season, it was also found in fine breeding plumage at the south-west Cape of St. Lawrence Island, where we landed from the "Corwin." Their note was different from any I ever heard them utter during their winter visit to the south, and was one of protest or alarm, as shown by the uneasiness of the birds as they flitted overhead. We suspected they were nesting from their movements, and asked three or four native children, who ran to meet us, if they knew where the birds had their eggs. Just back of the huts, about 100 yards distant on the hillside, and sheltered by a slight tussock, was placed a warm, closely-made structure of fine grass stems, interwoven throughout with feathers and cottony seed-tops of plants."

## SUMMARY OF DESCRIPTIONS.

NAME	Length in inches	Color Above	Color below.	Special marks.
Pine Grosbeak,	8 to 9	Male: Red; wings darker Female: Ashy gray.	Paler or whitish.	Two white bars on wings
Rose-breasted Grosbeak	7½ to 8½	Male: Black and white Female: Streaked with black and olive:	White below Same below	Breast with rose-red
American Crossbill	6	Male: Brick red. Female: Olive brown, rump saffron.	Same below	Mandibles crossed
White-winged Crossbill	6	Male: Rose red. Female: Olive brown.	Same below	Mandibles crossed and 2 white wing bars
Purple Finch	6	Male: Crimson. Female: Olive brown.	Whitish-crimson White-streaked	Feathers at base of bill hoary.
Redpoll	5½	Streaked with dusky and flaxen.	Dull whitish	Crown, red Chin dark
American Goldfinch	5	Male: Yellow, black on wings and tail. Female: Olivaceous yellow, blackish wings & tail	Yellow Yellowish	Forehead, black,
Pine Siskin	5	Streaked with dusky and olive brown.	Streaked dusky and White	Sulphur yellow on wing and tail feathers.
Snowbird	7	White; black on wings and tail.	White	Bill and feet black.

## Charlottetown Fifty Years Ago.

AND what are we to remember this time, what is there interesting to record, Is it the appearance Charlotte-town presented to a stranger coming up the harbour, and what we imagine some of the many immigrants coming here from Scotland and Ireland in the early forties, and later on, thought of it? Some probably would see it very flat and unattractive, others look upon it as well protected from the encroachment of any enemy, and others again would think it a comparatively busy place; that is if its numerous shipyards, with generally two or three vessels under construction, were any indication, and would decide there was plenty work for all who were able or willing to do it.

The Douse shipyard being on the Douse property near the west end of Richmond Street was the first to meet the eye, as it showed up from the harbour, and there Mr. Douse built several vessels.

The next to be seen was close by where the Steam Navigation Wharf now is, and where the second Gulnare was built in 1845 by Peake & Duncan. The first Gulnare was built in Quebec and came to Charlottetown in 1841, the same year that Captain Bayfield, Commander Bedford, Lieutenant Orlebar, and the other officers of the surveying staff came to take up their residence here. The second Gulnare not being quite up to their expectation, they had the third one built in Quebec. She proving a failure, the late Mr. Robert Longworth undertook to build the fourth. All were topsail schooners, and we understand the fourth Gulnare was more satisfactory. After that they had their first steamer, the Margareta Stephenson, built by

and belonging to a firm in Quebec by the name of Stephenson.

Further along and almost directly below where the Duncan House stands, was the Duncan shipyard, where the ring of the workman's hammer was constantly heard, and where the largest ship ever built on this Island, registering 1791 tons, was launched in the year 1858, by the firm of Duncan, Mason & Co., and named "Ethel," after Mr. Duncan's only child.

Mr. Heard's shipyard was about where the railway yard is, only nearer where the railway wharf is built. On the shore not far from the Kensington shooting range of to-day was McGill's shipyard, where there appeared to be always a vessel on the stocks. Some of the old ship-builders used to say, that ship-building was like making patchwork quilts, that when one was finished there was almost enough material left to make another, and in that way they were induced to go on building. But the wooden ships of P. E. Island are almost amongst the things of the past and it is only now and again we hear of a ship being built.

On part of Kensington the land was very low and wet, caused by a stream running in from beyond the St. Peter's Road. The way to the McGill shipyard was along the shore and as the outlet from the stream to the Hillsborough River was wide, a bridge was built over it. On the north side of the bridge was a floodgate, or sluice, and as the water rose quite high, it caused a whirlpool. It was a great amusement to many of us children, to throw chips or sticks into the water, as far from the eddy as possible, and watch them drawn in, and, after whirling round a while, disappear into the vortex. The current was very strong there and the danger often was of ourselves going over and sharing the same fate as the chips we had thrown in, but the strong railing of the bridge was a safe guard.

About fifty yards beyond the bridge and standing upon the rising ground was an object of great interest to all. A

large vat had been built for the purpose of rendering oil from seals, brought in by the Island sealing vessels. Whose venture it was or whether it was successful we do not know but there it stood for many years. In appearance that vat reminded us of a huge square cup and saucer standing fully twenty feet high and about a foot up from the ground.

Ships with immigrants came to this port every two or three years, fifty to sixty years ago. The "Margaret Pollock" of St. John, New Brunswick, brought a large number of passengers at different times. In May 1841, she arrived from Belfast, Ireland, with six hundred and thirty-five passengers on board; twenty-six died before they reached here. Later on she brought a great many Scotch immigrants. One ship, we remember very well, was the "Lady Constable." She arrived here on the 21st of May, 1847, and had four hundred and forty passengers. When they were out some days, ship fever of a very malignant type broke out among them. Twenty-five of their number died before they reached this harbour, eight others died soon after coming into port, or within a few days. Of course the arrival of this ship caused great consternation to the people of Charlottetown. What was to be done with the ill and dying unfortunates so unexpectedly thrown upon their hands: a place of shelter must be provided for them. Some suggested the Marine Hospital at the end of the Brighton Road, and on the furthest part of the Government House farm, (now Victoria Park) but that was not allowed. After a day or two an isolated house was found situated on one of two vacant blocks between Hillsborough and Weymouth Streets, near Water and some distance back of where the Notre Dame Convent is. The yellow flag flying over this unfinished house made it look very dismal, but a more dismal sight was the many rough-board coffins of all sizes, carried past on a truck to the R. C. cemetery on St. Peter's Road, (then a new burying ground) and to know that each one



contained a victim of the dread disease. We remember counting eight coffins at one time, probably those held the people who died whilst the ship was in Quarantine. We have also counted three and four each day, and sometimes one and two twice a day as long as the fever lasted, but eventually the "plague was stayed," and those who survived were allowed to go at liberty. When it was found there were too many patients for this temporary hospital some were sent to the Lunatic Asylum at Brighton, where they were kept all summer and where a number of them died. The only Charlottetonian we remember contracting typhus (or emigrant fever as it was called) was Mr. A. H. Yates, Auctioneer; he was very ill, and it was impossible to get any one to nurse him, all were so terrified. At last they succeeded in getting one of the immigrants, a widow whose husband had died of fever. Many of the women who came in the "Lady Constable" hired in town and made good servants.

