

The Charlottetown Herald.

NEW SERIES.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, WEDNESDAY, OCTOBER 24, 1888.

VOL. XVII. NO. 52.

The Charlottetown Herald
EVERY WEDNESDAY
The Herald Printing Company,
FROM THEIR OFFICE:
Corner of Queen and Richmond Streets,
Charlottetown, P. E. ISLAND.
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Advertisements at Moderate Rates.
CONTENTS MADE FOR MONTHLY, QUARTERLY, HALF-YEARLY, OR YEARLY ADVERTISEMENTS, on application.
Remittances may be made by Draft, P. O. Order, or Registered Letter.
All Correspondence should be addressed to the Herald Printing Company, or to
JAMES McISAAC, Manager,
Charlottetown.

Calendar for October, 1888.

Day	Month	Year	Day	Month	Year
1	1888	1888	1	1888	1888
2	1888	1888	2	1888	1888
3	1888	1888	3	1888	1888
4	1888	1888	4	1888	1888
5	1888	1888	5	1888	1888
6	1888	1888	6	1888	1888
7	1888	1888	7	1888	1888
8	1888	1888	8	1888	1888
9	1888	1888	9	1888	1888
10	1888	1888	10	1888	1888
11	1888	1888	11	1888	1888
12	1888	1888	12	1888	1888
13	1888	1888	13	1888	1888
14	1888	1888	14	1888	1888
15	1888	1888	15	1888	1888
16	1888	1888	16	1888	1888
17	1888	1888	17	1888	1888
18	1888	1888	18	1888	1888
19	1888	1888	19	1888	1888
20	1888	1888	20	1888	1888
21	1888	1888	21	1888	1888
22	1888	1888	22	1888	1888
23	1888	1888	23	1888	1888
24	1888	1888	24	1888	1888
25	1888	1888	25	1888	1888
26	1888	1888	26	1888	1888
27	1888	1888	27	1888	1888
28	1888	1888	28	1888	1888
29	1888	1888	29	1888	1888
30	1888	1888	30	1888	1888
31	1888	1888	31	1888	1888

North British and Mercantile
FIRE AND LIFE
INSURANCE COMPANY
EDINBURGH AND LONDON.
This Company has been well and favorably known for its prompt and liberal payment of claims for over twenty years.

SULLIVAN & McNEILL,
ATTORNEYS-AT-LAW,
Solicitors in Chancery,
NOTARIES PUBLIC, &c.
OFFICES: O'Halloran's Building, Green Street, Charlottetown.
S. W. McNEILL, Esq., B. Sc., LL. B., Solicitor in Law, 117 Queen Street, Charlottetown, P. E. I., Jan. 17, 1884.

FRUIT & CONFECTIONERY
B. BALDWIN has a full supply of the purest and best
CONFECTIONERY,
Manufactured on the premises every day. Customers can rely on their Candies being fresh and pure.
We want every country dealer to call on us and see if we cannot save money by getting his Confectionery from us.
Choice Fruits in their Season.
Best GROCERIES at Low Prices.
Colgate's Soaps & Perfumery.
B. BALDWIN,
Charlottetown, July 27, 1887.

Tailors Wanted
WANTED IMMEDIATELY, Three
Outfit Makers, for Dress and Frock
Makers, at J. A. McDONALD'S
Tailoring Establishment, Queen Street,
Charlottetown, July 26, 1888.

Money to Loan
2 1/2 per cent. interest. Free
deposit can be paid in installments.
MOLAN & McDONALD,
Attorneys-at-Law,
Charlottetown, P. E. I.,
Oct. 20, 1888.

CASTORIA

For Infants and Children
The following is the portion of
Dr. W. J. Wood's great address to
the Catholic congress at Freiburg,
which has reference to the condition
of the Holy See.

JOHN NEWSON.

ON HAND AND TO ARRIVE, the
greatest assortment of all kinds of
HOUSEHOLD FURNITURE,

The Cheapest Place in Charlottetown,
Chairs, Tables, Bedsteads, Parlor Suites, Chamber Suites, Mirrors,
Picture Mounting, Colonial Window Blinds (the newest style), Hand-
some Window Furniture, Poles, Cornices, Rugs, Rollers, Hooks, Bands,
Chairs—HYGIENIC. Woven Wire Mattresses, all kinds of Mattresses
and Beds.

