

THE P. E. I. RAILWAY.

The Minister of Railways has made a good impression on the neighboring provinces. His never-failing courtesy and readiness to learn all about the great railway under his control are the subject of favorable comment on the part of the press. We feel sure that he will be equally fortunate in respect to this Province. Mr. Haggart's practical business mind and training will at once enable him to see what's wanted here. He cannot fail to note that the conditions in this Province are different from those which exist upon the continent. There, there is a comparatively sparse population and long hauls. Here there is a comparatively dense population and, for the most part, a merely local traffic. There, a large proportion of the people has no alternative but to travel by rail or remain at home. Here, people can take their own horses or go by steamer or sailing vessel if the railway arrangements are unsuitable. There, many sections of country are wholly dependent upon the railway for the carriage of freight. Here there are at almost every point several ways by which freight may be carried; and though the railway is the most prompt, direct and satisfactory, our people are very apt to choose another way if the rates keep them up late at night, or the trains are not regarded as sufficiently low.

Bearing these different conditions in view, it would be well, we think, if somewhat different arrangements were made in respect to this Province. We give the railway authorities full credit for good intention in their efforts to afford daily communication from the mainland to all parts of the Province. For the prompt forwarding of mails, and for the convenience of passengers who must reach any given point on the evening of arrival at Summerside or Charlottetown, the present arrangements are excellent. But the present arrangements necessitate persons along the line being up late at night, and watching in the dark for the arrival of trains which are not always up to time, in order that they may take advantage of the railway. So the probability is that, in nine cases out of ten, they will go or send by the other ways which are available. We have no means of knowing absolutely, but judging from the existing conditions, we should conclude that the P. E. I. Island Railway stands to lose a considerable portion of local way traffic as a result of the operation of the present arrangement. This is a matter which will, of course, engage the attention of the Minister of Railways; for, as Mr. VanHorn would say the other day, true economy in railway management, in these growing, prosperous parts of Canada, consists rather in the development of traffic than in the cutting down of expenses. If, instead of striving to reach all parts of the Province on the night of arrival in the Province, an effort were made to reach, daily, the mainland from all parts of the Province, the railway connections at Point DuChene would be much closer than they are, and our way passengers to and from every point would be able to travel in the day—and would, therefore, be much more inclined to take the railway in preference to carriage or steamer. It may not be known to the Minister of Railways, but it is a fact that persons residing west of Charlottetown and having to do business at the banks or public offices, must, under the present arrangement, lose a whole day and parts of two other days, if they come and go by rail—the consequence being that in many cases, they do not come by rail.

Another point to which the Minister's attention might well be directed is the means afforded for reaching Halifax from Charlottetown. The train by which the island passengers travel from Pictou—rather from Stellarton—to Truro is a freight accommodation train, and the time occupied between the two points is five hours. No means are afforded for refreshments, and the passenger who takes a hasty breakfast in his Charlottetown hotel at half-past five, a. m., cannot, unless personally provided with refreshments, satisfy his hunger until after he arrives at Truro at about four p. m. It will be admitted by everyone that this is not calculated to attract travel from Charlottetown to Halifax; and we trust that the existing arrangement will be improved as a result of Mr. Haggart's visit. A faster train could be obtained if the steamer were to leave here at mid-day. But then the mails would be detained at Pictou overnight and would not reach Charlottetown until the next day. So that the remedy must be sought for from the railway rather than from the steambot authorities.

We trust that Mr. Haggart will remain here long enough to test fully, for himself, the truth of that which is here set forth on behalf of a reticent and diffident people who do not care to trouble the Minister with any complaint, and that he with his party may be fully convinced, by personal experience, that P. E. Island is one of the pleasantest summer resorts in North America.

The New York Herald is about to erect the grandest newspaper building on the continent, at Broadway and Thirty-fifth street, and it presumes will be located on the street floor, and visible to the public at all times.

Notes and Comments.

Under "foreign competition" (to wit, the competition of the American cloth industries started up by the McKinley law) the average weekly wages of weavers in Bradford, the great woolen manufacturing center of England, decreased from \$3.24 in 1890 to \$3.08 in 1891. That is a heavy decrease for one year. Facts like this are not calculated to make the English workmen enjoy the status quo.