One we remember, a fine-looking woman who was only twenty-one and had lost her husband and child, was a very reliable servant, but was always sad. Her mistress had great pity for her, knowing her sorrow, and would often go and talk to her. Generally she found Mary working as busily as she could at whatever she was doing, the tears streaming down her face, and singing one of the songs of her country. When asked how it was she was shedding tears when she was singing, her reply was, "I am sad, sad when I sing, and when I laugh the loudest, my heart is sorriest, sometimes when I think that those I loved best, and left home and country for, are now lying in the cold churchyard I feel my heart will break." Mary was only one of a number who felt just as unhappy as she, but after five or six years when time, the great healer of sorrow, had dried away her tears, she comforted herself by taking another husband and they together made a comfortable home.

## Our School System—6th Paper.

I PROPOSE this paper to be somewhat of a miscellany.

I wish, if possible, to show what would be the results, other than those already indicated, both to the Government, the districts and the teachers, should my previous suggestions be adopted, and to point out the kind of buildings and grounds, which, in my opinion the enlarged schools should have and where they should be located. I also propose to briefly touch upon inspection,

Leaving, for the present, the strictly educational part of the subject to one side, let us consider what would be the material and financial effect of adopting the system outlined in the foregoing papers.

It goes without saying that to the eye the most evident result would be a very large reduction in the number of primary schools. Were this Island of such shape as to admit of being mapped out in square blocks there would be no real difficulty in including an area of say 36 square miles, i. e. a six mile square, in a school district. True this would be a very large district, but if it has been found by actual experience in Massachussets that a distance of three and a half miles presents no difficulty in bringing children to school, the maximum distance to a central site in a six mile square should present little difficulty here.

But this Island is not so shaped. It is very much cut up by arms of the sea and by rivers, which, with one or two exceptions, are in reality arms of the sea. Then again the central point in the area of a district would not necessarily be the most suitable situation for the school. The centre of population must also be considered, and in that connection the interests of the minorities in the more sparsely settled parts of the district should not be over-looked. Still

making every allowance and bearing in mind the very considerable amount of unoccupied land in some parts of the Province, referred to in an earlier paper, it seems to me, as a rough estimate, that on an average twenty square miles, or a four and a half mile square, could be included in a district without any serious difficulty. The working out of this idea would take time and would require to be done with the utmost care and with good judgment. It would mean consolidating the 464 school districts of 1899 into 100. If the area be made sixteen square miles, or a four mile square, the number of new schools would be 125. I will take the former number, which, on the average daily attendance for 1899, would give a daily average attendance of about 117 for each school.

Now for the rural schools of Ontario the regulation is one teacher and one room for each fifty pupils in average attendance. I quote from "The Educational System of the Province of Ontario," by John Millar, B. A., Deputy Minister of Education, for which I am indebted to Hon. Mr. Ross. He says:—

"In the case of rural schools the trustees are required to conform to the following requisites:

\* \* \* \* \*

Where the average attendance of the section for the previous year exceeds fifty the school-house shall contain two rooms; where it exceeds one hundred it shall contain three rooms—an additional room and teacher being required for each additional fifty pupils in average attendance."

Now the Province of Ontario is far advanced and most progressive in educational matters. From its example I judge that an average of three teachers to each of the one hundred suggested schools would be ample. Some would need more, some not so many. The teachers of the elementary subjects might well be third-class, and it does seem to me that the services of advanced pupils in the higher classes might well be utilized, and those pupils would themselves be benefitted by being called in to assist in teaching the more juvenile pupils. However, that is a matter for prac-

tical educationists. The head-teacher in the greater number should be a first-class teacher, though in many a second-class teacher would be quite competent to fill the position, and in almost every case the intermediate might well be a second-class teacher. This would mean a very considerable reduction in the public expenditure and that without adding to the rate-payers' burdens while giving them superior educational facilities. The average salary paid in 1899 was \$200.23, but this increased in 1900 and will surely increase again this year, and will go on increasing for some years to come, so that I am well within the mark if I take it at \$205 a year. This would mean \$61,500 a year instead of the \$104,390.03 paid in 1899 or a saving of \$42,820.03 a year. This would justify increasing the salaries of the teachers, who are an underpaid class, by 25 per cent. all round and still save over \$27,000 on the expenditure of 1899, and more on that of 1900, an amount which would simplify the work of whoever may, from time to time, be the Chancellor of our Local Exchequer, while the increase in the teachers' pay would certainly have its effect in retaining good teachers in the profession, a result admitted to be desired. The system would give us more experience and consequently better teachers, and it would give better results from the educational stand-point.

Now as to the school-house and the school site. The building should contain several rooms and in appearance ought to be neat and attractive both inside and outside. It should be a building of which the people of the district could honestly feel proud. What are they now? Far too many of them with their surroundings are about as mean, squalid and unsightly-looking objects as one can see when driving through the country. They are a disgrace to a Province which boasts the proud title of "Garden of the Gulf." I know this is not the case with all and that improvement is taking place, but it is true of a great many

—of too many. They are frequently, I almost think in the majority of cases, built as close to the public road as they can be placed, with a very small area of ground about them, quite too small for a play-ground, for ornamentation or any useful purpose. They are very often without a tree near them and the most prominent feature in the school landscape (sometimes placed on the opposite side of the road to accentuate its importance) is, in hundreds of cases, a very unsightly though suggestive-looking building, whose utility may not be disputed, and is usually self-evident, but the appearance of which is neither ornamental or prepossessing. There is no occasion for making it the most prominent feature in the school's landscape.

How can pupils who receive such education as they get, under such untoward circumstances, be expected to derive the full benefit from the efforts made to instruct and train them? Can they be reasonably expected to acquire those habits of tidiness and cleanliness which ought to prevail in every house, farm-yard and stable, and without which several of the branches of Agriculture, notably those of milk and its products cannot be so profitably and successfully carried on as they would be if more order and neatness were developed in the rising generation, And so far as such schools are concerned, how can neat and orderly habits be instilled into the pupils when so many of the schools themselves, with their squalid surroundings, furnish such strong object lessons, ever before the children's eyes, inculcating directly the opposite. The children are not to blame in the matter. They are the parties sinned against, not sinning. And there is not the slightest occasion for so many or for that matter *any* of the schools and school premises being in this condition.

Why are the schools placed so close to the public highway, where every passing vehicle distracts the pupils' attention and disturbs them in their work? It requires very

little thought to see that that is not the place for quiet study. Looking at the mean little plots of ground about the school in most instances, I am satisfied they are so placed so that the public road may be utilized for a playground, and a few square feet of land thus saved. That it is so used and that, in many cases, it is practically the only playground the children have, must be evident to all who are in the habit of passing over the different roads of P. E. Island. Just fancy the dusty, dirty highway being made the children's playground! Children have just as much right to their little games and pleasures—their innocent amusements—with proper facilities for enjoying them, as their fathers have to such pleasures they enjoy, and the children's healthy mental growth is being stunted when they are deprived of this, their birthright. They do not get their right when they are forced to play in the dust and dirt of the King's highway. We have all seen hens enjoying themselves in the dust of the roads; fleas are reputed to be in their element there, and, after a fall of rain, worms seem to enjoy exercising themselves crawling over the wet ground, but children are not hens, they are not fleas; nor, except in the figurative sense that all men are worms, do they belong to that variety of the creeping world. Then why are they treated as such? In the name and on behalf of the children, the future men and women of P. E. Island, I protest against their being so treated; against their being robbed of their birthright.

