THE DAILY EXAMINER.

TERMS:—FIVE DOLLARS A YEAR. "This is true Liberty, when Free Born Men, having to advise the Public, may speak free."—EURIPIDES. SINGLE COPIES TWO CENTS

NEW SERIES. CHARLOTTETOWN, P. E. ISLAND, THURSDAY, SEPTEMBER 11, 1890. VOL. 26.—NO. 89

CALENDAR FOR SEPTEMBER, 1890.

MOON'S CHANGES.

Last Quarter, 5th day, 11h., 17.0m, p.m., E.
New Moon, 14th day, 3h., 40.5m., a.m., N.E. below horizon
First Quarter, 21st day, 5h., 53.0m., p. m., S.
Full Moon, 28th day, 8h., 47.2m., a. m., NW below horizon.

D M	DAY OF WEEK	Sun rises	Sun sets	Moon rises	High water	Days lenh
		h m	h m	after	after	h m
1	Monday	5 25	6 34	8 11	0 9	13 9
2	Tuesday	27	33	8 35	0 45	6
3	Wednesday	28	31	9 1	1 25	3
4	Thursday	29	29	9 29	2 9	0
5	Friday	30	27	10 4	2 57	1257
5	Saturday	32	25	10 45	4 0	53
7	Sunday	33	23	11 32	5 19	50
8	Monday	34	21	morn	6 34	47
9	Tuesday	35	19	0 26	7 43	44
10	Wednesday	37	17	1 27	8 34	40
11	Thursday	38	15	2 28	9 17	37
12	Friday	39	13	3 32	9 54	34
13	Saturday	40	11	4 37	10 28	31
14	Sunday	41	9	5 41	11 0	28
15	Monday	43	8	6 56	11 30	25
16	Tuesday	44	6	7 55	morn	22
17	Wednesday	45	3	8 58	0 1	18
18	Thursday	47	2	10 6	0 33	15
19	Friday	48	0	11 17	1 9	12
20	Saturday	50	5 58	aft 30	1 50	8
21	Sunday	51	56	1 36	2 51	5
22	Monday	52	54	2 38	3 48	2
23	Tuesday	53	52	3 32	5 17	1159
24	Wednesday	54	50	4 16	6 50	56
25	Thursday	55	48	4 52	8 7	53
26	Friday	56	45	5 21	9 3	48
27	Saturday	58	43	5 47	9 49	45
28	Sunday	6 0	42	6 11	10 30	42
29	Monday	1	40	6 34	11 8	39
30	Tuesday	6 2	5 38	6 58	11 45	1136
31						

Halifax and P. E. sland STEAMSHIP CO.
(LIMITED.)

STEAMER "PRINCESS BEATRICE,"
CAPT. A. H. KELLY.

WILL sail from Charlottetown every Thursday afternoon, at 4 o'clock, for Halifax, calling at Port Hastings, Mulgrave, and Hawkesbury, Arichat, Canso, Isaac Harbor and Sheet Harbor.

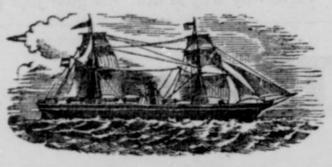
Returning will sail from Halifax every Monday night, at 10 o'clock, making same calls, and Souris.

The above steamer will make the round trip every week, making same calls until the close of navigation.

Freight and passengers solicited at lowest rates, and through Bills of Lading granted to any port on the continent or United Kingdom. Apply to

W. W. CLARKE,
Agent.

Ch'town, May 3, 1890.



Furness Line of Steamers

HALIFAX TO LONDON.

Date of Sailings for Above Line.

S. S. ULUNDA will sail from Halifax for London on or about.....May 25
S. S. DAMARA " .....June 10
S. S. ULUNDA " .....July 7
S. S. DAMARA " .....July 25
S. S. ULUNDA " .....Aug. 20
S. S. DAMARA " .....Sept. 8

In addition to the above, we will have sailings once every month via Boston.

Through Bills of Lading granted from Charlottetown and all points and to any port required.

Canned Lobsters carried at low rates. Insurance low.

S. S. ULUNDA and DAMARA have superior accommodation for passengers.

Saloon amidship. Staterooms large and airy.

Saloon Fares $45.00 and $50.00, according to location of Stateroom. Ten per cent. reduction on return tickets.

For any further information required apply to

W. W. CLARKE,
Agent.

may12 pat tf

NOTICE

IS HEREBY GIVEN that a first-class One Tenement House, situate on Prince Street, next to Thomas Alley's, Esq., will be to let and possession given the first day of September next. The above House has been in possession of Rupert B. Norton, Esq., for four years, and occupied by Dr. Warburton the present year, both of whom built new houses of their own. The above House is first-class in every respect, and will be provided with a good Stable and Coach House.

Apply to John Kelly, Esq., Water Commissioner, or to the owner.