—Mr. Henderson, Her Majesty's superintending inspector of textile industries, entertains rather a gloomy view of the condition of the Lancashire cotton trade. In a report recently made by him he says it is estimated that more money was lost in Lancashire last year than in any single year since the establishment of the cotton industry. In Oldham alone, where most of the spinning mills are, the limited liability companies, the losses in the workings of the quarter ended September 30, 1891, was estimated at \$100,000. This loss was the result in a great measure of fluctuations in the price of the raw material, and was more especially due to the heavy drop in price, owing to a "bumper" crop. One feature that promises ill for the future, in Mr. Henderson's opinion, is the growing tendency of capitalists to withdraw from the business, owing to the difficulty of competing with large companies owning out numerous factories equipped with the most improved machinery and appliances. Mr. Henderson says: "The cotton spinner and manufacturer who owns his mills himself promises to become extinct and we shall then be reduced to the position which obtains in the manufacturing districts of America. The only employers of labor will be the limited companies or corporations. That this revolution is likely to prove beneficial to the operatives I think is open to question, and they would do well to weigh the point carefully."

H. M. S. Blake.

Her Majesty's flagship Blake—one of the most wonderful ships afloat—will arrive at this port on Monday. The Blake is a twin-screw steam cruiser of 9,000 tons and 20,000 horse power, and has 12 guns. But the most interesting portion of our communications will be at all interested in her officers. Therefore we hasten to supply the following list: Vice Admiral—Sir John O'Hopkins, K C B. Flag Lieutenant—Henry G Sandeman. Secretary—Wm H Rowe. Clerks to Secretary—Alfred R Parker, F G Motton. Captain—Wm des V Hamilton. Commander—Chas H Bayly. Lieutenant—Julian G A Wilkinson, (T) Alex L Duff, F Bowden-Smith, (G) H H Campbell, H Thompson, Basil R H Taylor. Staff Commander—H E Wood. Major Marines—Geo Hobart. Chaplain—Rev H S Wood, M A. Fleet Surgeon—R S P Critchley. Fleet Paymaster—Fred North. Fleet Engineer—John Y Mayston. Naval Inst.—Jas McCarthy. Sub Lieutenant—John R LeH Ward. Surgeon—P B Handyside, M B, Wm J Mallard. Asst Paymaster—John R Dathan. Engineer—Allan H Slade, Francis H Lister. Asst Engineer—Jas F A Hastings, Wm H Wood, Chas R Hall, Wm A Dathan, Fred G Blewett. Gunner—(T) John Courtwell. Boatswain—Joseph V Lotter, (S) Charles E Collins, Frederick Marchmont. Carpenter—Thomas G J Guest. Midshipmen—Hugh F P Sinclair, Charles R Mansel, Harry L Wells, Duncan T Brown, Cyril J Townsend, Harold G Jackson, Alan G Hotham. Naval Cadets—Francis R M White, Claude Seymour, Seymour F Rowe, Ralph C N Gathorne-Hardy, Basil V Brooke, George G Jepson, Humphrey F Dawson, Philip H James, Denis G Thynne, Leslie Menzies, Albert M H Phillips, Andrew T M Saul, Arthur Bromley. Clerk—George W Osmond. Assistant Clerks—Henshaw K Russel, Herbert S Meshem, Charles E Manning.

Steamer Caber Freidh.

The above beautiful steamer arrived on Thursday evening at 4 p. m. in tow of the steam tug William, which arrived from Pictou, N. S., where the Caber Freidh was built and finished for the owners, Messrs. Henry McKenzie, John Fraser and Capt. Adam Graham, who also came with her. The steamer can be seen at Peake's No. 3 Wharf, where she now lies to receive her boilers and engines. The Caber Freidh is 65 feet length of keel, 15 feet beam and 7 feet depth of hold, and is the admiration of all the steamboat men who have had the pleasure of seeing her. She is to be fitted up by Messrs. McKinnon & McLean, of this city. The boiler is 10 feet high over all, 6 feet diameter, of steel plate one half inch thick, and will carry 120 lbs. of steam, working pressure. The engine is compound, the high pressure cylinder is 12-inch, and the low pressure is 22-inch diameter, and 16 inch stroke of the tandem type or built. She will be fitted out with surface condenser, independent air and circulating pump, with feed pump combined, of the fly wheel pattern; also large donkey pump of same pattern—all made by Messrs. McKinnon & McLean. Her crank shaft is of steel, as well as her connecting rod and cross head, also her main shaft, and is 4 1/2 inches diameter, except her crank, which is 5 1/2 inches diameter. She will have a 6 1/2 foot propeller, and is expected to speed up to at least 10 knots per hour. Her principal owner, Mr. Henry McKenzie, will spare no expense in fitting her up first-class in every respect, and will place her on the berth next summer at Pictou and Charlottetown for a trip up the St. Lawrence and through the lakes to the World's Fair at Chicago and return, which will be no doubt taken advantage of by many citizens of our country who contemplate taking in the great exhibition. We trust the Caber Freidh will meet the brightest expectations of her enterprising owners.