A school requires a good-sized plot of land about it, and the school-house should be set well back from the road. In Ontario half an acre is the minimum, in Maine one acre, and the distance of the building from the road in the former must be at least thirty feet, and that is not enough. In Maine one hundred feet from the road is the distance recommended. Here are some of the requisites for school sites and premises in Ontario:

<sup>11</sup> Every school site should be on a well-travelled road, as far removed as

possible from swamp or marsh, and so elevated as to admit of easy drainage.

"There should be a well or other means of procuring water so placed and guarded as to be perfectly secure against pollution from surface drainage or flith of any kind.

"The area of the school site should be not less than half an acre in extent and if the school population of the section exceeds seventy-five, the area should be one acre.

"The school-house should be placed at least thirty feet from the public highway."

Mr. W. Stetson, State Superintendent of Schools in Maine, to whom I am indebted for a copy of that State's School Report for 1896, says:—

"In selecting a site for a school building, the principal items to be considered are size, soil, drainage, sightliness, and location in the community using the school-house. The lot should have an area of not less than one acre, and should have a frontage of about 180 feet and a depth of about 240 feet. \* \* \*

"The lot selected should have as many natural features of beauty as possible. The outlook should be as interesting and varied as circumstances will admit. It should not be in a low, damp place. It is better that it should not be on the top of a bleak hill. A slightly rolling area, in a reasonably sheltered section is the most desirable. The building should be so located as to give a sunny playground and yet prevent, as far as possible, the direct rays of the sun from falling upon the desks during school hours.

"Great care should be taken in selecting a lot for a school building either in the country or in a village, to have it so located that the school will be as little disturbed as possible by passing travel, and by industries that are carried on in the community. Reasonably quiet surroundings are essential conditions to the best work in the class-room. The disadvantages of dust and other annoying conditions are too apparent to need special mention. A community cannot afford to sacrifice quality of soil, sightliness, elevation, drainage and quiet to the single item of central location.

"The school building should be placed about 100 feet from the street or road, and as near the centre of the lot, from right to left, as the conformation of the ground will permit."

In Prince Edward Island, even our present schools should have at least half an acre, and if they are consolidated there should be at least one acre, and for reasons which I purpose to offer later on, I think there ought to be two or more acres for each of the large, new consolidated schools which would result from adopting the system I have tried to outline.

Then, again, there is the question of Inspection. It is no reflection upon any of the three present Inspectors or upon their predecessors, nor upon any men who may hereafter fill their positions, to say that neither they nor others

holding their positions, can thoroughly and satisfactorily discharge their Inspectoral duties when they have so large a number of schools in their respective Inspectoral districts, as they now have. The size of the schools does not matter so much as their number.

Reduce the number and give either of these gentlemen thirty or forty schools to over-look, and they can do the work well and much more satisfactorily to themselves and the public than they can ever attempt to do now. In fact, and it must be evident to any one who considers the matter, the Inspectors have at present no chance. With thirty or forty good large schools, well kept, well taught, well-disciplined, they could inspect each one thoroughly four or five times a year, and I have no doubt but that they would find much more pleasure and satisfaction in the discharge of their duties under such circumstances than they can with the cursory methods which they must, perforce, adopt at present.

Here let me ask, is the system of inspection, which the public demands, the right one? I do not think so. The common idea is that the Inspector should visit the schools as frequently as possible (which under present conditions cannot be often) and examine the classes. I do not know that the present Inspectors adopt or act upon this idea. I know it is generally held, but as the Inspectors happen to be good men, I am inclined to think they may hold a wider view. It seems to me that the *purpose* of inspection *is* inspection and *not* examination. An Inspector should be able to take any class, high or low, in hand and examine it. He should occasionally do so, but it does not seem to me that that is really inspection. It may be, and I think is an incident very essential to successful and thorough inspection, but it is not inspection. It seems to me that inspection means seeing how the teacher carries on his work; seeing that it is properly carried on, and that it is kept up to



the mark and, to so inspect, it would be well to watch how a teacher teaches and himself examines a class, and also to see how he keeps his school buildings and grounds in order, what sort of discipline he maintains, how he manages his pupils, and the respect in which he is held by them. An occasional examination of a class (not necessarily one of the highest) by the Inspectors would be well for the purpose of testing the work, but I repeat that I do not believe that inspection and examination in this respect are synonymous terms. The duties of an Inspector, while he should be competent to examine any class, are not those of an Examiner. I give these views for what they may be worth. I do not claim to be an authority on the subject.

I would call the attention of the present very able Superintendent of Education and of the three Inspectors to this question. They will know whether inspection and examination in the sense now used in connection with our primary schools, mean or should mean the same thing or not. My own impression is that the work the public look for from Inspectors is not Inspectoral work at all, but simply examination work, which is not of much use except as an incident to real inspection. Inspect the school, its surroundings, the teacher and his methods of teaching and managing his pupils, and let the examination of odd classes be simply a means of testing the correctness of such inspection. Should this course be taken I feel sure that the results would be satisfactory.

A. B. WARBURTON.



## Days of Bishop McEachern,—1790—1836.

OUR early history is so closely identified with the labors of Bishop McEachern that the local traditions may interest some. In fact, it is on local traditions we have mainly to depend, for, from a regrettable loss of records, much data for an extended biography of him is not available.

About 1790 there was a movement of part of the Highland clans to America—encouraged by the British Government, as the experience of 1715 and 1745 had shown that the hearts of these people were still with the “Bonnie House of Stuart.” And so the McEacherns and others, as a McIntosh and a McBharish, came from the port of Ardnarmurchan, in the Hebrides, to settle at Savage Harbor in 1790. The Rev. Angus McEachern was then finishing his studies for the priesthood at Valladolid, in Spain, and on returning to Scotland he obtained permission to join his clansmen in the Island of St. John.

There was no other clergyman here at the time, except an aged chaplain of the McDonell and McDonald families, Rev. Augustine McDonald, who died in — (the date of his death is not given on his monument in St. Louis cemetery). A few entries made by him in a book in 1794 show about a dozen names—divided between Savage Harbor, Five Houses (now Fort Augustus), and Grand Tracadie. At that time a Mr. McRae kept a little store somewhere near Stanhope. Prices of farm products did not differ materially from those of the present day, but the price of groceries did; 6 shillings per pound for tea, and 7s. 6d. for a loaf of sugar seems higher.