EDWARD KELLY.

aug14

TO LET.

COTTAGE No. 360, Grafton Street, opposite the Prince of Wales College, containing Ten Rooms, with Coach House, Stable and Garden. Enquire on the premises.

sept3—1w

GO TO

Goff Bros'. Cheap Boot Store

—FOR YOUR—

BOOTS AND SHOES.

Charlottetown, July 26, 1890.

GENERAL HARDWARE!

—[x]—

Barb Wire Fencing, Bar Iron, Cut Nails, Roofing Material, Builders' and Painters' Supplies, Carriage Goods, Wholesale and Retail.

NORTON & FENNELL.

Charlottetown, May 20, 1890—dy 2aw wky

G. H. TAYLOR,

WATCHMAKER AND JEWELER,

HAS now added to his already large stock a very fine assortment of GOLD and SILVER WATCHES of the best manufacture, and the newest patterns in JEWELERY. All Goods sold are guaranteed. Store closes every evening (except Saturday) at 6 o'clock.

NORTH SIDE MARKET SQUARE, CH'TOWN.

ap29—dy 2aw wky 1i.

THE PLACE TO GET CLOTHES.

—(o)—

OUR SPRING IMPORTATIONS ARE NOW COMPLETE, and we are showing the Largest and Best Assorted Stock of Cloths in the City, consisting of SUITINGS in

Tweed, Serge and Worsted Trouserings, in Newest Designs and Great Variety.

The Nobbiest Goods in SUMMER OVERCOATINGS. Good Fits and Workmanship in every case guaranteed.

A full line of GENTS' FURNISHINGS always in stock.

JOHN McLEOD & CO.

Charlottetown, June 6, 1890—fri sat, then eod

ROBT. PALMER & CO.,

Charlottetown Sash and Door Factory.

—[x]—

READ THIS! READ THIS!

—(x)—

WE ARE NOW BETTER PREPARED THAN EVER to supply Contractors with PANEL DOORS and FRAMES, SASHES and FRAMES, MOULDINGS and FINISH, SPOUTING and CONDUCTORS, STAIR RAILS, STAIR BALUSTERS, NEWEL POSTS, which are always kept constantly in stock.

We are also prepared to do all kinds of Jobbing in Planing, Jointing, Morticing, Tennoning, Jig and Fret Sawing.

All kinds of GOTHIC WINDOWS made at shortest notice.

Our Machinery is new and of the very best description, and we manufacture from the best Quebec pine. Give us a call.

ROBT. PALMER & CO.,

Ch'town, Jan. 28, 1890. PEAKE'S NO. 3 WHARF

TELEPHONE COMPANY OF PRINCE EDWARD ISLAND.

—o—

THIS COMPANY is now ready to transmit written and verbal messages, by Telephone, between Charlottetown, Hunter River, County Line, Freetown, Kensington, Summerside and St. Eleanors, at the following rates:—

From Station to Station, when the distance is 5 miles or under, for each five minutes' conversation, or part thereof..... 10 Cents.
do. do. do. 5 to 10 miles..... 20 "
do. do. do. over 10 miles..... 25 "

Written messages, subject to Company's conditions, will be sent from Station to Station at following rates:—

When distance does not exceed 10 miles, for twenty words or under..... 15 Cents.
When distance is greater than 10 miles..... 25 "
For each additional word..... One Cent Extra.

A discount of 20 per cent. from the above rates will be made to lessees of instruments.

Written messages will be delivered in Charlottetown within city limits; from all other receiving offices within a quarter of a mile from said offices.

Special rates will be made for delivering at greater distances.

All communications and messages must be prepaid.

The Company is prepared to lease Telephone Instruments in Charlottetown and Summerside at established rates, and to treat with persons requiring private or toll lines.

For further information apply to the Subscriber, at Charlottetown.

ROB ANGUS,
MANAGER.

Charlottetown, Oct. 18, 1888.

TEN POUNDS IN TWO WEEKS THINK OF IT!

As a Flesh Producer there can be no question but that

SCOTT'S EMULSION

Of Pure Cod Liver Oil and Hypophosphites Of Lime and Soda is without a rival. Many have gained a pound a day by the use of it. It cures

CONSUMPTION,

SCROFULA, BRONCHITIS, COUGHS AND COLDS, AND ALL FORMS OF WASTING DISEASES. *AS PALATABLE AS MILK.*

Genuine made by Scott & Bowne, Belleville. Salmon Wrapper; at all Druggists, 50c. and $1.00.

D & A

GUARANTEE if after wearing the D. & A. CORSET for 10 days the purchaser does not find that it is the most comfortable and perfect-fitting Corset she has ever worn, it can be returned to the merchant from whom it was bought, and the money will be refunded.

NONE GENUINE unless stamped D & A CORSET

FOR SALE AT

PERKINS & STERNS',

Cheap Dry Goods Store.

aug9—tf

WEST INDIA STEAMSHIP LINES.