PICTURES FRAMED CHEAP.
Everything Cheap, Best Quality.

MR. GALL AND EXAMINER
JOHN NEWSON.
Charlottetown, June 20, 1888—6m

There are 165 Cities

IN the World that contain over a Hundred Thousand
Inhabitants, and there are a hundred and one little
settlements brought on by an overworked constitution, which
might be prevented by the timely use of
PULTNER'S EMULSION.
It is in diseases of this origin that it has achieved, and is
achieving, such marvelous results. Rev. R. T. Brine, Suffragan
Bishop, N. S., says: "Being fully convinced that Pultner's
from exhaustion, brain weakness or rheumatic attacks will
gain speedy relief from the use of Pultner's Emulsion, I feel
it a duty to make known to such the remedial effect upon my
system." Dr. H. J. Forsyth, St. Peter's, C. B., says: "Judging
from the results obtained from Pultner's Emulsion in the
course of my practice, I cordially recommend it to
possess all the virtues ascribed to it as a medicine."
Young and growing children thrive on Pultner's Emulsion.
For sale by all Dealers at 60 cents.

BROWN BROS. & CO.,
Chemists, Halifax, N. S.
Sept. 26, 1888.

Prince Edward Island Railway.

1888. SUMMER ARRANGEMENTS. 1888.
On and after Friday, June 1st, 1888, Trains will run
as follows:

TRAINS FOR THE WEST.				TRAINS FROM THE WEST.			
STATIONS.	Express.	Accom.	Accom.	STATIONS.	Express.	Accom.	Accom.
Charlottetown	7:15	8:15	9:15	Charlottetown	7:15	8:15	9:15
St. John's	7:30	8:30	9:30	St. John's	7:30	8:30	9:30
St. Peter's	7:45	8:45	9:45	St. Peter's	7:45	8:45	9:45
St. James	8:00	9:00	10:00	St. James	8:00	9:00	10:00
St. George	8:15	9:15	10:15	St. George	8:15	9:15	10:15
St. David	8:30	9:30	10:30	St. David	8:30	9:30	10:30
St. Andrew	8:45	9:45	10:45	St. Andrew	8:45	9:45	10:45
St. Nicholas	9:00	10:00	11:00	St. Nicholas	9:00	10:00	11:00
St. Paul	9:15	10:15	11:15	St. Paul	9:15	10:15	11:15
St. John	9:30	10:30	11:30	St. John	9:30	10:30	11:30
St. Peter	9:45	10:45	11:45	St. Peter	9:45	10:45	11:45
St. James	10:00	11:00	12:00	St. James	10:00	11:00	12:00
St. George	10:15	11:15	12:15	St. George	10:15	11:15	12:15
St. David	10:30	11:30	12:30	St. David	10:30	11:30	12:30
St. Andrew	10:45	11:45	12:45	St. Andrew	10:45	11:45	12:45
St. Nicholas	11:00	12:00	1:00	St. Nicholas	11:00	12:00	1:00
St. Paul	11:15	12:15	1:15	St. Paul	11:15	12:15	1:15
St. John	11:30	12:30	1:30	St. John	11:30	12:30	1:30
St. Peter	11:45	12:45	1:45	St. Peter	11:45	12:45	1:45
St. James	12:00	1:00	2:00	St. James	12:00	1:00	2:00
St. George	12:15	1:15	2:15	St. George	12:15	1:15	2:15
St. David	12:30	1:30	2:30	St. David	12:30	1:30	2:30
St. Andrew	12:45	1:45	2:45	St. Andrew	12:45	1:45	2:45
St. Nicholas	1:00	2:00	3:00	St. Nicholas	1:00	2:00	3:00
St. Paul	1:15	2:15	3:15	St. Paul	1:15	2:15	3:15
St. John	1:30	2:30	3:30	St. John	1:30	2:30	3:30
St. Peter	1:45	2:45	3:45	St. Peter	1:45	2:45	3:45
St. James	2:00	3:00	4:00	St. James	2:00	3:00	4:00
St. George	2:15	3:15	4:15	St. George	2:15	3:15	4:15
St. David	2:30	3:30	4:30	St. David	2:30	3:30	4:30
St. Andrew	2:45	3:45	4:45	St. Andrew	2:45	3:45	4:45
St. Nicholas	3:00	4:00	5:00	St. Nicholas	3:00	4:00	5:00
St. Paul	3:15	4:15	5:15	St. Paul	3:15	4:15	5:15
St. John	3:30	4:30	5:30	St. John	3:30	4:30	5:30
St. Peter	3:45	4:45	5:45	St. Peter	3:45	4:45	5:45
St. James	4:00	5:00	6:00	St. James	4:00	5:00	6:00
St. George	4:15	5:15	6:15	St. George	4:15	5:15	6:15
St. David	4:30	5:30	6:30	St. David	4:30	5:30	6:30
St. Andrew	4:45	5:45	6:45	St. Andrew	4:45	5:45	6:45
St. Nicholas	5:00	6:00	7:00	St. Nicholas	5:00	6:00	7:00
St. Paul	5:15	6:15	7:15	St. Paul	5:15	6:15	7:15
St. John	5:30	6:30	7:30	St. John	5:30	6:30	7:30
St. Peter	5:45	6:45	7:45	St. Peter	5:45	6:45	7:45
