

Prince Street Methodist Church.

THE NEW ORGAN.

Rev. J. Shenton's Sermon.

PRaise AS PART OF WORSHIP.

The Services Yesterday.

THERE was a full congregation at the morning service. Mr. Ryder presided at the organ and brought out its sweet tones, as well as its full swell power.

The Jews divided the psalms into five books. The first three concluded with "amen and amen," the fourth with "amen, hallelujah," the fifth, and in it all the books, with the one word "hallelujah."

Next reference was made to the song of Moses, as the birth-song, the National Anthem, the Te Deum of the Hebrews. Then came the song of Deborah, and those marking other epochs of deliverance, as when Luther sang over the bondage of ceremonial slavery broken—

"A mighty fortress is our God, A bulwark never failing; as when the Wesleys and their co-adjutors sang, and religion awoke at the resurrection songs, as when the soul tastes the liberty of the gospel, and sings,

"O happy day that fixed my choice On Thee my Saviour and my God."

Passing the other poetical books, special reference was made to the Psalms. The twenty-third Psalm could only have been born in a soul that had sought and found God. Christ used the Passover Psalms, and so sanctified songs for use in the Christian church.

The preacher then passed to the songs of the Christian Church. "There is," said he, "historical certainty that the early disciples used psalms, hymns and spiritual songs."

The earliest church hymn used to-day is the Gloria in Excelsis, then the Te Deum, then the Dies Irae. This latter was referred to as the sublimest production of Latin poetry, and the grandest judgment hymn of all times and all tongues.

Said the preacher, "Over 7000 hymns and psalms were written by Charles Wesley. In loftiest cathedral, in lowliest church or chapel you hear—

"Hark! the herald angels sing 'Jesus lover of my soul.'"

In all true poetry, in all experimental utterance, the best hymns of C. Wesley, having immortality in it, "Jesus lover of my soul." All churches that have sprung out of the Wesleyan revival have been singing churches. They have, and yet do sing their theology. These doctrines were emphasized. The Trinity, universal redemption, conscious pardon, the witness of adoption, hell and heaven in eternal punishment and reward.

Here the preacher brought all the force that the illustrations and arguments could give to urge upon the congregation that all the people ought to praise the Lord. The organ had been placed there; the choir was there to aid, not to do all the singing. This church, said he, will lose its power when it gives up the praise of God, when the dumb devil of prosy-singing gets possession of the body and soul of this church.

This singing praise gives a joyfulness to religion. Instances were given of Cowper who wrote 'God moves in a mysterious way,' the German pastor who wrote 'Give to the winds thy fears,' Lyte who wrote 'Abide with me fast falls the eventide.' The ancient legion attributes the origin of music to the angels, and Raphael painted St. Cecilia with her hand on a harp, as if catching the notes of heaven's song, and repeating them to earth. Get under the shadow of the throne and you will hear the angels sing then the people were urged to make life sunny, joyful, sweet.

In the evening Dr. Stewart preached a sermon on "The truth as it is in Jesus." The singing, as in the morning, was a special feature, the organ, leading under the playing of Mr. Ryder, and giving general satisfaction.

The estimated yield of the principal cereals in Ontario, compared with the average of the five preceding years, is as follows:

Table with 3 columns: Crop, 1882 G. Bush, 1887 Bush. Rows include Fall wheat, Spring wheat, Barley, Oats, Rye, and Peas.

This deficiency of nearly twenty million bushels in the cereal production of Ontario represents a loss to the farmers of not less than a eleven million dollars.

NESTLE'S milk food, Mellin's food, lactated food, fresh milk, at Apothecaries' Hall.

Naval Funeral.

OBSEQUIES OF MIDSHIPMAN WATSON.

THE obsequies of Midshipman Watson were celebrated here yesterday with every circumstance of respect and solemnity. So young, so full of life and hope, falling so unexpectedly, so far from home,—it was very sad, and many expressions of regret were heard as the mournful procession passed through our streets.

A Naval funeral was a novel sight in Charlottetown; and a very large number of our citizens assembled on the wharves and streets to witness it. The expectations of the people were high, but they were fully realized. The length, order, and solemnity of the procession, the splendid physique of men and officers,—many of whom wore crests on the arm—the beautiful, sad strains of the band, the plain gun carriage with its honored burden of mortal clay—were deeply impressive.