The new settlers had all the difficulties incidental to pioneers to contend with, but the hardy Islemen were not easily discouraged. The work of settlement received a

great impulse when Rev. Mr. McEachern arrived in 1792. He personally directed the settlers' labors in united action—hewing down the forest, erecting dwellings and building boats. Clad in his plaid he moved among them, inspiring them with his own vigor. Soon a roomy mansion, built of the red sandstone of the country, was erected for himself at Savage Harbor. It was a veritable "Chastel Ruiadh," and it is a matter of regret that it was taken down in 1867. It stood near where Mr. A. Peters' shooting lodge stands at the present time. Its front looked down the tiny bay to the wooded island once the burial place of all the Micmacs, and whose banks now reveal many relics of them such as arrow heads and stone axes. The rear windows of this house gave a view of the blue waters of the gulf, between the sand dunes, which flanked the harbor entrance. But not much of his time was spent in this beautiful retreat; his duties called him to all parts of the Island, among a scattered population, so that he was almost continually on the road. And such roads! Along shores and by uncertain trails, fording rivers or ferrying on rafts; where possible on horseback. During winter the various bays and channels, which lay along the north shore from St. Peter's to Cascumpec, with various stretches of land travel and sometimes parts of the shore ice, formed the Joggins route. When the snows lay deep snowshoes were the only means of travel. As an illustration I give the words of a very aged Micmac: "I have seen Bishop McEachern, and remember passing St. Andrew's before there was a church there. I was camped at mouth of Morell after big snow. About dark one evening saw man coming on the bay on snowshoes, and pretty soon the *Goluck Padlessey* came up. "Anything to eat, brother?" "Nothing but heel padle." "Well, eel very good, my son." The Micmac pointed out to him that another storm was impending, as the fox ran barking along the river, but he said, "I must reach the portage to-night, sick man

there." And on the moonlit bay he went to take up his lonely march.

His arrival at a settlement brought all the people living near, without distinction of class or creed, to his stopping place eager to hear the news from the old land, as his facilities for receiving letters were a little better than theirs. After the performance of his various religious duties, advice given for care of the sick and any disputes amicably settled, he gave them all the latest accounts of how matters were going in the old country, for these were stirring years in Europe, —the '92 in France, '98 in Ireland and the meteoric career of Napoleon filled the people's attention. It must have been irksome to be deprived of news of passing events, but the mails from abroad were few and far between, as the service was carried by sailing vessel. Until the name of the Island was changed, letters addressed to the "Island of St. John" quite often went to St. John's, Nfld., or St. John, N. B., or even to St. John, Antigua. There was no newspaper printed on the Island until 1830, and people got the Halifax Register, or the New York Truth-teller; or papers "from home," which were preserved and sewed into volumes. There were no envelopes or stamps, and everyone who had correspondence was provided with a seal or stamp, with his crest or initials; a box of vari-colored wafers, various sticks of sealing wax of different colors, and a small package of fine sand, as blotting paper had not been thought of. Folding and sealing one of the big letters neatly would puzzle people now.

About 1818, a French priest, Rev. Mr. Cecile, came to assist Rev. Mr. McEachern among the Acadians of Miscouche. Father McEachern, was then living at St. Andrew's where the first chapel was built, and in 1882 he was appointed Bishop of the new diocese of Charlottetown. In 1826 he bought the place known as the College Farm at St. Andrew's from a Captain Burns, and built St. Andrew's College, which proved a great boon to the people of the

Island and neighboring provinces. While never a financial success it filled a pressing need at the time ; it was closed in 1845. Two bishops, eighteen clergymen and many prominent men as Senator Perry, Alick Beaton and Bishop Sweeny claimed it as their *Alma Mater*. Previous to this his efforts to secure assistance had not been very successful, two young men of his people, whom he had sent to Laval, having died ; one the Rev. Eugene on his way down from Quebec to begin his labors here.

Among the teachers of the old college were Rev. Messrs. Brady and LeFrance, Mr. Slattery and the great linguist Thomas Irwin, who there put together the alphabet of the Micmacs and wrote primary school books in that language.

Bishop McEachern's tender care of the people never ceased, and it is recorded that his house at St. Andrew's stood ready, day and night, to receive travellers on the East River ice—a light being placed as a beacon—and his kitchen left open and tables set, where the travellers called and departed at will. He died in 1836 and is buried by the altar of the pretty Gothic Church at St. Andrew's.

About 1790, also, another interesting settlement was made at the west side of Savage Harbor, where about half a dozen families of Coffins located. These were Loyalists who left Nantucket after the Revolution, and as the writer was informed were transferred here, with their effects, even to their Connecticut wagons. These old men had all the virtues of the Puritans and no faults, and as a matter of course were successful. It would be pleasing to be able to record that the British Government granted these Loyalists land, but it did not. They bought their land of Chas. Fox Bennet, the big land owner of St. John's, Newfoundland.

The laws passed in the early days seem to have been tinged with Draconian severity. One act reads : " Whereas, many people had been drowned by taking boats and running away from the Island," it was declared a punishable offence.

The old country people did not discard their customs totally as long as they lived. Curling or golf played upon the ice was a favorite game. Often the funeral cortege of a person born in the old land was headed by a piper playing *Lochaber na Mair*, and still a Highland bonnet might be seen occasionally. One can scarcely credit that cattle were safely brought from Scotland on the decks of small sailing vessels. And an excellent variety they were, known locally as the *Cantyre* breed, a small, hardy animal, invariably with blueish-black sides and a white stripe along the back—with the very useful quality of an even flow of milk winter and summer.

The early settlers had to take many risks to get their produce to a market. Boats, or half-decked, small sailing-craft often carried produce and a few live animals to the market of St. John's, Newfoundland, or Halifax. Another market of the time was Fox Island, near Arichat, a busy place then, as immense quantities of herring were taken there. Prices were good and mostly paid in Spanish dollars. One of the old families had kept a little sack of these (some twenty in number) "for luck" for perhaps sixty years. When put in circulation in 1883 the owner was surprised to find that by interest and deterioration of value they must have lost their value twice over while held up. These old dollars were roughly made, apparently stamped out of a sheet of rolled silver, and often the inscription set awry. The edges were not milled or finished. A practice prevailed in these times of punching a piece about the size of a quarter out of the middle of the silver dollar; this piece passed for half a crown, while the mutilated piece still passed for a dollar; this was the "holy dollar." Some were in circulation in 1830. An act to prohibit the clipping of coin was early put in force. The idea of this strange practice was to make money plentiful by keeping it on the Island.

A son of Crispin (not heeding the Latin proverb, "ne

sutor ultra crepidam ") issued on his credit bills printed, not on paper, but on leather, which passed current for a time. This was a Mr. Fitzpatrick, of Morell. The legislators of the time found by degrees where there were faults in the laws and corrected them.

As the settlement of the people on the Hillsborough is already part of the Island history we need not refer to it here.

J. B.

## Varia



### CORRESPONDENCE.

"Breathes there a man with soul so dead  
Who never to himself hath said  
This is my own, my native land."

—*Scott.*

YOUR courteous suggestions to readers of your interesting little Magazine to send you "thoughts of home," prompt an effort on my part, though not accustomed to public writing, to send you some little comparisons which have often occurred to me as being worthy of note.

