

# THE HERALD

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VOL. IV., NO. 40.

FREDERICTON, N. B., SATURDAY, SEPTEMBER 9, 1893.

\$1.00 PER YEAR

## HOTELS.

### QUEEN HOTEL,

Queen Street, Fredericton, N. B.

THIS HOTEL has been REBUILT AND PAINTED IN THE MOST ATTRACTIVE MANNER. It is a most desirable place for the tourist, and is especially adapted for the business traveler. It is centrally located, directly opposite the Government Buildings, and is within a few minutes' walk of the Parliament Buildings, County Registrar's Office and the Court House. It is a most comfortable and convenient place for the tourist, and is especially adapted for the business traveler. It is centrally located, directly opposite the Government Buildings, and is within a few minutes' walk of the Parliament Buildings, County Registrar's Office and the Court House.

The Table is always supplied with every delicacy available. The cooking is highly commended, and the staff of Attendants are ever ready to oblige. There are two of the largest and most comfortable sitting rooms in the hotel, having large bay windows and overlooking the harbor. The hotel is centrally located, directly opposite the Government Buildings, and is within a few minutes' walk of the Parliament Buildings, County Registrar's Office and the Court House.

## P. DUFFIE,

Has just received a Car Load of Furniture of all kinds, which will be sold low.

## HEALTH FOR ALL!

### HOLLOWAY'S PILLS AND OINTMENT.

**THE PILLS**  
Purify the Blood, correct all Disorders of the Liver, Stomach, Kidneys and Bowels. They invigorate and restore to health Debilitated Constitutions, and are invaluable in all Complaints incidental to Females of all Ages. For Children and the Aged they are precious.

**THE OINTMENT**  
Is an infallible remedy for Bad Legs, Bad Breasts, Old Sores and Ulcers. It is also used for Gout and Rheumatism. For Disorders of the Chest it has no equal.

**FOR SORE THROATS, BRONCHITIS, COUGHS, COLDS, Glandular Swellings, and all Skin Diseases, it has no rival; and for Constipation and Biliousity it acts like a charm.**

Manufactured only at Professor HOLLOWAY'S Establishment,

78, NEW OXFORD STREET, (late 533, OXFORD STREET), LONDON

and are sold at 1d., 2s., 4s., 6s., 11s., 21s., and 31s. each Box of Pills and Ointment may be had of all Medicine Vendors throughout the World.

Purchasers should look to the label on the Pills and Boxes. If the address is not 78, New Oxford Street, London, they are spurious.

## IT IS TERRIBLE.

Fully 1500 Drowned and 15,000 Starving. The Southern Cyclone.

CHARLESTON, S. C., Sept. 2.—The city is already getting down to its normal condition, and is busy repairing the damage done by the cyclone. The situation, however, is very gloomy. Only two days of sunshine since the cyclone, and to-day heavy rains with cyclonic indications have cast a damper upon the situation. But above all, the news of the terrible devastation and loss of life and crops on the sea islands have cast a gloom over the city.

The situation is appalling. A very large part of the business of the city comes from the devastated section and with no cotton and very little rice the business outlook becomes distressingly bad.

As refugees from the stricken coast come in they bring awful and pitiful stories. From Ponpon comes a story that is pathetic in its tragedy. Laura Hamilton, a colored woman, and her baby escaped from the rapidly rising water in her house and tried to seek safety for herself and her baby. The waters rushed down upon her. She attempted to swim holding her child above water with her teeth. She struggled bravely for some time, but was finally exhausted and drowned with her child.

A negro woman was washed out of her house. She held her baby in her arms. Drifting by a toll gate she grasped one of its pillars, and held on throughout the terrible hours of the storm. She wasn't rescued until 8 o'clock Monday morning. Two negro boys floated off on a straw stack. After going several miles up the river the straw parted and one was drowned.

The Pincars recited the family of Richmond Bramham. Bramham himself was drowned.

