

TO THE FRONT.

PREPARING TO RECEIVE OUR BOYS AT SHEDIAC.

The Shediac correspondent of the Moncton Times writes: "A splendid meeting was held Saturday night by the people of Shediac and Point du Chene, to take into consideration the best mode of giving the P. E. I. contingent a reception on their arrival. There was a good attendance of all the leading men and the speeches were loyal and enthusiastic. It was decided to employ the steamer Alameda to take some 25 or 30 of a committee with the Shediac Cornet Band to escort the steamer Princess of Wales into the harbor. The Alameda will be decorated with flags, and all the shipping have been requested to do likewise. Bunting will also be displayed from the different house tops. It has also been arranged to have the school children on the platform at Shediac station to sing the National Anthem, and should time permit, the troops will be addressed by some of our citizens. No doubt the reception will be hearty and stimulating to the boys."

THE NEW BRUNSWICK BRIGADE.

The New Brunswick Corps left St. John for Sussex on Monday morning and are now camped at that place awaiting instructions. They are under command of Deputy Adjutant-General Maunsell, who has with him the following staff:

- Col. Blaine, Fusiliers, Major of right half battalion.
Col. Beer, 74th Battalion, Major of left half battalion.
Capt. McLennan, Fusiliers, Adjutant.
Capt. James Devlin, Fusiliers, Quarter Master.
Major McCully, 73rd Battalion, Paymaster.
Rev. G. G. Roberts, Chaplain.
Orderly Room Clerk—Sergeant Mayne, L. S. C.
Paymaster's Clerk—Sergeant Taylor, 62nd Battalion.
Assistant Orderly Room Clerk—Sergeant Shea, L. S. C.
The corps are attached and lettered as follows:

RIGHT HALF BATTALION.

"A" Company, L. S. C., Capt. and Major Gordon; "B" Company, L. S. C., Lieut. and Capt. Young; "C" 82nd Battalion, Capt. Sturdee; "D," Capt. Godard; "E," Capt. Hogan; "F," Capt. Edwards.

LEFT HALF BATTALION.

"G," 67th Battalion, Capt. Bourne; "H," 71st Battalion, Capt. Howe; "I," 74th Battalion, Capt. Harper.

On leaving Sussex they will be joined by the P. E. Island contingent at Moncton.

ACTUAL SERVICE.

The attention of volunteers is called to the following paragraphs from the actual service regulations:

Para. 666: The following articles should be in every man's knapsack, provided by the men themselves:

- 1 change shirt, flannel or cotton.
1 pair socks.
1 boots or shoes.
Needle and thread.
Knife.
Piece of soap.
Towel.

667: "When a corps placed on actual service is ordered away from its permanent headquarters, if the men be furnished with knapsacks, the commanding officer will not allow any of his men to take with them any articles of baggage beyond their knapsacks. The prime necessities of a soldier on service, supposing him to be otherwise properly equipped, are food, boots and ammunition."

THE PAY OF THE VOLUNTEERS.

The rate of pay for the militia (including rations) is thus laid down by the regulation and orders:

Table listing pay rates for various ranks: Colonel \$4.97, Major 3.90, Paymaster 3.05, Adjutant with rank of Captain 2.82, Adjutant with rank of Lieutenant 2.44, Quartermaster 2.82, Surgeon 3.65, Assistant Surgeon 2.43, Veterinary Surgeon 2.40, Captain 2.82, Lieutenant 1.58, Second Lieutenant 1.25, Sergeant-Major 1.10, Quartermaster Sergeant 1.00, Paymaster Clerk 1.00, Orderly Room Clerk 1.00, Hospital Sergeant 1.00, Pay Sergeant 1.00, Sergeant 75, Corporal 60, Bugler 50, Private 50.

The rate of field allowance, says the General Orders in Canada Gazette of April 11, the issue of which will be governed by the regimental rank of regimental officers, and in case of a staff or departmental officer, by the relative rank of the appointment which he may hold, will be as follows:

Table listing field allowance rates: Field officer \$1.00, Captain 75, Lieutenant 60.

A Captain succeeding to the command of his battalion will be entitled to receive the allowance of a Major. A Lieutenant succeeding temporarily to the command of a company will be entitled to the allowance of a captain, and a copy of the Regimental Order directing him to assume the command will be annexed to his claim for a higher rate. Lieutenants in command of detachments of companies will receive the allowance of their rank only.

Notes.

No further orders have been received; and the men are still drilling and making ready to go to the front.

Sergt. Brodie of Covehead company, has thrown aside his stripes and goes to the front as private. All honor to such men.

Boston Evening Record—Colonel Otter seems to be the lively officer in the North-West. He Otter be promoted forthwith.