As compared with the din and bustle of a metropolitan city, contributing as it does to the many infirmities, especially nervous troubles with which the American people suffer, how sweet, restful and health-giving seem the environments of our little Island home. None fully appreciate the contrast except they have gone into the midst of the business life of those who are striving to get rich at the expense of health and happiness.

It seemed to me on my last visit home that more thought and attention were being given to village and rural improvement and to the beautifying of homes and places of worship. This, with the natural gifts which have been so bountifully bestowed, are sufficient in themselves to attract and delight the children of the "Garden of the Gulf." Not only do these attractions appeal to our own people but they are annually enjoyed by scores of tourists who find here elements of health and contentment quite in contrast with the more populous resorts.

To return to the hearthstone of one's childhood home is indeed

an inspiration which only those who have gone out into the wide world to earn by their own efforts the "wherewithal" can fully and honestly appreciate. It does the heart good on returning, even for a brief visit, to the old home, to note the very many advances and improvements which are shown on almost every hand. What, for instance, could be more commendable or worthy of encouragement than the fact that nearly all are awake to the invaluable importance of a good education. This alone, if nothing more, is a matter for congratulation. How true the saying, "knowledge is power"—with it all things are possible; without it nothing is assured.

I have been much interested in the articles which have appeared from time to time on practical education, by Mr. Warburton, and the force of his reasoning ought to be apparent to everyone.

Prince Edward Islanders certainly have a right to feel proud of many of her children, who have distinguished themselves in many ways at home and abroad.

I would like to suggest to some of the more favored ones, whose loyal hearts go back to the old home, that nothing could enshrine their memories like contributions, however small, towards the establishment of circulating libraries, whereby everybody might enjoy their privileges.

Those who have been deprived of such advantages cannot appreciate their merits until they have secured them, hence, any scheme suggesting their procurement will be, I am quite sure, received with favor. Possibly some arrangement could be devised by which the school teachers could have charge of these circulating educators and thereby give to each district its own little library. Would it not appeal to us all were we given an opportunity to contribute our mites to such an worthy object.

I have already taken, I fear, too much of your space, but the subject is one which I hope will interest and move your many readers to respond to; so that something may develop, and thus bring about this desirable, and as I feel, needful public benefaction.

S. HARRIET MACDONALD.

Boston, Mass, June 17, 1901.



The splendid series of articles on our school system, running through the PRINCE EDWARD ISLAND MAGAZINE for several months past strike the true keynote. There are few men in this Province probably so well equipped and so in every way competent to handle this delicate question as Judge Warburton is. "Tender-handed touch the nettle and it stings you for your pains,"—so the effect and result



of Mr. Warburton's predecessors who have attempted to handle our educational system. But Mr. Warburton in contradistinction to all others handles the question "like a man of mettle, and it soft as silk remains"—pliable, malleable. Public opinion, some writer says, is like a knife—catch it by the blade and it cuts and wounds; grip it by the handle and you direct it as you desire. Our friend, Judge Warburton, takes hold of our educational system by the handle and is surely, if slowly, moulding and shaping the public opinion of the Province to a knowledge of its numerous defects and shortcomings.

Our educational system, for some occult reason, has so far been treated as a divine institution. Great, indeed, then is the courage of Judge Warburton to enter a breach so dangerous—to tread upon ground so religiously and scientifically mined with the most deadly explosives. That the danger is but an imaginary one all these years, is shown in this as in many other things, and that it only needed a man with more courage and fortitude than the most of us, like Mr. Warburton, to completely dissipate the erroneous impression. Judge Warburton has skilfully entered the wedge and the total cleavage, if not complete disintegration of our boasted P. E. I. School System is but a matter of time, and its end—its judgment day shall not come any too soon. Its result has been meagre. It has spread Athesim. It has detracted against the worship of God. It has abolished Reverence. It has displaced humility from the plane of virtues and reinstated pride and arrogance in its place. It has overcrowded the professions. It has dispopulated the farms and created a contempt for agricultural pursuits. It has done more to increase the exodus to the United States than any fiscal policy of a Government since 1877. It has done these and more. It is surely time to call a halt. More anon.

J. A. MACDONALD.



QUERY.

SIR,—I have before me a pamphlet entitled "An Address to Prince Edward Island, by Fabius Cassius Funny Fellow, A Native. P. E. Island. Printed for the Author 1862." I shall say nothing about the merits of the publication, but I should like to know who was its author, who its publisher. Can you or can any of your readers enlighten me?  
Yours, BOOKWORM.



QUERY.

SIR.—I was not aware until lately that there was a magazine published in this Province before your admirable Prince Edward Island

Magazine made its appearance. I have, however, among my books a copy of the first issue of "The Progress Magazine, January 1867," which was to have been printed and published on the first of every month, by Thomas Kirwan (not far removed from Irwin!) at his office, Central Street, Summerside, Prince Edward Island, at the cost of six pence for a single copy, and of five shillings for a year's subscription. I should like to know how long the publication lived, and anything else about it which you can tell me.—SUBSCRIBER.



**From Old P. E. Island Newspaper Files.**

CRICKET.

At a meeting held at Masonic Hall on Tuesday, the Ninth of April, 1850, for the purpose of forming a Cricket Club, Charles Stewart, Esq., having been called to the chair, the following Resolutions were severally proposed and agreed to:—

First, That it is the opinion of this meeting that a Cricket Club be formed to be called

"THE CHARLOTTETOWN CRICKET CLUB."

Second, That the affairs of the club be managed by a President, a Secretary, and Treasurer, and four other members who are to form a committee, of which the President shall, ex-officio, be a member but the others shall be elected annually, three of said committee to be a quorum with power to frame Bye-laws, subject to the revision of the whole club.

Third, That the Entrance Fee for each member shall be Three Shillings, and the annual Subscription Five Shillings.

Fourth, That an Annual Meeting of this club be held on the second Tuesday in April in each year, and that the committee shall have power to call meetings at any other time when occasion may require.

Fifth, That the Rules of the Game as laid down by the Marylebone Cricket Club in London, be the rules of the Charlottetown Cricket Club.

Sixth, That the committee be directed to collect the Entrance Money and Subscriptions and as soon as possible to purchase Bats, Balls, Wickets and any other necessary things, and also to endeavour to procure a Field for the use of the Club during the ensuing season.

Seventh, That the number of Members of the "Charlottetown Cricket Club" shall not exceed thirty-five, and that the election of the Officers and Members be by ballot.

Eighth, That in order to elect any Officer or Member of the

"Charlottetown Cricket Club," the votes of at least two-thirds of those present must be in his favour.

Ninth, That there be a full attendance of all members of the Club on every Monday and Thursday at Three o'clock p. m., and that all absent on the last mentioned day be subject to a Fine of Threepence, unless an excuse be furnished to the satisfaction of the Committee.