John Roberts came to this city yesterday from Dewee's island, and reported a most desperate condition among the few people living there. He said he was fishing for terrapin in Bulb bay when the storm came, and that he could not possibly reach home.

When he returned he found that three of the four houses on the island had been swept away, and that he had lost everything in the world. The houses in which his mother lived was blown down and she was caught in the wreck, where she remained for two days before help came. She was badly crushed by the timbers.

His wife and five children, the youngest only two years old, suffered an awful experience. When the storm blew the winds out of the house his wife washed the children through a hole into the loft, and on Monday swam to the nearest high ground with her children one at a time, where she wrapped them up in two old shawls, and waited for the wind and waves to subside. For two days they didn't have a mouthful to eat.

It is estimated to-day that on the sea islands upward of 1500 people have been drowned, and 15,000 are in a starving condition. Many of the negroes on the sea islands are tenant farmers, but also work on the larger plantations.

All the crops are practically destroyed, the stock all drowned, and there is actually not enough provisions in the country to keep the people alive.

A mass meeting of the citizens of Charleston was held to-day and relief was immediately sent. There will be a collection in all the churches to-morrow. At Rockville, on Edisto island, yesterday, the bodies of twenty-one wrecked seamen were buried in one grave. The beach along the coast is strewn with wreckage of all kinds, the wrecks of whom no account can be given.

From Morris island, all the way down to Tybee, all are akin at their distress. Morris island, John Island, Edisto, Wardlaw, James Island—Charleston's neighbors—have perhaps fared worse than better than St. Helena, Coosaw, Datham, Port Royal, Paris, Dawfukie, Ladies, and the myriad of smaller islands tributary to Beaufort. Huddled together, and within almost a stone's throw of each other, are Port Royal, the largest of them all, and Ladies, Datham, Morgan Coosaw, Chipholm, St. Helena and Edisto islands. They are almost one isle, cut up with navigable lagoons skirting the ocean front. Looking out to the broad Atlantic are the Hilton Head Islands, and further west toward Charleston, Chaplin's island, Freshland and Beaufort islands.

Hundreds of smaller islands dot the coast. Most of them are in ruins, and the majority of the inhabitants are searching in vain for sustenance. From 10,000 to 15,000 are marketing in Beaufort. What they will do to live is the question.

Higher up the coast there are whites on the islands who have something left. Down here nothing is left. Eighty per cent of the houses have been swept away by the terrific storm.

Look how this report reads: Ladies Island, 700 houses gone; Datham place, 50 houses, three are left; Hope plantation, all homes destroyed.

That is the register at Indian Hill. Out of seventy-five places on Coosaw island, but a dozen are left; and so it goes. The population on these islands are almost entirely colored, with a few whites who keep stores and manage extensive farms. The crops consist almost entirely of sea island cotton, with a few patches of corn, potatoes and small grain. Nothing is left of the crop except on the high lands.

The phosphate fields have supplied labor to many of the more progressive farmers, who, after they have "laid by" their crops, turn it over to their wives and children.

This side revenue is gone for the present, at least. The boats in which they did their visiting, hauling and grading are very nearly all gone. Stripped of everything, there is a hard time ahead of very many of these inhabitants.

On St. Helena's island things are in a sad plight. Mr. Wilkins, a reliable white man, says that for ten miles there is not a dry spot on the island. House tops are resting in trees or are a mass of ruins. There are 4,000 who are in immediate need of help. Indeed, it has already gone so far that demands are being made upon him for food. A week ago this was one of the most prosperous of the islands.

The colored population was an industries and well behaved set. The men had made money out of their cotton crops so far that demands are being made upon him for food. A week ago this was one of the most prosperous of the islands.

correct estimate. Never will it be known exactly how many lives were lost by the terrific cyclone of 1893.

Marsh grass has covered the bodies of many; others have gone out to sea, and indeed the counting has become monotonous, and is no longer being continued.