The promptness with which Private Martin of Hunter River Company, responded to the call of duty is praiseworthy. He was visiting his parents at Belfast, and was on Friday ordered by Capt. McLeod to report himself for duty. He immediately on receipt of order left his home, drove thirty-five miles, and reported himself ready to go to the front on Saturday evening.

RICH BLACK SILK.—"The Silk of the Olden Time." Ladies should call and see this novelty at Weeks & Co's., Market Square.

Communication with P. E. Island.

DETAILS OF SENATOR HOWLAN'S SCHEME.

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

THE CHANNEL OF THE STRAITS.

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

THE PUMPING APPARATUS IS ARRANGED,

so as to raise or lower them as may be necessary, they are secured accurately into line, one end is entered into the tapering end of the tube previously laid, when, by opening a valve in the temporary end, the whole hydraulic power due to the displacement of the floating tube is brought to bear upon it, and to force it forward to a permanent water-tight joint, the socket of the receiving tube being lined with wooden segments, on the same principle that the screw propeller of a steamer works in a water-tight gland through the stern of the vessel. The outer end of the tube is then carefully adjusted as to level and to receive the next tube, and then the false end nearest to the fixed tube is taken out and a permanent joint is made from the inside, where the two have been put together. A second ring of cement, making a total of 2 1/2 feet, or 30 inches, is now put in, and forever after the two tubes are one solid iron and stone pipe. The total

WEIGHT OF THE WATER DISPLACED

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

A CEMENT BAG OR MATTRESS,

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

AT THE ISLAND END

the bottom of the tub will be 40 feet below the lowest spring tides, and the top will consequently be 25 feet below the surface, giving this depth for any vessel or floating ice, before it can be interfered with. From this point the depth over the tube gradually increases for three miles, when the clear draught of water for a vessel will be 40 feet. For this three miles it is believed that dredging or mattresses on the sand will give all the support that is necessary for the tube. The water now gradually deepens until at about midway between the

shores, or about 4 miles from the commencement of the subway on the Island side, the water is 90 feet deep and this continues for nearly half a mile. Across this valley the tube will be carried on piers, varying from 6 feet to 35 feet in height, the tube being on a level. For a short distance it then runs on the level of the bottom, and near the western abutment some dredging will again be necessary.

THE ABUTMENTS,

situated something over 5 miles apart with a lighthouse upon each of them, between which all vessels must pass, are rather heavy affairs. In plan they are the shape of a triangle with their outer angle to the channel, and showing about 600 feet on each side. The three angles each consist of a cylinder of wrought iron boiler plate, rivetted together and sunk to the solid rock. They are then filled solid at the bottom and up the sides with concrete, and inside this with rock and shingle obtained from the dredging. Between the cylinders are wrought iron and cement walls, bolted to the cylinders at each end and filled solid with sand and shingle, the whole containing about 2,000 cubic yards of material, and weighing over 4,000 tons. At the back of each of these abutments, and about 1,200 feet nearer the shore on the Island side, is a LONG, SOLID WHARF,

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

THE REAL STRENGTH OF THE TUBE

is in the cement, which is strong enough when once set to carry all that can be put inside the tube, and its own weight between the supports or anywhere else, and should, in the course of years, the tube rust away, the cement, as far as we know, is perfectly indurible, at least the dome of the Pantheon at Rome, 2,000 years old, is as perfect to-day as when it was built, and it is of precisely the same material as it is now proposed to use under the Straits of Northumberland.

The estimate for the subway, including the wharves at either end, is something over \$2,000,000, the interest on which at 4 per cent, would be \$80,000 a year; against this the present mail service to the Island, together with the cost of the maintenance of the Northern Light, is over \$30,000 a year. It has now been proposed to put on a second vessel of this description but larger, and two small tug-boats to take the place of the ice-boats now plying during the winter between the Capes which would entail a further cost of \$35,000 a year, making \$66,000 altogether as

THE ESTIMATED COST OF THE COMMUNICATION

to be provided. In addition to this the Island Railway is now worked at a loss, in round numbers, of nearly \$100,000 a year. Mr. Howlan points out that this is due to the fact that for six months there is not, and under existing circumstances cannot be, any export trade from the Island. The whole of this loss is entailed in the winter months, and whilst Mr. Howlan believes that the whole of this deficit would disappear with a regular railway communication with the mainland, he takes credit in his estimate for only half this saving, or \$50,000 a year, as wiped off the present deficit. These various items make a saving of \$146,500 a year as saved by the railway, against an annual charge of \$60,000 for the interest on its cost. The subject is worthy of the attention of the Government, and if by a small expenditure the feasibility of the scheme can be established, and exact data be obtained, it seems only due to the Island population that the information should be procured.

A Letter from Battleford.