About half-past three o'clock, a party of men, accompanied by the ship's band, were landed. Later, came the crew of the first cutter, which Midshipman Watson used to command, bringing with them the gun carriage upon which the deceased was to be taken to the cemetery. Then followed other detachments of officers and men.

The services on board ship having by this time been concluded, the casket containing the body of the midshipman was brought on shore and placed upon the gun carriage prepared for it. The casket was of walnut, handsomely mounted. Around it was furled the English flag, and on top, in the midst of a bed of floral crosses and wreaths, were placed the deceased's cap, belt and sword. The crosses and wreaths were exquisite, and were presented by the ward room officers of the Bellerophon, Mr. L. W. Watson, Mr. Fenton T. Newbery, Mrs. George D. Longworth, and other ladies and gentlemen whose names we have not learned, most of the flowers being furnished from the City Gardens by Mr. Arthur Newbery.

On the stroke of four, Lieutenant Williams, of the Bellerophon, who was in command, gave the necessary order, the band struck up the funeral march, and the mournful procession started for the cemetery in the following order:—

- Lieut. Williams in command. Sailors' Firing Party. Ship's Band. Detachment of Sailors. Gun Carriage containing Casket. Detachment of Marines. Ship's Officers. Detachment of Sailors. Ship's Officers. Admiral Lyons and Captains of Ships in Carriage. His Honor the Lieut. Governor and Major Irving, A. D. C., in Carriage. Citizens in Carriages.

The gun-carriage, containing the casket, was drawn by the crew of the first cutter, which, the deceased used to command. The procession passed up Pownall to Kent Street, down Kent to Weymouth, up Weymouth to St. Peter's Road, and along St. Peter's Road to the Peoples' Cemetery. The band, with drum draped in mourning, played the "Dead March in Saul," and other funeral airs along the route.

On arrival at the cemetery, the casket was removed from the carriage, placed upon the shoulders of six men, and preceded by the ship's chaplain, carried to the grave in the plot owned by A. B. Warburton, Esq. After the casket had been lowered into the grave and the impressive burial service of the Church of England had been read, the firing party discharged three volleys, the grave was covered in and the body of Midshipman Watson was left to rest far from his native home, but yet among friends and a kindred people. Nearly four hundred men were in the procession.

Acadians at Rollo Bay.

WHAT a pleasure it is to see the country improve every year, and to know that the improvements are paid for as they are made. In no section, perhaps, of the Province more so than in the parish of Rollo Bay, is this progress noticeable.

The inhabitants of this parish are for the most part Acadians, and the high rank they hold as farmers should do much to dispel a popular and widespread error to the effect that these people are unsuccessful as farmers. Anyone who is acquainted with their history knows that they had to labor under disadvantages unknown to the English settler, and it is not, therefore, surprising that they should have been kept somewhat behind in the race. But they have of late years been making rapid strides, and laying the foundations of a reputation for thrift, which bids fair to take a front rank among our tillers of the soil.

To take in the full measure of their advancement, we need only go back to the time when a venerable Quebec prelate, Mgr. Plessis, exhorted a small band of the refugees from Fair Acadia to clear and cultivate the woodlands they had taken possession of in Rollo Bay, blessing at the same time the foundation of a new church, that they might better content themselves in their new home. The wild woodland scene of seventy-five years ago, is to-day changed into one of the prettiest pictures of a quiet, well-cultivated and well-housed farming district, enjoying all the comforts and conveniences of the times, and supporting a large population of as intelligent and thrifty husbandmen as can be met with anywhere. The church of that time is now replaced by a much more substantial edifice; a comfortable presbytery stands hard by, and a resident priest, beloved as was Evangeline's pastor of old, attends to the spiritual needs of his people, and encourages them in their temporal occupations. With good lands to till, industrious habits and the direction of a pastor, who makes the interest of every one of his parishioners his own, it is not strange that we find in Rollo Bay a settlement so promising. Truly Bay Acadia has found another Acadia.