ALBERTON TEA.—The tea party at Alberton on Wednesday last, was not we are sorry to say, the success it would certainly have been were the weather at all favorable. The gathering was large, but owing to the rain, the people could remain on the grounds only a few minutes at a time and of course everything was rendered difficult to those in charge of the tables, saloons, booths, etc., as well as pleasure seekers. Had the day been favorable there is no doubt but that the net receipts would have footed up high above a thousand dollars. As it was, about \$500 were netted, which, to everyone present, appeared wonderful.

SANGIR'S AWFUL DELUGE. Towns and Inhabitants Are Blotted out of Existence.

EARTH YAWNS AND SWALLOWS PEOPLE BY THE HUNDREDS—LATEST DETAILS OF THE ERUPTION OF GUNUNG AROO—TENS THOUSAND LIVES LOST, IT IS THOUGHT, AT A MODERATE ESTIMATE. The steamer Empress of India, just arrived at Victoria from Japan, brings additional details of the disastrous volcanic eruption on Great Sangir Island. Without any warning signal, without any sign whatever of impending disturbance, the Gunung Aroo volcano blazed forth on June 7, and within twenty-four hours the whole of the prosperous surrounding country was devastated. The location of the crater is latitude 3 degrees 39 minutes north, longitude 125 degrees 29 minutes east. The western coast of Great Sangir Island is washed by the Celebes Sea, with the Molucca passage on the southeast. The island is one of a chain of islands near the Philippines. The first report of the eruption was heard about six o'clock in the morning, and for four hours there was a continual stream of fire and ashes belching forth. After a slight relaxation a flood of fire again began, continuing two days, heavy rumblings being heard in the mountains.

TOBOANA BURNED. The town of Toboana, on the southern side of the island, suffered then. Dwellings and other structures crumbled under the weight of dust and ashes, the inhabitants fleeing for safety, while many perished in the ruins. The cocoon plantations, which covered the whole mountain side, were completely destroyed. The country west of Toboana was covered with thick mud and ashes. Terrific thunderstorms had followed each earthquake. Hot streams of mud and lava running down the mountain side rendered travelling unsafe, and those who were overtaken in their flight perished. Reports from all over the island indicate the most disastrous consequences. Whole villages are submerged and cocoa and nutmeg plantations everywhere are ruined. In the northern part of the island lava streams were running with terrific force. Among other villages completely obliterated was that of Tokokam, famed for its beauty and wealth.

FRIGHTFUL LOSS OF LIFE. The loss of life is something frightful, but no accurate estimate of it can yet be made. Some place it is as high as 10,000. The captain of a ship which took assistance to the sufferers says that 10,000 is not too high a figure as an estimate of the number of dead. A thousand bodies have been picked up on the shore and many were found floating in the sea. The alarm reached Ternate and the Netherlands warship, Zoontriv, was immediately despatched, while from Mendana the British steamer Hecla, was also sent to render assistance and carry supplies. The whole island is completely devastated, and although the violent eruption has ceased, volumes of smoke are arising, accompanied by steam and ashes. The lower lands and valleys are covered with lava, which is still pouring down, while cracks in the mountain have opened, emitting volleys of steam, stones and mud.

Further outbreaks were feared and as fast as steamers and vessels could be obtained the inhabitants still alive were fleeing. Property worth millions upon millions is destroyed for ever. For many years the inhabitants of Sangir Island, living within the shadows of a dormant crater, had tilled the soil and prospered, their chief industry being the growing of nutmegs, cocoanuts and grapes, the product being regularly shipped abroad. Their life was a romantic one, favored by Providence with a climate equaling, if not surpassing, that of Italy, and a soil needing little cultivation to make it profitable. With no political or national disturbances the semi-savage natives were gradually becoming civilized. The villages and towns were well built and had schools and churches.