The following is from a letter written by one of the Northwest Mounted Police to his parents, Mr. and Mrs. Ronald McDonald, of Souris:

BATTLEFORD, April 25.

I suppose you are very anxious on my account, so I take the first chance to relieve your anxiety. We all got down safely (except young Cowan) from Frog Lake. We had a pretty hard time of it, but thank God we are still living. There is great excitement here. Every Indian in this part of the country is now on the war-path. Up to yesterday there were only about one hundred men under arms here, but yesterday and to-day regiment after regiment of volunteers is coming in. I suppose before the summer is over all will be settled.

We were getting everything settled nicely up at Frog Lake, and intended to stay there for the summer, when a messenger came into camp one night, and we started from there for Fort Pitt before daylight. We tried to persuade the white men, women and children to come with us, but they had such confidence in the Indians that they would not come, and we hardly reached Fort Pitt before they were all massacred. We remained in Fort Pitt fifteen days, and finding that we could hold out no longer, being surrounded by thousands of Indians who were preparing to burn us out, and who had already killed one of our number and wounded another, we retreated to the river where we got on board a scow, and after eight days we reached here, being detained by ice in the river. The people at Battleford had made up their minds that we are dead. They gave us a warm reception when we arrived.

As there is a man just leaving with despatches, I must conclude for the present and remain, Your affectionate son, JOHN.

Direct Steam Communication Between Charlottetown and London.



The first-class Iron Steamship 'CLIFTON', 2,500 Tons Gross Register, is intended to sail from

Charlottetown for London

About the 4th of JUNE.

Carrying freight and passengers on favorable terms.

Lobsters taken at through rates from all points on P. E. I. Railway.

Intending shippers will require to engage freight not later than the 29th inst'ant.

Returning will leave

London for Charlottetown

About the 27th JUNE,

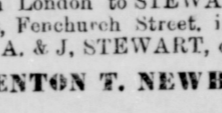
and will continue making regular trips during the remainder of the season.

For Freight or Passage and other information apply in London to STEWART BROS., 3 Fen Court, Fenchurch Street, in Chatham, N. B., to R. A. & J. STEWART, or here to

FENTON T. NEWBERRY, Agent

Ch'town, May 20, 1885.

P. E. ISLAND Steam Navigation Co'y.



STEAMERS ST. LAWRENCE AND PRINCESS OF WALES.

Summer Arrangement

NOVA SCOTIA.

Leave Charlottetown for Pictou Landing every Monday, Wednesday, Thursday and Saturday mornings, at seven o'clock, connecting there with the Train for Halifax. Returning to Charlottetown on Monday, Wednesday, Friday and Saturday, about two p. m., on arrival of train from Halifax. Leave Pictou Landing for Georgetown on Thursday, on arrival of train at two p. m.

NEW BRUNSWICK, CANADA AND THE UNITED STATES.

Leave Summerside every day (Sunday excepted) on arrival of Train from Charlottetown, connecting at Shediac with Trains for each of the above named places; and at St. John, with steamers of the International Company and Railway for Portland and Boston. Also leave Charlottetown for Summerside every Monday morning at one o'clock. Returning, leave Shediac every day (Sunday excepted) on arrival of day train from St. John, for Summerside, connecting there with train for Charlottetown. Also leave Summerside for Charlottetown every Saturday evening, about five o'clock.

By order,

F. W. HALES, Secretary.

Ch'town, May 20, 1885.

FURNITURE!

BY Auction, in front of my Auction Room, Market Square,

Friday Next, 22nd inst., at 2 o'clock,

Tables, Chairs, Stoves, Sofa, Bureau, Chef-fonier, Poles and Rings, Mattress, Picture, 1 Piano and sundry other articles.

E. NEEDHAM, Auctioneer.

Ch'town, May 20, 1885.

SEED WHEAT.

JUST ARRIVED, a large quantity of prime SEED WHEAT, in Red and White Fife and White Russian, grown by a practical farmer in Toronto.

—ALSO—

A large quantity of FLOUR, in Patents and Superior Extras, for sale cheap.

A. HORNE & CO., Upper Queen Street, Charlottetown, May 20, '85—11 wkly 4i

AUCTION.

THE Subscribers will sell by Auction, on

WEDNESDAY, JUNE 3rd, 1885, at Souris East, the

Schr. "Isabella," 43 Tons.

—ALSO—

At same time, one 34-foot Seine Boat and 2 1/2 fathoms Seine, with fittings complete.

Terms at Sale.

McDONALD, McDONALD & CO. May 19—11 date

TO ARRIVE,

PER Boston Steamer to-night, 12 cases Children's Carriages. This lot is a telegraphic repeat order of our first shipment, two weeks ago, of which twelve carriages sold on first day of opening.