ADVICES from Canso state that the schr. Winnie, of Charlottetown, Cann, master, coal laden, from North Sydney for Halifax, sprang a leak about seven miles off Canso light, bore up for Canso and kept her aloft till she reached a ledge in the mouth of the harbor, called the "irying pan," upon which they run her about 5 a. m. In an hour or two the vessel became a total wreck, the crew narrowly escaping with their lives, being rescued from their perilous position by a boat from Cranberry Island light.

New dress cloths just opened at J. B. Matthews dy & wy

The Town Population in Maine and the Provinces.

(St. John Sun.)

Yesterday the Sun showed clearly that the loss sustained by the depression in the lumber business and the decline in the ship-building industry, is common to New England and the Provinces. New England somewhat got the start of us in retrieving the loss by resorting to manufactures, thus attracting immigration. On the other hand New England has lost more largely by the exodus westward. Massachusetts, Connecticut and Rhode Island together form the greatest manufacturing centres in America. Probably more factory work is done there than in any country with the same number of inhabitants in any part of the world.

We give the returns of the population of the New England States for 1870 and 1880:—

Table with 3 columns: State, 1870, 1880, Per cent. increase. Rows include Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut.

Here are the returns for the Maritime Provinces of Canada:—

Table with 3 columns: Province, 1871, 1881, Increase per cent. Rows include New Brunswick, Nova Scotia, P. E. Island, Total.

This shows that the rate of increase in the Maritime Provinces is a little less than that of the New England States. But if we had taken only Maine, New Hampshire and Vermont, it would have gained a gain of 4 per cent., or less than a third that of the Maritime Province.

We propose now to compare the progress of cities and towns in Maine, with those of the Maritime Provinces. The following table includes all Maine towns containing over 4,000 inhabitants.

Table with 3 columns: Town, 1870, 1880. Rows include Auburn, Augusta, Bangor, Bath, Belfast, Biddeford, Brunswick, Calais, Camden, Cape Elizabeth, Eastport, Ellsworth, Gardiner, Lewiston, Portland, Rockland, Saco, Waterville, Total.

It thus appears that the town population of Maine increased in the ten years 1874 or 10 per cent.

The maritime province cities and towns of over 4,000 population had the following population in 1871 and 1881:—

Table with 3 columns: Town, 1871, 1881. Rows include St. John, including Portland, Halifax, Charlottetown, Fredericton, Moncton (town and parish), Yarmouth, Amherst, Lunenburg, North Sydney, Lingam (mines), Dartmouth, Total.

The increase in the town population is 20,214, or over 17 1/2 per cent. The figures take in Moncton parish and some country about Amherst, Lunenburg and Dartmouth. If the villages could be given along the proportional increase would, we think, be something larger. Four other New Brunswick towns with their parishes contain over 4,000 inhabitants, but as these districts are more largely rural, we have not included them in the above table. The returns are as follows:—

Table with 3 columns: Town, 1871, 1881. Rows include Dorchester, Sackville, Shediac, Chatham, Total.

If those towns are included we get the following:— Increase of town population in Maine in ten years, 15,574. Increase in the Maritime Provinces, 24,325. Increase in Maine, ten per cent. Increase in the Maritime Provinces, eighteen per cent.

Loss of the Merrimack.

DECISION OF THE INSPECTORS.

The United States Steamboat Inspectors rendered the following decision on the loss of the steamboat Merrimack, which, as will be seen, is a complete vindication of the officers and crew:— OFFICE OF THE LOCAL INSPECTORS OF STEAMBOATS, BOSTON, Aug. 24, 1887. George H. Starbuck, Supervising Inspector, Second District, New York.

The S. S. Merrimack having been wrecked on Little Hope Island on the morning of July 10 last, and reports having been made through the public press that the loss of said ship and the consequent endangering of the lives of her passengers was due to the negligence, intention and misconduct on the part of her licensed officers, we deemed it our duty to investigate and officially inquire into the acts so charged, as required by section 2450, U. S. R. S., and having taken the testimony of ten witnesses under oath, we beg leave to submit the following report:— It appears by the testimony and the ship's log, that she left Halifax for Boston July 9, at 4.30 p. m., with 97 passengers and a crew of 43, including officers, the weather at that time being clear. At 9.18 passed Lahave Light, bearing N. N. W., and judged to be 10 miles off; the course steered from this departure, was W. S. W. up to 12 o'clock, then S. W. by W. W. to time of striking, about 12.20; at 11 o'clock thick fog set in, which continued up to time of striking. The piloting of the ship was in charge of Joseph Reynolds, a Provincial pilot, Captain Crowell not being