Tenth, That the following Gentlemen be now elected officers of the Charlottetown Cricket Club :

Hon. William Swabey, President.  
 James D. Haszard, Esq., Vice President.  
 C. Stewart  
 J. Hensley                      Committee  
 A. Beazley  
 Wm. Hodgson

The following Gentlemen then enrolled their names as Members of the Club, viz:—

Charles Palmer	Wm. Pethick
James D. Haszard	H. F. Jarvis
H. B. Swabey	A. H. Yates
Charles Stewart	Monson Jarvis
Joseph Hensley	A. Sims
Alexander Beazeley	Donald McIsaac
W. C. Hodgson	J. C. McDonald.
W. Macintosh	W. T. Longworth
Thomas Swabey	H. W. Lobban
A. Lane, Snr.	T. H. Haviland.
D. O'M. Reddin	N. Rankin
Benjamin DesBrisay	Stuart Tremaine
George DeBlois	Francis Longworth
Michael Beazeley	John Ings

Then the Meeting adjourned until Monday, the 22nd April inst.

C. STEWART,  
 Chairman.

#### PROJECTED WHARF.

We beg to acquaint our readers, that a petition to the Hon. the House of Assembly praying for aid to erect a wharf at the end of Great George Street, in Charlottetown is now open for signatures at Mr. T.

DesBrisay's Drugstore and such of the inhabitants as are interested therein, would do well to call and subscribe to the same.

The petition sets forth the advantages of the site for a wharf off the end of Great George Street: First, that it is the centre of the town; secondly, that it will face the new Colonial Building and is in direct communication with the Malpeque and Saint Peter's Roads, which lead into the most populous parts of the Island; and thirdly, that it is nearly opposite the new wharf now being erected on the opposite shore, at Minchen's Point, of which a *Ponton Bridge* or bridge of boats could connect one wharf with the other, and thus a bridge could be formed across our harbour at say, little expense.

—*The Islander, Feb'y 10th, 1843.*



Monday last being the day set apart for the celebration of the birthday of our Youthful Sovereign, it was observed here with every demonstration of respect becoming loyal and affectionate subjects.

At 12 o'clock the detachment of the 37th Regiment in this garrison, under the command of Major Thoreau, the First Queen's County Troop of Cavalry, the Militia Artillery, with two field pieces and four companies of the Queen's County Regiment, making altogether a very respectable force, were reviewed in Queen Square by His Excellency, the Commander-in-Chief. On His Excellency's arrival on the ground a royal salute was fired by the Artillery, followed by a *feu-de-joie* of small arms, at the conclusion of which three cheers for Her Majesty were given by the whole line, in which they were heartily joined by the assembled spectators. The troops then broke in separate columns and marched past His Excellency in review order. His Excellency expressed himself highly pleased with the appearance of the officers and men. Indeed it is long since we witnessed so respectable a muster in Charlottetown and all seemed animated with the best spirit. The Charlottetown Troop of Cavalry appeared for the first time in their uniform, blue with white facings, which was much admired. Captain Lobban's Company was also in uniform, and fully armed and accoutred.

At 2 o'clock His Excellency held a Levee at Government House which was attended by the various heads of Departments, officers of the Garrison and Militia (all in full uniform) and a number of other gentlemen.

In the evening His Excellency and Lady Mary Fitz Roy gave a splendid ball and supper at Government House, in honour of the day.

—*Colonial Herald, May 30th, 1840.*

## SHIP NEWS.

## PASSENGERS.

In the Steamer Unicorn, from Quebec for Charlottetown :

Captain Bayfield, R. N.,

Mrs. Bayfield and family.

Mrs. Bedford and family.

Dr. Kelley.

Lieut. Orlebar. R. N.

The Steamer Unicorn 58 hours from Quebec arrived here Monday at half past ten p. m. After landing her passengers with their horses, carriages, and luggage she proceeded for Pictou at half-past six next morning

—*Colonial Herald, June 5th, 1841.*



## THE ARRIVAL OF THE FIRST GULNARE.

Arrived yesterday—H. M. Surveying Vessel Gulnare, Captain Bayfield, R. N., from Quebec.

—*The Colonial Herald, June 5th, 1841.*



On Saturday, the Adelaide, Captain Barret, sailed for Bristol, with a full cargo of wheat and oats. The departure of this vessel may be reviewed as an event of no ordinary interest, when it is considered that she carries the first cargo of grain ever shipped in this Colony, for the parent country, for although this Island has long been in the habit of exporting largely to the adjoining colonies, in many instances with considerable loss to the shippers, the English market has never before been attempted. With such spirit, however, has the trade commenced that two other vessels of much greater burden are at present in the berth loading for the same destination.

The Adelaide was loudly cheered on her departure.

—*Royal Gazette, Charlottetown, June 14th, 1831.*



Yesterday, the 24th of June, the festival of St. John the Baptist, was the anniversary of one of these few days which are memorable in the history of the Island, being the day on which was discovered this portion of North America, by John Cabot. Three hundred and forty-seven years have elapsed since that event, which happening on the festival of the Church was the cause of the Island bearing, until the

last half century, the name of "the Island of St. John." A curious entry with reference to this discovery occurs in the privy purse expenses of King Henry VII :

"10th August. 1497. To hym that found the new Isle, 10l."

—*Haszard's Gazette, June 25th, 1844.*



#### THE LAUNCH OF THE SECOND GULNARE.

On Saturday last, from the Steam-mill Wharf, a beautiful copper-fastened vessel, of 180 tons burthen, called the Gulnare, built by Messrs. Peake & Duncan, for W. Stevenson, Esq., of Quebec. She was christened by Lady Huntley in the usual manner, and slid off the launchway amid the shouts of the spectators in fine style. This splendid vessel is intended for the Surveying Service, and will be immediately placed under the command of Captain Bayfield, R. N. We regret to have to add that by some accident, one of the seamen belonging to the vessel had his left hand badly shattered to pieces in a dreadful manner, and was otherwise badly injured by the discharge of a brass gun, at the minute the vessel began to move off the launchways.

#### Reviews.

For the man who delights in reading "a magazine of literature, drama, music, art," that is in the fullest sense worthy of its title we recommend the *New York Criterion*. In its pages each month are to be found only what is best. Its different departments are carefully and cleverly looked after, its writers and contributors, are only those who charm. An idea of the value of this fine magazine can only be obtained by seeing and reading a number of it. From a corner of one of its pages we clip the following verses :—

#### IN COUNTRY LANES.

FLORENCE A. JONES.

Oh, country lanes, white-starred with bloom,  
Where wild things nestle, shy and sweet,  
Where all your waving grasses laugh  
And part before my eager feet.

Could I forever dwell with you,  
Letting the mad old world rush by,  
And just be glad of wind and sun,  
Of rocking nest and brooding sky !

How often, in the crowded streets,  
I dream of you sweet country lane,  
And feel once more your soft breeze soothe  
My sordid breast and weary brain.

Ever above the city's din,  
 Above the clink of yellow gold,  
 I hear a wild bird's ringing call,  
 I catch the scent of leaf-strewn mold,  
 Your grasses kiss my fevered cheek,  
 Your hawthorn drops her scented rain,  
 I am a child again, and dream  
 That Heaven bides here, O flower-starred lane?