St. James	6:00	7:00	8:00	St. James	6:00	7:00	8:00
St. George	6:15	7:15	8:15	St. George	6:15	7:15	8:15
St. David	6:30	7:30	8:30	St. David	6:30	7:30	8:30
St. Andrew	6:45	7:45	8:45	St. Andrew	6:45	7:45	8:45
St. Nicholas	7:00	8:00	9:00	St. Nicholas	7:00	8:00	9:00
St. Paul	7:15	8:15	9:15	St. Paul	7:15	8:15	9:15
St. John	7:30	8:30	9:30	St. John	7:30	8:30	9:30
St. Peter	7:45	8:45	9:45	St. Peter	7:45	8:45	9:45
St. James	8:00	9:00	10:00	St. James	8:00	9:00	10:00
St. George	8:15	9:15	10:15	St. George	8:15	9:15	10:15
St. David	8:30	9:30	10:30	St. David	8:30	9:30	10:30
St. Andrew	8:45	9:45	10:45	St. Andrew	8:45	9:45	10:45
St. Nicholas	9:00	10:00	11:00	St. Nicholas	9:00	10:00	11:00
St. Paul	9:15	10:15	11:15	St. Paul	9:15	10:15	11:15
St. John	9:30	10:30	11:30	St. John	9:30	10:30	11:30
St. Peter	9:45	10:45	11:45	St. Peter	9:45	10:45	11:45
St. James	10:00	11:00	12:00	St. James	10:00	11:00	12:00
St. George	10:15	11:15	12:15	St. George	10:15	11:15	12:15
St. David	10:30	11:30	12:30	St. David	10:30	11:30	12:30
St. Andrew	10:45	11:45	12:45	St. Andrew	10:45	11:45	12:45
St. Nicholas	11:00	12:00	1:00	St. Nicholas	11:00	12:00	1:00
St. Paul	11:15	12:15	1:15	St. Paul	11:15	12:15	1:15
St. John	11:30	12:30	1:30	St. John	11:30	12:30	1:30
St. Peter	11:45	12:45	1:45	St. Peter	11:45	12:45	1:45
St. James	12:00	1:00	2:00	St. James	12:00	1:00	2:00
St. George	12:15	1:15	2:15	St. George	12:15	1:15	2:15
St. David	12:30	1:30	2:30	St. David	12:30	1:30	2:30
St. Andrew	12:45	1:45	2:45	St. Andrew	12:45	1:45	2:45
St. Nicholas	1:00	2:00	3:00	St. Nicholas	1:00	2:00	3:00
St. Paul	1:15	2:15	3:15	St. Paul	1:15	2:15	3:15
St. John	1:30	2:30	3:30	St. John	1:30	2:30	3:30
St. Peter	1:45	2:45	3:45	St. Peter	1:45	2:45	3:45
St. James	2:00	3:00	4:00	St. James	2:00	3:00	4:00
St. George	2:15	3:15	4:15	St. George	2:15	3:15	4:15
St. David	2:30	3:30	4:30	St. David	2:30	3:30	4:30
St. Andrew	2:45	3:45	4:45	St. Andrew	2:45	3:45	4:45
St. Nicholas	3:00	4:00	5:00	St. Nicholas	3:00	4:00	5:00
St. Paul	3:15	4:15	5:15	St. Paul	3:15	4:15	5:15
St. John	3:30	4:30	5:30	St. John	3:30	4:30	5:30
St. Peter	3:45	4:45	5:45	St. Peter	3:45	4:45	5:45
St. James	4:00	5:00	6:00	St. James	4:00	5:00	6:00
St. George	4:15	5:15	6:15	St. George	4:15	5:15	6:15
St. David	4:30	5:30	6:30	St. David	4:30	5:30	6:30
St. Andrew	4:45	5:45	6:45	St. Andrew	4:45	5:45	6:45
St. Nicholas	5:00	6:00	7:00	St. Nicholas	5:00	6:00	7:00
St. Paul	5:15	6:15	7:15	St. Paul	5:15	6:15	7:15
St. John	5:30	6:30	7:30	St. John	5:30	6:30	7:30
St. Peter	5:45	6:45	7:45	St. Peter	5:45	6:45	7:45
St. James	6:00	7:00	8:00	St. James	6:00	7:00	8:00
St. George	6:15	7:15	8:15	St. George	6:15	7:15	8:15
St. David	6:30	7:30	8:30	St. David	6:30	7:30	8:30
St. Andrew	6:45	7:45	8:45	St. Andrew	6:45	7:45	8:45
St. Nicholas	7:00	8:00	9:00	St. Nicholas	7:00	8:00	9:00
St. Paul	7:15	8:15	9:15	St. Paul	7:15	8:15	9:15
St. John	7:30	8:30	9:30	St. John	7:30	8:30	9:30
St. Peter	7:45	8:45	9:45	St. Peter	7:45	8:45	9:45
St. James	8:00	9:00	10:00	St. James	8:00	9:00	10:00
St. George	8:15	9:15	10:15	St. George	8:15	9:15	10:15
St. David	8:30	9:30	10:30	St. David	8:30	9:30	10:30
St. Andrew	8:45	9:45	10:45	St. Andrew	8:45	9:45	10:45
St. Nicholas	9:00	10:00	11:00	St. Nicholas	9:00	10:00	11:00
St. Paul	9:15	10:15	11:15	St. Paul	9:15	10:15	11:15
St. John	9:30	10:30	11:30	St. John	9:30	10:30	11:30
St. Peter	9:45	10:45	11:45	St. Peter	9:45	10:45	11:45
St. James	10:00	11:00	12:00	St. James	10:00	11:00	12:00
St. George	10:15	11:15	12:15	St. George	10:15	11:15	12:15
St. David	10:30	11:30	12:30	St. David	10:30	11:30	12:30
St. Andrew	10:45	11:45	12:45	St. Andrew	10:45	11:45	12:45
St. Nicholas	11:00	12:00	1:00	St. Nicholas	11:00	12:00	1:00