SHOWERS OF FLAME AND STONES. The awful devastation began at 8 o'clock on the morning of June 7. There was a terrific rumble, a column of ruddy flame shot up from the crater as high in the heavens as the eye could reach, and immediately afterwards ashes were falling like snowflakes over the whole country. Dust was flying in all directions, and from the time of the first explosion until nine o'clock that evening force volumes of flame and smoke and showers of large stones were belched forth, followed by rain, which fell in torrents, bringing down with it the clouds of ashes that were flying through the air. This continued all night and the whole of the next day. VILLAGES AND INHABITANTS SWALLOWED UP. Earthquakes began July 9. Village after village was engulfed, hundreds of people dropping into the great cracks of the earth. The whole country is under a layer of mud, ashes and stones. All vegetation is either burned up by the awful heat of the volcanic fires or has been destroyed by dense showers of ashes and dust. The country around Gunung Aroo and the sides of the hills were still steaming and smoking on July 25, numerous volcanic jets throwing up columns of mud and stones which fell in showers over the district.

Do you know why Royal Balm of GINGER Ale is the best? Because the Wilmot Spa Mineral Waters are its base, and lime juice and pure extract are used. All Grocers and Wine Merchants.

MARRIED.

At the residence of Mr Wm J Moran, No 62 Walker Street, Lowell, Mass, there occurred a quiet and happy marriage, on Wednesday morning, Aug. 3rd. The contracting parties were Mr Ross W Sweet, of Colchester, N. Y., and Miss Florence McPhee, of Prince Edward Island. Rev B Minard, of the Mt Vernon Free Baptist Church, officiated. Mr and Mrs Sweet left immediately on a tour through the Maritime Provinces, purposing to return the first of September and make their home in Lowell.

Ladies prunella boots, 50 cent a pair, at the Dominion Boot and Shoe Store.

Personal.

Rev. Father Burke, of Alberton, was in town to-day, to pay his respects to Cardinal Gibbons.

The Rev. F. E. Roy, of Bradford, Nova Scotia, will preach in St. Paul's Church tomorrow forenoon.

Charles LeBoutillier, representing the Canadian Tobacco Manufacturing Co. of Montreal, is on a business tour of the Island.

Hon. Wm. Richards, of Prince Edward Island, is in the city looking after two of his vessels, the Flora and Mabel in port.—St. John News.

F. W. Cowan, Esq., and Miss Minnie Cowan, of Mount Stewart, left on Thursday for Berkeley, California, where they purpose remaining a few months with their friends. Bon voyage.

The Dominion Financial Inspector, G. Crookshanks, Esq., arrived from Ottawa last evening. He is on business connected with the Receiver-General's office and Dominion Savings Bank in Charlottetown.

Edison is perfecting a phonograph clock which is destined to surprise tardy visitors. It can be set at any hour—say 11 p. m. When the hands indicate this hour the visitor is startled by hearing a voice from the clock proclaim: "Time for bed! Time for bed! Go home!"

The Minister of Railways, Mr. Schreiber, Dr. Montague and party arrived here last evening by steamer St. Lawrence and soon after left for Tignish by special train. They left Tignish at 7.30 to day and inspected the western section of the railway including the Cape Traverse branch, arriving in Charlottetown at about three o'clock this afternoon.

Arrivals at Queen Hotel, August 5th. M McEhran, Lowell; Mr McLeod, City; Mr Stock, Prof S J Hart, J Mindel, Chas Le Boutillier, Montreal; J L Harkin, J K McLure, Quebec; H Silver, Ayrshire, Scotland; A Fitzpatrick, Pictou, N S; H T Barrows and wife, Boston; Mr Alward, Whiting and wife, Boston.

His Eminence Cardinal Gibbons will preach in St. Dunstan's Cathedral at the ten o'clock mass to-morrow forenoon. On Monday he will go to Rustico and thence on Tuesday to Summerside, where he will take the steamer on Wednesday morning for Point du Chene. His Eminence is delighted with P. E. Island and hopes to renew the pleasure of this trip in the near future.