The *Criterion* is published monthly by The Criterion Publication Company, 41 East 21st Street, New York—\$1.00 a year.



Martha Wolfenstein is said to be a young Jewess who has lived most all her life at Cleveland, Ohio, half an invalid. She has been praised by Mr. Zangwill, and recent tales by her in *Lippincott's Magazine* justify his praise. The "*New*" *Lippincott* for July contains a brief but captivating story by Miss Wolfenstein called "A Judgment of Solomon," which shows why Mr. Zangwill approved of her. In humor, pathos, and knowledge of Jewish character he need not be ashamed to claim it for his own.



In the July *Ladies Home' Journal* nature lovers will find two short stories brimful of sentiment and charm—besides other stories and contributions on various subjects. It is rarely that even this excellent monthly has reached the high standard attained in its last issue. There is not a tiresome page in it.



The *Canadian Engineer* is a monthly magazine that should be widely read by our machinists and others interested in that branch of trade. It is splendidly contributed to and a most creditable exponent of the trade interests it represents. It is published by Biggar, Samuel & Co., Toronto and Montreal. \$1.00 per year.



#### In Lighter Vein.

The recent arrest in Charlottetown of a Commercial Traveller, under the provisions of the P. E. Island Commercial Traveller's Tax Act, has aroused indignation in the breasts of the Knights of the Gripsack. Our versatile friend, W. S. L., champions the cause of his fellow travellers in the following verses. Travellers Rest (a way station on the P. E. Island Railway near Summerside) has evidently appealed to his imagination as a quiet place, where the ten thousand commercial travellers of Canada might assemble for a picnic were the fear of *arrest* removed. The particulars of the arrest were given in the Charlottetown Guardian of June 5.



WELCOME TO P. E. ISLAND.

Tell me not in mournful numbers  
 That that Tax will always be  
 For the visit of our travellers  
 Helps our Island,—should be free.

All enjoyment, and not sorrow  
 Is the Knight of Gripsack's way;  
 Friendly always,—and, to-morrow,  
 Bargain counters bright and gay.

Life is real, life is earnest,  
 And the Jail is not our goal;  
 Leaders Farquharson and Gordon  
 Do not force us pay that toll!

In the world's broad field of battle  
 P. E. Island's business life  
 Wants the bargains Travellers offer :  
 Welcome all without the strife.

Travellers' Rest is nice and pleasant;  
 Let the dead past bury its dead :  
 Sawing wood in plenty, present,  
 Peace and quietness, God o' Head.



Lives of great men all remind us  
 We can make our lives sublime;  
 Perhaps Sir Louis ere he leaves us  
 Will abolish Tax and Fine.

Law is long and time is fleeting,  
 And our hearts, though stout and brave,  
 Hate a lawsuit, rather greeting  
 Islanders to buy and save.

Sister Provinces, we greet thee—  
 Travellers o'er our Island main—  
 Twenty dollars in your pocket,  
 Seeing—shall take heart again.

Let us then be up and doing  
 With a heart for Travellers' fate,  
 Still achieving, not pursuing,  
 Learn to labor—and to *wait*.

WILL S. LOUSON.



#### PROHIBITION.

Could I pour out the water that Charlottetown can,  
 I would fill up the glass to the brim,  
 And I'd drink to the success of the travelling man  
 And the house represented by him.  
 And could I but tincture the glorious draught  
 With his smiles as I drink to him then,  
 And the laughs he has laughed and the jokes he has told,  
 I'd fill the bright goblet again.

And I'd drink to the sweetheart who gave him good-bye  
 With a tenderness filling him this  
 Very hour, as he thinks of the tear in her eye  
 That salted the sweet of her kiss.  
 To her truest of hearts, and her fairest of hands,  
 I'd drink with all serious prayers ;  
 Since the heart she must trust is the travelling man's,  
 As warm as the ulster he wears.

I'd drink to the wife with the babe on her knee,  
 Who waits his returning in vain ;

Who breaks his brief letters so tremulously,  
 And reads them again and again.  
 I'd drink to the feeble old mother, who sits  
 By the warm fireside of her son ;  
 And murmurs and weeps o'er the stocking she knits,  
 As she thinks of the wandering one.

And I'd drink a long life, to our Island friends  
 Who have met him with smiles and with cheer ;  
 To the generous hand which the merchant extends  
 To the wayfarer journeying here.  
 And when he is done with his earthly abode,  
 Aud has paid the last fare that he can,  
 Mine host of the inn at our " Travellers Rest"  
 Will welcome the travelling man.

W. S. L.

*Lords of The North* is emphatically one of the books that should be read. It tells of the old days of the rivalry between the Hudson Bay Company's men and the trappers of the North-West Company—and a thrilling narrative is so woven into the history of that time that double pleasure is realized. In those days men "left the fear of death behind them" when they went on their voyages through the lakes of and rivers of the great North-west, and exciting adventure falls liberally to the lot of the hero of the tale, which is good from beginning to end. Published by Wm. Briggs, Toronto.

Winston Churchill has given us another good book in *The Crisis*, in which he has strongly drawn a cast of characters who each retain an individuality that is rarely the case in modern fiction. It is redolent of the grace and tenderness of the love story rendered so famous in *Richard Carvel*, and to say that this later book is worthy of a place beside the former one is sufficient praise. Published by the Copp, Clarke Co., Toronto.

When we read, occasionally, of the curious effects that result from printers' and proofreaders' mistakes we are tempted to think the stories somewhat far-fetched. But to show how simply an error may occur we instance a blunder made in our last issue, in the contribution by E. L. M. on Charlottetown Fifty Years Ago. The writer is made to say that a Judge sentenced a culprit to be hanged and *burned*. The proper rendering is *buried*, and we regret that we should be the means of conveying the idea that such a barbarous sentence was ever pronounced on this Island.

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# Alley & Co.

## Bruce Stewart & Co.

**Founders, Engineers, ✧ ✧ ✧  
Machinists and Boilermakers**

MANUFACTURER OF

### STEAM ENGINES AND BOILERS

Farm, Dairy and Cheese Factory Machinery. Can  
Makers' Tools a Specialty. Steam and Hot Water  
Heating done, and Satisfaction guaranteed.

Steam Navigation Co's. Wharf,  
Charlottetown, P. E. Island

## When You Get a Suit



of clothes from us you are sure to be glad of it.

Stylish, comfortable and well made—you can't regret your purchase, and only regret they can't last forever.

If they are worn out—that last suit—come in and enjoy purchasing more clothing comfort.



## Men of the Period

Are Well Dressed

There never has been a time when their needs and desires were so carefully and successfully looked after as now.

Men who are looking for a chance to get the best value in Gents' Furnishings for their money are asked to inspect our large stock from the best manufacturers.

# GORDON & McLELLAN



# DIG UP Your Dollars

AND bring them to the Great Big Store for clothing. That big bankrupt stock is going fast

## But

There's a limit to the sale, and we can't promise to continue it always.