THE HERALD

WEDNESDAY, OCTOBER 24, 1894

PACIFIC MAIL SERVICE

As recorded in our news columns last week, London advices inform us that every detail of the Pacific Mail route is settled between the Imperial Government and the Canadian Pacific Railway Company.

The whole anxiety in London regarding this matter seems to be left regarding the Atlantic portion of the route. Those interested are anxious of knowing whether the Dominion Government realizes that the whole efficiency of the Canadian route depends on the Atlantic service.

It is quite reasonable to suppose that the Dominion Government fully realizes the advantages of having the country connecting link between Europe and the East, and that they will make it their business to have established on the Atlantic portion of the route such steamers as are capable of the requisite speed, and are, in every other particular, up to the standard of excellence that such an important service demands.

In this connection we may state that recent Ottawa advices say that a sub-committee of council are considering Imperial dispatches bearing on improvements in the Trans-Atlantic Mail Service. Rumors are also in London, on a private despatch, that the Canadian Pacific contemplates establishing a mail service to Australia, previous to the present authorities give them the contract.

It is said they will undertake to convey the mails from Liverpool to Brisbane in thirty-one days. Concerning this last report we are not in possession of any definite information. In any case, there is no ground why we should not have every reasonable assurance that the Dominion Government will have established such a service on the Atlantic as will ensure the complete success of the Canadian Pacific mail route.

As will be seen by reference to another column of the HERALD, a branch of the temperance society known as the "League of the Cross" has been established in Charlottetown. His Lordship the Bishop, seeing the great injury done our community by the practice of intemperance, has thought this the society best calculated to meet our wants in this particular.