A gentleman who has just returned from a month's sojourn at Riviere du Loup says that he frequently had the pleasure of meeting the Baroness Macdonald and the Hon. Mary Macdonald, and that they were both enjoying excellent health and appeared to have benefited a good deal by their stay at Riviere du Loup. They will remain there until the end of this month and then go to Banff for a while.

Before Sir John Thompson left the capital to join his family at St. Andrew's, N. B., he received from England the pleasing news of his eldest son's success in college. Mr. John Thompson has just completed his seven years' course at Stoneyhurst college, and passed with honors his matriculation examination for the University of London, but is only 18 years of age. Mr. Thompson will probably return to Canada at once and enter upon his legal studies.

The following were registered at the Hotel Davies yesterday: Miss Lena Rivord, Miss Morret, Quebec; J F Rivord, do; Miss F Fasset, Three Rivers; J E McDonald, Cardigan; D K Molleson, St John; C D Chetwynd, H Melnis, Halifax; G Y Crookshank, Ottawa; W B Dixon, Sackville; Geo Smith, St. John. To-day were: Jas Walker, Howard Major, Chelsea; J E Ward, Newark, N J; D Brooks and wife, Boston; Mr Alward, Boston; Mrs McDonald, Georgetown; D A Bishop, wife and son, New York; J W Crouch and wife, St. Louis; Miss May Bishop, New York; J C Dutton, Philadelphia; Mr & Mrs B F Ambrose, Miss Ambrose, Miss Middleton, New York; D M Ferguson, Montreal.

The Ruddy Planet.

The giant telescope presented to the University of California by James Lick is making a record for itself during the present apparition of Mars. Many of the details are shown which have no existence. This will be a bitter disappointment to many visionary theorists, who have found in the existence of these "canals," particularly in the announcement that all were sure to be doubled, most indisputable evidence that Mars was inhabited by human beings. The most startling of the observations are those made on the two tiny moons of the planets, which were first discovered by Asaph Hall in Washington during the apparition of 1877, and which have since been seen at brief intervals, and only in the very largest telescopes. Not only have these little attendants, by long and patient planetary bodies to be seen anywhere in the sky, been at plain view for the best part of the month, but of late astronomers have regularly observed their eclipses in the shadow of Mars. The satellites are seen to disappear in eclipse upon reaching the line of shadow with almost the same instantaneous effect which is seen when the dark limb of the moon passes over a bright star in the sky. Within two lengths of a second the whole body of the moon is seen to be immersed in the shadow cast out in space by the globe of Mars. The inner satellite of Mars has no larger area than an ordinary California ranch, and is now belched forth, followed by rain, which fell in torrents, bringing down with it the clouds of ashes that were flying through the air. This continued all night and the whole of the next day.

Returning, leave Sauris 5.15 standard, or 6.15 local, connecting at Mount Stewart with Special for Georgetown, at Royal Junction with Special Train for Charlottetown. First-class Dining and Refreshment Saloons will be provided, and every effort will be put forth to make this day at Sauris an enjoyable one. The Sauris Cornet Band will discourse music, and all the amusements incident to public gatherings of this kind will be provided. Many of the fastest horses on the Island are now entered, and these races will no doubt be among the most exciting ever held in this province. Trains will stop at the track to allow passengers to come off. Admission to grounds, 25 cents; children half price.

Place of Departure. Time of Departure. Fare. Leave Summerside 5.00 a.m. \$1.15 " Kensington 5.24 " 1.15 " Emerald 5.49 " 1.15 " Bradalbans 5.55 " .85 " Hunt River 6.20 " .85 " North Wiltshire 6.30 " .85 " Charlottetown 6.39 " .85 " Royal Junction 7.05 " .85 " Bedford 7.25 " .85 " Mount Stewart 7.35 " .85 " Morrell 8.33 " .65 " St Peter's 8.41 " .65 " Hunt River 9.31 " .45 " Georgetown 9.43 " .45 " Arrive Sauris 10.03 " .15

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Souris, August 4, 1892. GEORGE B. McEACHERN, SECRETARY.

YOU will find the NEW DRINKS WILMOT SPA

most delicious. They are called FRUIT SQUASH (a delicate drink for ladies), LIME FRUIT CHAMPAGNE (a delicious non-alcoholic beverage), and CINCHONA BITTERS (a palatable and effective tonic). They will be found an agreeable variety from the Ginger Ale and Lemonade. All leading Grocers, Druggists, Hote and Wine Merchants. Wilmot Spa Spring Co. (Ltd.) j19

BEER BROS.