The death roll, as it is bad enough, especially when the population of the vicinity is considered. Take the population at St. Helena island: Ladies island, 2,000; Hilton's Head, 2,500; Warsaw, 100; Coosaw, 2,000; Paris island, 500; Port Royal island (not Beaufort), 5,000; Beaufort, 3,500; Datham, 4,100; Chisholm island, 300; total 18,200.

Comer Wells is trying his best to get a list of the dead. He says that when all the returns were in there would be fully 600 names recorded on the death roll. He made up his list in this way:

Wardlaw island.....	47
Coffin Point.....	80
Datham.....	37
Coosaw island.....	25
Paris Works (Chisholm's island).....	25
Hunter island.....	25
St. Helena island.....	200
Savannah river plantation.....	150
Beaufort.....	2
Salt Water bridge.....	4
Osaka plantation.....	6
Keane's Neck.....	3
Grey's Hill.....	3
Perryclar's Point.....	11
Ladies island.....	27
Paris island.....	24
Ladies End.....	20
Keane's Neck.....	99
Coosaw mines.....	5
Total.....	758

But few whites perished in the storm, but these colored people who are gone were classed as cool citizens, and those of St. Helena reported to have been prosperous and intelligent.

The people of Beaufort, realizing the seriousness of the distress, have united their energies to help the poor. A committee has been appointed to secure relief, and also to issue an appeal for immediate relief to the American people. The committee has collected a considerable amount of information, and is of the opinion that 800 lives were lost and fully 6000 people are in need at this moment. These are some of the figures collected:

Place	Lost	Lives
Coffin Point.....	11	50
Oakland.....	11	70
Paris.....	11	20
Hope plantation.....	All	92
Ladies End.....	All	20
Willow plantation.....	All	4
Indian Hill.....	All	Unknown
Edding's Point.....	6	8
Oakland.....	2	15
Pollyanna.....	Swept	6
Grey's Hill.....	6	6
Waves.....	6	6
Keane Place.....	57	11
Keane Neck.....	25	27
Paris island.....	25	15
Sea Beach plantation.....	32	32
Willow's place.....	25	200
Coosaw mine.....	5	5
Perryclar landing.....	11	11
Salt Water bridge.....	6	6
Osaka.....	6	6
Three out of fifty gone. (Not over ten left.)		

## POTATOES THIS FALL.

Referring to the probable good prices for potatoes in the Boston market this fall, we observe that the Scottish American Journal of the 13th inst., in reviewing the crop prospects of the United States, says: "The potato crop is estimated at 165,000,000 bushels, a slight increase over last year, but the yield two years ago was 245,000,000 bushels." If it be true that the United States crop this year is only a slight increase over that of last year, there can be no doubt that there will be a good demand for our potatoes in that market.

We observe, too, that the prices are still keeping up as the following prices will show—

	1892.	1893.
Aug. 12th.....	\$1.75 to \$2.00	\$2.50 to \$2.75
19th.....	1.75 to 2.00	2.25 to 2.62
26th.....	1.75 to 2.25	2.50 to 3.00

Taking the average price of potatoes in the Boston market from June 15th to August 10th, the prices this year have ruled seventy-five cents higher than they did in 92, while for the past three weeks the average price has been only sixty-nine cents higher than for the corresponding period last year. This, of course, shows a slight decline which would be accounted for by the slight increase of yield this year as compared with last, which the Journal points out.

It is not too soon to determine how the late potato crop in the New England States will turn out. The general crop report for these states on the 21st inst. says that "potatoes have begun to rust, and, with much cloudy weather, rot is apt to follow quickly." From a number of stations the tubers are reported as rusting and few to a hill, yet one in Western Connecticut says that "late potatoes promise a large yield." It is the Maine potatoes, however, that will pull down prices now if there is a large one. The late crop is not sufficiently matured to base any calculations upon it, but the early crop in that state, as well as in others, are according to the last bulletin, still reported only a half crop.