pilot on that coast, but he was in and out of the pilot house during the night, and constantly there after the fog set in. The distance from Lahave Light to Little Hope is said to be 34 miles. There was a three-knot current setting to the westward, as was afterwards learned by Capt. Crowell, which would have carried the ship nine miles out of her course, and, allowing the judgment of the distance from Lahave Light (10 1/2 miles) to be nearly correct, the course steered would have carried the ship dangerously near to Little Hope. To the failure of Pilot Reynolds (who ought to have been familiar with the currents) to make allowance for the westerly drift, there is little doubt but her compasses were practically correct. If they were out it ought to have been discovered on the different courses steered between Hawkesbury and Lahave and allowance made. After Captain Crowell found that his ship was on the rocks he kept the engine working ahead until she stopped. This was considered highly commendable, rather than backing off, which has been too often the case, thus exposing passengers and crew to far greater dangers. The fact that all the boats and rafts were safely lowered and the passengers and crew were safely landed completely disproves the first newspaper reports of "total lack of discipline on the part of the officers." All the testimony goes to prove that the discipline was of the very best and that there was very little excitement or demoralization among the passengers, with the exception of two men named Hart and Fader, who undertook to steal one of the boats, but were foiled in the attempt by the determined stand taken by Captain Crowell, who says he should have felt himself perfectly justified in shooting them down had they further resisted his orders. As for the reported charge of intemperance among the officers or crew, we failed to get one particle of testimony to sustain the charge. On the whole, we are satisfied that all the licensed officers on the ship performed their several duties in a manner highly creditable to themselves and to the steamboat service, and fully up to all requirements of the law. There was no loss of life or personal injury except to Capt. Crowell, who was quite seriously injured, having two ribs broken. The ship was a total loss, valued at \$150,000; cargo valued at \$30,000; value \$20,000. Very respectfully, ANDREW BURNHAM, ANDREW J. SAVAGE, United States Local Inspectors.

DEED.

On August 28, after an illness of three months, Mr. Patrick McKenna, aged 70 years. [Funeral from his late residence, Great George Street, to St. Dunstan's Cathedral, at 9 a. m., on Tuesday.]

Entered into rest, Sunday, 29th inst., at St. Avar's, Charlottetown, Matilda M. McKenna, dearly beloved and only daughter of John T. and Mary Jane Ferguson, in the nineteenth year of her age.

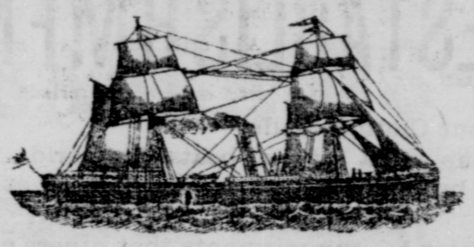
[Funeral on Tuesday, 30th inst., to People's Cemetery, Friends respectfully invited.]

At his residence, Water Street, Charlottetown, after a lingering illness of two years, Mr. Thomas McKenzi, aged 55. He was a man of sterling worth, and highly respected by all who had the pleasure of his acquaintance. He left a sorrowing widow, an aged mother and a large circle of relatives and friends to mourn their loss, but their loss is his eternal gain.

[Funeral at 2 1/2 o'clock p. m., Tuesday, 30th inst.]

In this city, on the 23rd inst., Waldin Macnutt, only child of J. S. and A. E. Bagnall, aged 13 months and 18 days.

For St. Johns, Newfoundland.



STEAMER COBAN, for St. John's, Newfoundland, will be due at Charlottetown WEDNESDAY, AUGUST 31st inst., and will carry cattle and sheep on deck.

For freight or passage apply to PEAKE BROS. & CO., Agents.

August 29, 1887—21

ST. PETER'S BOYS' SCHOOL

WILL RE-OPEN ON FRIDAY, 2nd SEPTEMBER.

H. GREEN, Principal.

August 29th, 1887.