THE CANADA ATLANTIC LINE

The Halifax, the pioneer steamer of the new Canada Atlantic line, to ply between Charlottetown, Halifax and Boston, arrived here on Friday afternoon last. During Friday evening and Saturday she was visited by large crowds of people, all of whom expressed themselves in terms of the most enthusiastic admiration at her superb fittings and equipments.

We have already given in the HERALD a pretty full description of this noble ship and her appointments; but no description on paper can give an adequate idea of the completeness and gorgeousness of the Halifax's outfit. To fully appreciate the arrangements made for the accommodation and comfort of passengers, a visit has to be made to the ship.

As previously stated in our columns, the Halifax is an iron screw steamer, and is two hundred and fifty feet in length, thirty-five feet beam, and twenty-three feet draught, and is over sixteen hundred tons burthen. She has three decks, main, spar, and promenade. Her promenade deck is two hundred and twenty feet in length. Her first-class state-rooms give accommodation for four hundred and twenty-four passengers; there are besides, rooms for fifty second-class passengers. She is supplied throughout with steam-heating apparatus, incandescent electric light, and pneumatic bells; and the ventilation and sanitation arrangements are most thorough. The public rooms are finished with the most artistic taste.

The dining-room, which is on the spar-deck, is capable of seating eighty persons, and is finished in ash, mahogany, satin wood and carved oak, while the upholstery is in cardinal plush. On the forward part of this same deck is a large and exquisitely finished apartment, upholstered in green plush. This room is used by the passengers as a social hall.

She is divided by water-tight compartments, and has double bottoms with water ballast cells between them. Her regular speed will be fifteen knots; but on the passage out she, on one day made the high rate of seventeen knots. In every particular she is a first-class steamer, and reflects the highest credit on the builders, on the company, and on Captain Hill, her obliging and courteous Commander, under whose directions she was built.

The Halifax left here for Boston on Saturday afternoon, taking about fifty excursionists. Most of the state-rooms were engaged in Halifax by persons who intended to board her at that port.

CAPTAIN HILL'S IDEAS

In conversation with Captain Hill, a HERALD representative elicited from that gentleman some important facts relative to the inception of the idea of forming the Canada Atlantic company. Captain Hill said, that some three years ago, when in Boston, on command of the steamship Utowana, a steamer which had good but limited passenger accommodation, applications came from all parts, from persons desirous of taking a deep sea trip in connection with their summer holidays. These applicants were made up of bankers, lawyers, senators, and other gentlemen of wealth and leisure. These facts convinced him of the necessity of a line of first-class passenger steamers on this important route, and to supply this want the company was formed. The idea had in view was to furnish boats which, while affording every comfort and convenience to those who desire them, would also be available for such as are only particular to have a safe and swift passage. This boat was therefore built with the object of affording accommodation to all classes of travelers, while at the same time having every facility for the carriage of freight.

All the stock of the company is held by persons in Nova Scotia, Prince Edward Island, and Cape Breton. It is the intention of the company to build and equip another boat, equal in every particular to the Halifax, and indeed, in some respects, to be an improvement on her. These changes are in accordance with the wishes of Captain Hill, who superintended the building of this one, and to whom they have suggested themselves. He is quite satisfied that the trade and traffic on this route must greatly develop and expand, within the next few years, in consequence of being carried on by a line of steamers, such as these. He also thinks that it would be a wise move for all the business men and farmers of these Provinces to interest themselves in the success of the company and to become stockholders, no matter how limited an extent. He is confident it will be as good an investment as could be made, while at the same time all interested would have the satisfaction of knowing that their produce and merchandise would always be forwarded by safe and rapid transit. Captain Hill thinks, and in this opinion we must concur, that it should be a source of pride and satisfaction for the people of the Maritime Provinces to have such boats as the Halifax and her sister will be, engaged in this important traffic, and also to know that they are our own and are sailing under the Canadian flag.

EDITORIAL NOTES

An Ottawa despatch of the 17th inst. says that the Government steamer Shenley, built at Glasgow for the winter service between this island and the mainland, was successfully launched on the 16th, and that she will probably leave for that country next month, under command of Capt. McElhinney.

A LONDON special cable to the Toronto Enquirer, dated the 23rd inst., says that a large emigration of crofters is about to spring. A number of leading crofters are expected to bring out one hundred and twenty families, about six hundred souls, to take the place of Indians and Chinese in the canneries, at fixed wages. This movement is regarded as important in view of the drawbacks caused by the Chinese element in the Province.