It is believed there will be very little competition in the potato line from England or Scotland this fall, or even next spring. This is based upon the fact that even if there be a good crop of tubers, there is such a dearth of hay that the potatoes will be used to eke out and supplement the inferior fodder, such as straw, which will be obliged to use in the spring. This seems very reasonable, as with hay at forty dollars a ton, it would be ruinous for the farmer of Great Britain to buy much of that article which will undoubtedly be exported from America. If then, they are a surplus of potatoes, they will likely be consumed at home this year.

From a bulletin issued by the Ontario government, we observe that potatoes in that province will be barely up to the average. This will also be some small factor in keeping the prices up.—P. E. Island Farmer.

Social Peril.—Cholly—Where did you get that howl cold? "I—where?—I called on Miss Bilgerton yesterday and her greatest, dearest dawg was in the room. The faithful beast kept wagging his tail and caused a dwarf.

## TO CHATHAM.

Via the Canada Eastern Railway—A Pleasant Trip.

The journey from the celestial city to Chatham, the commercial capital of the north shore, by means of the comfortable accommodation train running daily over the Canada Eastern railway, is one of the most pleasant and instructive trips which it is possible to take within the limits of the province, and if undertaken at this season of the year, when the summer sun has lost that fervent heat which made life so interesting before; when the outward appearance of the country has been improved by the cutting of the hay, the ripening of the golden grain, and the approaching maturity of the orchard fruits; affords material for a vast deal of solid enjoyment. Everybody knows in what direction the Canada Eastern's line runs. It is the short cut between Chatham and the capital of the province, cities which before the construction of the line could only be reached from each other by means of the long and more circuitous I. C. R. via Moncton and St. John.

The building of the line was due to the perseverance of those two provincial patriots, Messrs. Alex. Gibson and J. B. Snowball, the greater part of the praise being due to the former of the two. And it was a praiseworthy undertaking, carried through in a manner characteristic of its forcible promoters. There were many obstacles in the way of its realization. To begin with, it was almost certain from the very first inauguration of the scheme, that the first, when built would have to incur the keen competition of the I. C. R., a road already established, and having a practical monopoly in carrying business between Quebec, the North shore, Fredericton and St. John, the chief distributing points within the province. This consideration was of great importance. Had the line been constructed between points already devoid of railway communication, no such objection would have presented itself, but as was the new line had not only to work up a through and local business between the terminal points, but had to bid for all other business against a powerful government railway, which was not only carrying a heavy load of business, but was also in the management. As a matter of fact the rivalry of the I. C. R. made itself felt in a very practical manner just after the completion of the Canada Eastern. Previous to that time the I. C. R. had been doing quite a business in carrying flour from the mills in western Ontario to St. John, and had been of course carrying very fair rates for the same. But immediately on the completion of the Canada Eastern, the rates were reduced on that portion of their line between Chatham and St. John, and at one time were low to nothing. In order to prevent the Canada Eastern from obtaining a share of the business, the I. C. R., carried flour from Chatham to St. John and even to Fredericton, (with the aid of the old New Brunswick company) ably seconded by the Government.

Now this at that time ought to have been a very serious matter to the Canada Eastern, but it did not seem to have any great bearing upon its progress.

The road was started in 1886, and is now firmly established upon a paying basis. Since the completion of the line, it has succeeded. It opened up to trade the fertile farming valley of the Nashwaak and Miramichi, and established a direct communication between them. It was especially valuable to Mr. Gibson and to North Shore lumbermen, for it cheapened the cost of transportation both of man and provisions, into the lumber woods bordering upon its course. It has very largely built up the thriving villages of Stanley, Doaktown and Blackville, which, in return, are paying the Canada Eastern a very considerable sum in the way of freight.