August Sale.

During the Month of August we wish to close out all remains of our SUMMER STOCK, and shall be continually showing lots of goods at prices to clear.

BEER BROS.

MASONIC PICNIC

HALLIDAY'S WHARF,

Via Steamer Jacques Cartier, ON THURSDAY, 11th AUGUST,

In Aid of the Masonic Temple Bazaar.

A DINNER and REFRESHMENT TABLE will be provided on the Grounds. Steamer will leave Steam Navigation Co's. Wharf at 10.30 a. m. sharp. Fare 30 cent. MRS. J. J. DAVIES, President.

aug6-dy tl 11th

VALUABLE PREMISES

QUEEN STREET.

WE are instructed by Mr. L. W. Watson to offer BY AUCTION, on the premises, on MONDAY, AUGUST 15th, at 11 o'clock, a. m.:

His VALUABLE PROPERTY fronting on QUEEN STREET, and running back in the rear to an entrance on Dorchester Street. WATSON'S FOUR-STORY BRICK BUILDING is one of the very best built Establishments in Charlottetown, and contains, in addition to a handsomely appointed Dwelling House,

One of the best known Business Stands in P. E. Island.

TERMS AT SALE. E. H. NORTON & CO., AUCTIONEERS.

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GREAT ANNUAL RACES

SOURIS DRIVING PARK

Thursday, August 11th, 1892.

\$250 - - IN PRIZES - - \$250.

THIS TRACK IS NOW COMPLETED and FENCED, giving first-class accommodation, and is one of the best in the Maritime Provinces. Races will be called at 1 o'clock, sharp.

1st Race—2 5/8 Class. Purse \$ 75 00 2d " " 2 40 " " " 75 00 3d " " Free-for-all " " 100 00

First and third races open to Trotters and Pacers. Races divided—60, 30 and 10 per cent for first, second and third prizes respectively. Entrance fee 10 per cent of purse; 5 per cent to accompany nomination, and the balance before day of race. Entries close August 8th. Five to enter and three to start in each class. A special train will leave Summerside at 5 o'clock, a. m. standard, connecting at Royal Junction with special train from Charlottetown, and at Mount Stewart with regular train from Georgetown. These trains will run on the following schedule of time, and at the undermentioned rates:—

Place of Departure. Time of Departure. Fare. Leave Summerside 5.00 a.m. \$1.15 " Kensington 5.24 " 1.15 " Emerald 5.49 " 1.15 " Bradalbans 5.55 " .85 " Hunt River 6.20 " .85 " North Wiltshire 6.30 " .85 " Charlottetown 6.39 " .85 " Royal Junction 7.05 " .85 " Bedford 7.25 " .85 " Mount Stewart 7.35 " .85 " Morrell 8.33 " .65 " St Peter's 8.41 " .65 " Hunt River 9.31 " .45 " Georgetown 9.43 " .45 " Arrive Sauris 10.03 " .15

THE PAUL E. WIRT FOUNTAIN PEN

LEADS THE WORLD.

We have just received a nice assortment of the above Pens in Gold Mounted and Plain Rubber. See our new \$2.00 Fountain Pen, 15c. gold nibs.

We ask for an early settlement of all accounts rendered June 30. HASZARD & MOORE, Charlottetown, Aug. 4, 1892. VICTORIA ROW.

TUNNEL TEA!

Remember the Grand Excursion and Tunnel Tea at CAPE TRAVERSE

Monday, August 8, 1892

In Aid of the funds for the erection of a new Church at Kinkora.

THE Committee in charge are making extensive preparations to make this event surpass anything of the kind ever held in the province.

A steamer and large sail boat have been secured to convey excursionists to and from the boring on the Strait where Mr. Palmer, C. E., will exhibit apparatus and boring process. A small excursion fee will be charged to defray expenses.

There will be exhibited on the grounds a plan of the PROPOSED TUNNEL kindly presented by Mr. Palmer, C. E., on which explanations will be given by Senator Howland. A Boat Race will be arranged, which can be taken in from the field by all who are interested in such sport.

The great wonder of the age, the Phonograph, will be there to entertain the multitude. All other amusements, such as swing dancing, games, etc., will be provided for the occasion.