It is announced that Mr. Gladstone has been principally employed during the last two months in arranging the public and private correspondence, and after having directed several thousands of letters, he is now preparing those which he has decided to keep in chronological order. Mr. Gladstone's political correspondence dates from his election for Newark in 1829. He is not only putting into chronological order letters of a political character, but also all papers on every subject he has thought worthy of consideration during his life.

UPWARDS of seven hundred guests attended the banquet gotten up by the Workingmen's Conservative Association of Ottawa on Thursday evening last, in honor of Hon. J. A. Chaplin, Secretary of State. Among those present were Sir John Macdonald, Sir John Thompson, Hon. J. A. Chaplin, Hon. John Haggart, Sir Hector Langevin, Hon. John Contage, Mr. Lepine, the newly elected Labor member for Montreal East, and others. Speeches were made by all the Cabinet Ministers present, J. J. Curran, M. P., Mr. Lepine, and others. The speech of the evening was made by Hon. Mr. Chaplin in response to the toast "our men." He ridiculed the idea of annexation, and said Canada was destined to build up a great nationality. The greatest enthusiasm prevailed.

The publication of Sir Morell McKenzie's book, relative to the treatment of the late Emperor Frederick, has caused a great amount of excitement among the members of the medical profession in Germany and England. Shortly after the Emperor's death, the German physicians who had been in attendance on him issued a pamphlet which commented harshly on Dr. McKenzie's management of the case. Dr. McKenzie has published his side of the question in book form, and accuses the German specialists of having shortened the Emperor's life ten months by malpractice. The Germans, of course, say this is false, and thus the war of words goes on. The Germans have had recourse to one species of argument that is not to their credit, and which, indeed, shows that they are not by any means feeling as comfortable as they might wish; they have had Dr. McKenzie's book seized and suppressed by the German police.

In the case of Thomas Buckley, recently tried in Toronto for the murder of his paramour, Bertha Robinson, the jury brought in a verdict of manslaughter, and the Chief Justice, Sir Thomas Galt, passed upon him the moderate sentence of five years in the penitentiary. This announcement was received with a loud burst of applause by Buckley's associates, who had crowded the courtroom. On the following day every paper in Toronto vigorously attacked the verdict upon the proceedings, and took exception to the leniency of the sentence imposed by the Judge. To such a degree had the indignation of the people reached, that the Judge's verdict was regarded as a disgrace to the profession of the law. The question is now discussed in legal circles whether or not the Judge could revoke the first sentence and impose a new one. It is acknowledged that it is something new; but the public are well pleased that the prisoner has received a more severe sentence than that first imposed.

The man who represented himself as Miller, the young of the yacht Ectora, and admitted some Halifax merchants several hundred dollars last summer, is still in Winnipeg lately, but was caught and imprisoned. He represented himself as a Mr. G. G. Jackson, and had several checks in his possession, which he wished to cash. He called at the Bank of British North America, and handed by a check from a Montreal Bank, stating that he wished to open an account. The Bank authorities, although by the Montreal Bank, and discovered that the check was not cashed, and the man was arrested, whereupon only one hundred and fifty dollars were returned to him.

PRINCE COUNTY EXHIBITION PRIZE LIST. Horses—Best Carl Hillman, Michael Farmer, Kingston; 2nd, Robert Glover, Summerside; 3rd, Angus Malin, Lot 14, Best Carriage Hillman, Malin & Robinson, Summerside; 4th, John H. Hillman, Summerside; 5th, Michael H. Hillman, Summerside; 6th, Michael H. Hillman, Summerside; 7th, J. A. Cahill, Summerside; 8th, Best Hired Gilt, John A. Brod, Summerside; 9th, Best Draft Mare and Foal, J. A. Wright, Summerside; 10th, Best Draft Mare and Foal, J. A. Wright, Summerside; 11th, Best Draft Mare and Foal, J. A. Wright, Summerside; 12th, Best Draft Mare and Foal, J. A. Wright, Summerside; 13th, Best Draft Mare and Foal, J. A. Wright, Summerside; 14th, Best Draft Mare and Foal, J. A. Wright, Summerside; 15th, Best Draft Mare and Foal, J. A. Wright, Summerside; 16th, Best Draft Mare and Foal, J. A. Wright, Summerside; 17th, Best Draft Mare and Foal, J. A. Wright, Summerside; 18th, Best Draft Mare and Foal, J. A. 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