## Men's Suits and Boys' Suits

♣ Trousers for Both ♣

At about 2-3 price, just as good as when the price was a third more. If you're not satisfied bring it back and get your money. We don't want you to buy because the goods are cheap, but because they're good. Try it.

## Prowse Bros.

The Wonderful Cheap Men.

# The Man ... and The Fish ...

## **The Fable.**

There's a fable about a mighty fisherman, living in a place where extra large fish were to be caught.

He became discontented and finally went to another place where larger ones were said to abound.

Only to discover that the fish of his native country were big enough to devour the others—whole ones at a time.



## **Here's the Truth.**

The man who sends away for his musical instrument, sewing machine, etc., etc., under a mistaken impression that he cannot buy the same article as cheaply at home—is like the man in the fable: the further he goes the less likely he is to get what he is after.

## **The Plain Truth.**

Our pianos, organs and sewing machines, also small articles such as violin strings, machine oil, etc., etc., can be purchased from us as cheaply as the same quality can be bought anywhere.

With this advantage!

If the article is not what we represent—bring it back.

We guarantee all our instruments anything and everything in the musical line.



# MILLER BROS.

"The Leading Music House"

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# Printing Irreproachable

All that good taste, aided by good type, good presses, good ink, good stationery, and a long practical experience, can do to accomplish perfection in Job Printing, is at your service in this office.



No antiquated presses, no antiquated type, no antiquated ideas. No trashy stationery used in any class of job.



If you want a job nicely done—whether it be only a visiting card or a big book—I think I can do it to your satisfaction.

## Archibald Irwin

Publisher the P. E. Island Magazine



## How About Your Appetite

Do you enjoy your meals?

Don't impose upon a good appetite by the use of inferior food,—**Quality in Groceries** is more important than quality in anything else.

### Driscoll & Hornsby

Queen St.

Groce

## SAY, MINE FRIEND!

Don't you feel this way sometimes :

Here I am with several suits, and none of them are good enough for dress ; and if I am called on for any special occasion I am not prepared. Of course I do. In that case only one thing to do, that is to call on the "STAR TAILOR" as J. T. keeps reliable goods from the best makers in the Old and New World, and guarantees his best goods. Of course we hope to see you at your earliest convenience.

### John T. McKenzie

The "STAR TAILOR"



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# T. A. MACLEAN

Iron Founder, Machinist  
and Boiler Maker

**SPECIALTIES . .**

**Plumbing, Steam and  
Hot Water Heating**

A full line of Plumbers' and Gasfitters' Supplies always on hand.

Call and see our up-to-date Bathroom Supplies. The largest stock on the Island to select from.

Get our prices before closing contracts, as we give you **GOOD GOODS** and at **RIGHT PRICES**.

A large staff of experienced workmen employed.

**ALL GOODS GUARANTEED**

We also carry a full line of

**Mill and Dairy Supplies**

including the world-renowned **DE LAVAL SEPARATOR**  
**FARMERS!** see our Non-Slopping Milk Cans, 10, 15  
and 20 Gallons.

Address,—

**T. A. MACLEAN**

Office and Store: Masonic Temple Works: Spring Street.  
**CHARLOTTETOWN, P. E. I**

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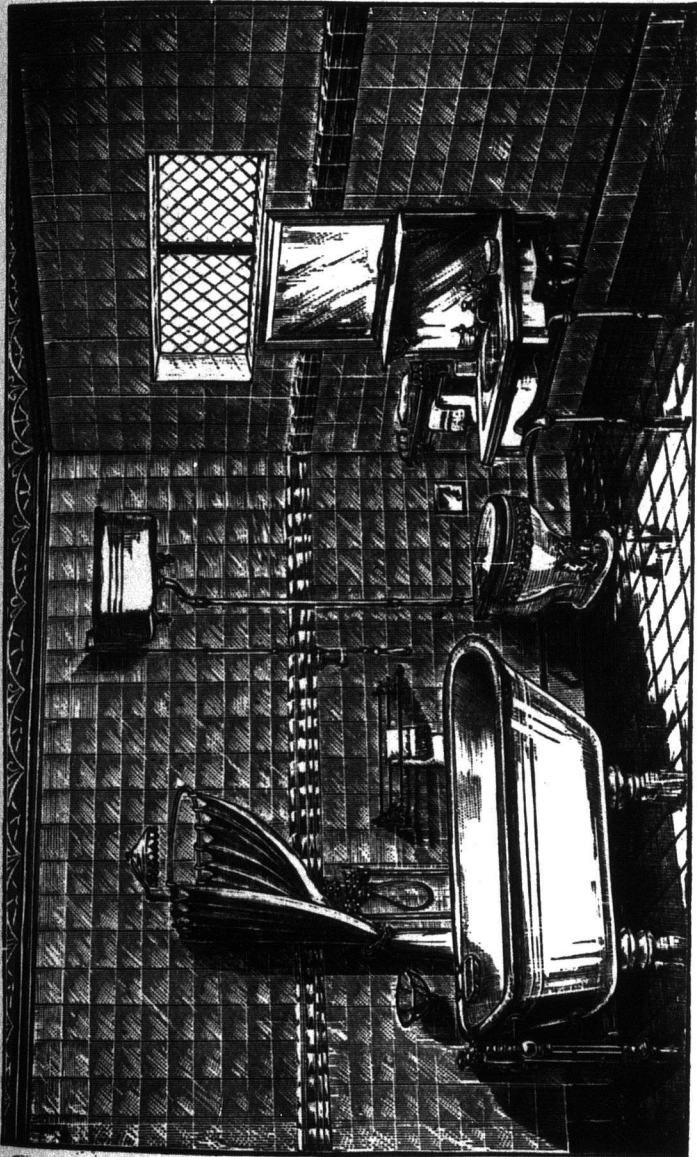
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Milk Cans, 10, 15

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: Spring Street.

# BATH ROOM SUPPLIES



SEE OPPOSITE PAGE.



## A Study of Coal

Take several kinds of coal—perhaps they all look alike to you. They don't to us: we can tell high quality from the ordinary.

We watch the stock as it comes in. It's our promise that guarantees its quality. We have several grades: for summer cooking or cool evening heating you'll find we have coal to suit you

**A. PICKARD & Co.,**

Foot of Queen Street

Telephone No. 240

## There's a good deal in the Camera

But there is also a great deal more in the man behind the camera.

For Dalnty Portraiture by all the latest methods,—showing all that is most excellent in the way of picture making,—you should try



## Cook's Studio

Queen Street

Apothecarie s Hall Corner



# Study Coal

Several kinds of coal  
all look alike to  
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## HEADQUARTERS

### Carter's Bookstore

Headquarters for  
Souvenirs of P. E. Island

Books,  
Magazines,  
Newspapers,  
Stationery,  
Fancy Goods  
Toys, etc.

Geo. Carter & Co.

## HEADQUARTERS

Printed by A. Irwin at the office of  
**THE PRINCE EDWARD ISLAND MAGAZINE**  
Richmond St., West, Charlottetown