Tea Tables will be furnished with an abundance of choice eatables, and a hot dinner will be provided for those who wish to patronize it. An abundance of Refreshments and Drinks will be supplied on the grounds.

Should the day prove unfavorable the Tea will be continued the following day. Time Schedule for Special Trains to be run in connection with Tea Party to be held at Cape Traverse on the 8th of August, 1892, standard.

Table with 2 columns: Destination and Fare. Includes Tignish, Alberton, Bloomfield, O'Leary, North Hill, Wallington, Miscouche, Summerside, Kensington, Arrive Cape Traverse, Leave Cape Traverse for return, Souris, St Peter's, Morrell, Mt Stewart, Bedford, Charlottetown, Royal Junction, North Wiltshire, Hunt River, Bradalbans, Emerald Junction, Arrive Cape Traverse, Leave Cape Traverse for return.

FARES: Tignish \$1.25, Ha pe to E medals in advance 1.15, Pluville to Coleman 1.15, Wm Devon to Port Hill 1.15, Northam to St. Nicholas 1.15, Miscouche to Travellers Rest 1.15, New Annan to Freshwater 1.15, Emerald Junction 1.15, Kinkora 1.15, A. Bony 1.15, Souris to Kolloby inclusive 1.15, Selkirk to Marie 1.15, Bellefleur to Scotchfort 1.15, Tracadie to Brasley Point 1.15, Charlottetown to Winslow 1.15, Milton to North Wiltshire 1.15, Hunt River to Elliot 1.15, Bradalbans 1.15.

MICHAEL McKENNA, Secretary of Committee. Kinkora, July 22—wy 3i

WANTS, LOST, FOUND &c

WANTED—An experienced Clothing Salesman—one who is acquainted with the city trade. Apply by letter to P. O. Box 642. aug6

LOST—This morning, 5th inst., between Queen and Powell streets, a purse containing a sum of money. The finder will confer a great favor on a poor woman by leaving the same at this office. aug6

TO LET—A dwelling house of nine rooms with a stable, situated on Hillsborough Street, near the residence of Mr. Lemuel Poole, and adjoining Mr. Henry Conley's. Immediate possession given. Apply to GEORGE AUSTIN, 1725—dy if t's a p m w f

TO LET—A comfortable house on Bayfield Street, containing seven rooms and pantries, with stable room for horse, cow and carriage. Newly painted, papered, etc. Possession given at once. Apply at Miss W. W. Hooper's store, Upper Great George Street. 5i pd-aug6

WE HAVE OPEN considerable territory in Nova Scotia on the best selling work of the season, and wish to hear from parties with a view of taking up the canvass in their locality immediately. Those already at work are earnestly solicited to add more to the same. Apply P. O. Box 155, St. John, N. B. aug6

FURNISHED HOUSE—To let, for six months or less, on the corner of Queen and Powell streets, containing ten rooms. Possession October 1st. For terms enquire at this office. aug6

WANTED—An experienced servant for general housework. Apply to Miss J. B. Macdonald, Alder Street. 4i aug6

TO LET—A house on King Street, containing seven rooms and shop, half the residence of James Dorsey. Immediate possession given. Apply to JAMES DORSEY, 1w pd-aug6

FOR SALE—Light Brahma Cockerels. Will be sold cheap if taken now. Apply to F. C. COTTON, Box 928. aug6

CANARIES FOR SALE, good singers. Apply to Miss H. D. WADMAN, Bayfield Street. aug6

PICNIC BOILERS to rent.—H. D. WADMAN, aug6

WANTED—At the Hotel Avonia, two upstairs girls. Apply at once. 1725

WANTED IMMEDIATELY—A girl to do general housework. Apply to Mrs. J. M. McLeod, Richmond Street. 1725

LOST—In this city yesterday, between Prowse Bros' store and Connolly Bros, a purse containing \$5 gold piece and some silver. July 31—f

WANTED—A nursemaid to take care of two children. Apply at this office. 17-1727

WANTED—A housekeeper. Apply to Miss Monks, Water Street. 1727

WANTED—Good wide-awake agents to sell the Forthill Nurseries of Canada. Good pay and regular and constant employment to the right man. No drones need apply. We have 700 acres under stock every department fully equipped. Address STONE & WELLSINGTON, Temple Building, Montreal, J. W. BEALL, Manager. Name this paper, June 1892