May 19—2in MARK WRIGHT & CO.

SITUATION VACANT.

WANTED IMMEDIATELY, a Lad of 16 to 18, who can write a good hand, to act as

Clerk and Assistant Book-keeper,

A good opening for one who has ambition. Apply personally,

N. J. CAMPBELL.

Ch'town, May 18—1f

THE JUBILEE SINGERS

(From Fisk University)

WILL SING IN THE

Y. M. C. A. HALL,

— ON —

MONDAY AND TUESDAY,

MAY 25th and 26th.

This Company consists of TWELVE COLORED LADIES AND GENTLEMEN, who have achieved a

WORLD-WIDE REPUTATION,

in their rendering of the popular NEGRO MELODIES OF THE SOUTH.

Their Singing is characterized by all the fervor peculiar to their race, while their voices are rich and well trained, and blend together in perfect harmony.

Tickets, 50 cents, and will be for sale at stores of Messrs. Beer & Sons, G. H. Haszard, Mrs. Watson's and at Apothecaries Hall, until 5 o'clock of the evening of the Concert. Should any remain unsold, they will be for sale at the Hall door.

Not over 500 TICKETS WILL BE SOLD and every purchaser is guaranteed a seat.

This tour of the Jubilee Singers through the Maritime Provinces has been arranged by J. S. McLean, Esq. of Halifax, N. S., for the benefit of the Y. M. C. A. funds.

Doors open at 7:30; Concert will commence at 8 o'clock.

HENRY SMITH, Sec'y Y. M. C. A.

Ch'town, May 19, '85.

LUMBER. LUMBER.

TO BE Sold by Auction, on Wednesday evening, 20th inst., at 6 o'clock, on Pownall Wharf, the cargo of Sch. "Ellen," from Richibucto, consisting of 45,000 feet Spruce Boards, dry and straight edged

WILLIAM DODD, Ch'town, May 18, 1885.

DANCING.

Terpsichore Hall Reopened.

MRS. BURRIS, thankful for past favors, takes liberty to inform the ladies and gentlemen of the city and vicinity that she will open her Dancing Classes, in the brick building, corner Queen and King streets (entrance on King) for one term, on THURSDAY, MAY 21st, 1885.

Afternoon class from 4 to 6. Evening class from 8 to 10 p. m.

All the new and fashionable dances will be introduced, including the "March Quadrille," "Saratoga Lancers," "Polo," "Ripple," &c. Private tuition given as usual.

Miss BURRIS will give lessons on violin and piano in the above hall.

E. BURRIS, Ch'town, May 18, 1885

G. H. HASZARD'S

FOR ALL KINDS OF

Blank Books,

— IN —

Ledgers,

Day Books,

Journals, &c.,

SELLING VERY CHEAP.

100,000 100,000

ENVELOPES,

of all the leading sizes, by the 100, + or 1/2 thousand boxes.

FOOLSCAP,

LETTER & NOTE PAPER,

WHOLESALE AND RETAIL.

Stafford's Jet Black Writing Inks,

" Copying Inks,

(In all size bottles.)

This is now acknowledged to be the best Ink for office and private use.

ALSO IN STORE:

Carter's, Stephens & Toiary's

Writing & Copying Inks,

To be Sold at Great Discounts.

G. H. HASZARD,

BROWN'S BLOCK,

Queen Square.

Ch'town, May 18, '85.

P. E. ISLAND RAILWAY. QUEEN'S BIRTHDAY.

EXCURSION RETURN TICKETS, at one first class fare, will be issued from Charlottetown to all intermediate stations Summerside, Souris, Georgetown and all intermediate stations, by afternoon trains, on Saturday, 23rd May inst.; also, to and from all stations on Monday, 25th inst., all tickets being good to return up to and on May 27th, 1885.

JAMES COLEMAN, Superintendent.

Railway Office, Ch'town, N.S., 1885.

—dly pat all wkly papers

Auction Sale.

Valuable Real Estate

I AM instructed to sell by Auction, on the premises,

On Tuesday, May 26th, inst.

AT 12 O'CLOCK, NOON,

That conveniently situated property, on the south side of Sidney Street, nearly opposite the residence of H. J. Colbeck, Esq., known as the "Kinnair Property."

First—The dwelling house and store.

Second—The adjoining Building Lot.

A good chance to secure valuable property at a bargain.

Terms—20 per cent, at Sale, balance in five years, secured by mortgage on the premises, bearing interest at six per cent.

A. McNEILL, Auctioneer.

May 15, 1885—cod

BOSTON STEAMERS,

Carroll and Worcester,

LEAVE Boston every SATURDAY at 11 noon.

Leave Charlottetown every THURSDAY at 6 p.