ST. PETER'S GIRLS' SCHOOL

WILL RE-OPEN ON MONDAY, 5th SEPTEMBER,

AT 9 O'CLOCK. There are a few vacancies. August 29, 1887—21 to sat

EXTRAORDINARY GRAND DISPLAY

—AND— Highly Important and Attractive Sale by Auction

—OF— 21 cases Japanese Manufactures

—AND— ART PRODUCTIONS, CONSISTING OF Embroidered Silks, Screens, Porcelains, Bronzes, namels, Curios, Foy's, &c., &c.,

DIRECT FROM KIOTO, JAPAN.

PARTICULAR attention is directed to this Special Shipment direct from Kioto, Japan, comprising very interesting, rare and curious Art Objects, &c., together with numerous articles of general utility. The whole has been selected and catalogued by an expert of much experience, and forms in its ensemble a most valuable selection of Japanese Curiosities and Manufactures. The shipment includes many articles admirably adapted for complimentary presentation. The undersigned has received instructions from Messrs DeAith & Co., Robt Higo, Japan, to sell by Auction the above consignment. Sale will take place in Stevenson's Building, Queen Street, TUESDAY and WEDNESDAY, 30th and 31st inst., commencing at 2 o'clock. No Reserve. Goods will be on exhibition the Saturday and Monday previous to the Sale. Catalogues will be distributed in due time. G. M. HARRIS, Auctioneer.

August 17—11 sale per Jour

SALT! SALT!

NOW landing, on Queen's Wharf, 200 Hogs Liverpool SALT. Will be sold low while landing. Apply to W. W. CLARKE.

August 17—25th & wky

Autumn Goods.

NEW HATS!

Silk Hats, Hard Felt Hats, Soft Felt Hats, Tweed Hats, Fore-and-Aft Caps,

OPENED TO-DAY AT THE

LONDON HOUSE.

HARRIS & STEWART.

Ch'town, August 27, 1887.—wky

PREPARING

—FOR THE—

Fall Trade.

J. B. MACDONALD

is Selling Off at Extraordinary Low Prices all kinds of Dry Goods and Ready-made Clothing, to make room for Fall Stock.

Please Call.

J. B. MACDONALD

Ch'town, August 25, 87.—dy wy—pat

HOUSEKEEPERS AND OTHERS

About to furnish, should see our Magnificent Stock. WE SHOW THE Largest and Most Varied Stock of CARPETS and OILCLOTHS in the Province.

Our facilities for getting all classes of merchandise, at the closest prices, enables us to give customers the Best Value.

An inspection will CONVINCe that our prices, quality considered, are below others who are everlastingly advertizing reduced prices, and even then cannot get clear of the goods.

Mr. Paton is now buying large stocks in England to fill up again for Fall and Winter.

JAMES PATON & CO.,

MARKET SQUARE.

Ch'town, August 8, 1887.—dy & wky

SPECIAL LOT

STANLEY BROS.,

BROWN'S BLOCK. ONE CASE

LADIES' JERSEY JACKETS,

Bought at a BARGAIN, will be Sold 25 PER CENT LESS THAN REGULAR PRICES.

Ch'town, July 14, 1887.—cod & wky

Why the Columbus Watch is the Best

THE Main Spring barrel is completely covered, making the watch perfectly dust proof.

There can be no interference between the Balance and the Barrel. The Regulator is nearly double the length of others, rendering accurate regulation a very simple matter.

To replace a broken Main Spring, the Barrel can be removed without disturbing the Balance or interfering with the regulation.

The pins of the Regulator are so formed and located that two or more coils of the Hair Spring cannot catch between the Pins and cause the Watch to stop or gain time at an unusual rate.

The Balance comes under the round, or edge, the strongest part of the case, not as with all others, under the center and weakest part.

The Main Spring Power is the lightest used in American Watches.

The calculation of the Train is such that this Watch runs 8 to 10 hours longer than others, with one winding, giving more uniform power and rate.

These are improvements that cannot be claimed by any other manufacturers, and once seen, all must agree with us in saying that this is the strongest and best Watch made; and with all the above improvements, the Columbus Watches cost no more than others.

G. H. TAYLOR, Jeweler, Charlottetown, P. E. Island.

August 17—25th & wky