All these facts aided its promoters to triumph over the difficulties in their way. The line is now owned and operated by Mr. Gibson alone, who bought out Mr. Snowball's interest not very long ago. To him the use of the railway is almost entirely due. It is needless to say that the Canada Eastern has made a very large business out of the lumber trade, and the railway is useful in enabling him to ship his deals from his mill at Blackville to St. John by way of Fredericton, and to handle them in with his Nashwaak output. It is needless to say that the Canada Eastern has made a very large business out of the lumber trade, and the railway is useful in enabling him to ship his deals from his mill at Blackville to St. John by way of Fredericton, and to handle them in with his Nashwaak output.

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momentum you see brought on all sides. You are unconsciously brought within the magic sphere of its influence and you fall into silent admiration of the man whose possession it is. And even after you have passed Marysville, the influence still follows.

On the train on which I travelled on Tuesday morning, Alex. Gibson, Jr., was aboard with a small crew of men whom he was taking to Cross Creek to work upon the drive. There is a very large quantity of Mr. Gibson's lumber at that place, which they are finding it very hard to handle. Further up the Nashwaak again, above Stanley there is a heavy jam which may not be got out before the fall freshet. But it will not be because no effort is made. It is not like Mr. Gibson to be defeated, when any amount of exertion will gain the day, and he had at that time a large force of men hard at work upon this lumber. Over the whole length of the line you meet such evidences of the extent and character of the Gibson influence. You will meet, as we did, with specials from Blackville loaded with deals from the Miramichi mills, and at every pause on the journey something occurs to remind you upon whose train you are journeying.

The ride up the Valley of the Nashwaak cannot be surpassed for beauty of agricultural scenery in the Maritime Provinces. Just now the haying is finished. The immense tracts of fertile interval land are to a great extent clipped bare of their grass crop, and lie like green velvet lawns upturned to the Autumn sun. But the haying has given place to harvesting, which in some portions of this valley has already begun. The grain crops are unusually good this year, though the yield of hay was somewhat below the average. We saw, at intervals, harvesters standing up to the middles in the fields of oats, and the price being due to the former of the two. And it was a praiseworthy undertaking, carried through in a manner characteristic of its forcible promoters. There were many obstacles in the way of its realization. To begin with, it was almost certain from the very first inauguration of the scheme, that the first, when built would have to incur the keen competition of the I. C. R., a road already established, and having a practical monopoly in carrying business between Quebec, the North shore, Fredericton and St. John, the chief distributing points within the province. This consideration was of great importance. Had the line been constructed between points already devoid of railway communication, no such objection would have presented itself, but as was the new line had not only to work up a through and local business between the terminal points, but had to bid for all other business against a powerful government railway, which was not only carrying a heavy load of business, but was also in the management. As a matter of fact the rivalry of the I. C. R. made itself felt in a very practical manner just after the completion of the Canada Eastern. Previous to that time the I. C. R. had been doing quite a business in carrying flour from the mills in western Ontario to St. John, and had been of course carrying very fair rates for the same. But immediately on the completion of the Canada Eastern, the rates were reduced on that portion of their line between Chatham and St. John, and at one time were low to nothing. In order to prevent the Canada Eastern from obtaining a share of the business, the I. C. R., carried flour from Chatham to St. John and even to Fredericton, (with the aid of the old New Brunswick company) ably seconded by the Government.

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## JERSEY CATTLE.

A Description of Their Origin and History.

There are several good reasons for believing that Jersey cattle are descended from the Normandy breed of the adjacent continent. The two most prominent of these reasons are the continuity of the type of the two countries, and the resemblance which the two breeds bear to each other in point of conformation, and in other respects. It would be an unnatural supposition to conclude that cattle would be taken to Jersey from countries far away when they were kept on the mainland, and but a little way from the Jersey shore in those early centuries when the intercourse between countries was very much less than it is at the present time. It is thought, too, that at one time the channel between the island and the mainland was much narrower than it is at present. Although Jersey cattle differ considerably from those of Normandy now, at the same time they resemble them more nearly than any of the purely English breeds, and the difference is no more than should be looked for when we consider the difference in care and management. At given to the two breeds.