Halifax, Bermuda, Turk's Island and Jamaica.

THE S. S. "ALPHA," S. Osborn Crowell, Commander, is appointed to sail from Halifax on the

15th DAY OF EACH MONTH

or the above ports. Returning, will leave Kingston, Jamaica, on the 27th of each month.

—ALSO—

The S. S. "BETA," Angus N. Smith, Commander, is appointed to sail from Halifax for Havana, Cuba, on the

1st DAY OF EACH MONTH,

leaving Havana for Halifax about 10 days later either direct or via port or ports on north side of Cuba.

Excellent passenger accommodation amidships. Through Bills of Lading granted from Charlottetown by S. S. "Princess Beatrice."

Further information will be given on application to

W. W. CLARKE,
Agent.

Charlottetown, July 26, 1890—tf

PURITY

—AND—

WHOLESOMENESS

—SECURED IN USING—

WOODILL'S GERMAN BAKING POWDER

IS THE REPORT OF THE

Dominion Government Analyst.

july16

CARD.

DR. H. D. JOHNSON,

Physician and Surgeon,

CHARLOTTETOWN.

OFFICE: Kent Street, next door to Eldon House. May8 tf

K. D. C. for the Stomach.

EASTWARD BOUND.

The Great Desert and Mount Sinai.

UBIQUITOUS BRITISH TRADERS.

A Hot Climate where the Sun is High.

Letter from Rev. D. D. Moore.

REV. D. D. MOORE writes from Aden on the 11th August:—"We laid at Port Said a few hours for the purpose of coaling. Setting foot for the first time upon the soil of Africa and Egypt produces strange sensations, and sets in motion peculiar trains of thought. The flowing Arabian dresses are picturesque and dignified, but it is a most dangerous spot to wander in, for these ports contain the most desperate characters of this part of the world. Great scow loads of coal, worked by Africans, wait on our ship, and as they return to shore, fifty big black fellows, covered with black cloth, head and all, to keep off the sun's fierce rays—one fellow standing up to steer the lighter—Dante's Inferno is at once suggested, and we gaze upon the picture of Charon ferrying dark lost souls across the Styx. Passing through the Suez Canal we saw many strange mirages hovering over the great desert. What a vast stretch of glowing, dazzling sand it is!—very little sign of vegetation, except at the pretty stations along the margin—where palms, tamarisks and cultivated gardens indicate the possibility of the coming time when the great "desert shall blossom as the rose." Now and then we see an Arab village, and camels slowly sailing across the undulating ocean of sand, patiently carrying their freightage. At sunset the scene is charmingly strange and weird. First, flushes of rose-colored light, falling aslant the wide, wavy expanse; then the hues fading to purple, violet, grey, and then the deepening, sudden shadowing up of the short twilight, and it is night. Immediately the electric light from our great ship pours its glorious flood of illumination for miles ahead in a vast inverted, widening wedge of silver. Other vessels are steaming close behind, throwing a stream of dazzling rays upon us as we are grouped upon the poop-deck. Nine out of every ten ships passing through this canal are English, showing the immense amount of British trade that is done in these waters. Rushing through the Red Sea at sixteen miles an hour, away to the right are Zoar and the plain of Abraham's pilgrimage. With reverent eye we gaze upon the great Sinai, from which God spake, as it lifts up its crown shaped head fifty miles from the shore along which we sail. At some point we cross the track of Israel, marching through the Red Sea as its affrighted waters stood on an heap. There is grand scenery of the bolo volcanic sort all along the shore of Araby and Africa. The scarified cliffs assume the strongest forms and oftentimes are banded and clouded with wreaths of yellow sand blown into every sort of shape by the strong whirling winds of the great desert. You have no conception of the terrible heat through which we have been passing. The altitude of the sun, the almost continuous cloudlessness of the sky, the arid, rainless character of the shores, the surrounding deserts of burning sand, and the complete absence of rivers, combine to make these regions the hottest perhaps, in the world. Around the horizon in every direction the rarified air is seen in glowing radiating palpitations, enswathing the shores and the jagged rocks and mountains beyond. At 8.30 p. m. the intense heat and glare of the ruby sea have been succeeded by a lovely night, fanned by cool and gentle zephyrs. During a southwest squall multitudes of locusts were carried out to us from the coast of Abyssinia. The sea was full of them, and numbers fell on our decks. We have had some delightful services on board, both in the saloon and on the beautiful spar deck beneath the tent-like awning illuminated with electric incandescent lights. It was inspiring to raise our voices in our sweet and grand old hymns of atonement and faith not far from the shadow of Siniai and the great "desert of sin," where "Moses lifted up the serpent." Our next and last port of call, before reaching Singapore, will be Colombo, in Ceylon.

St. John Exhibition.

The work of preparation for the Exhibi- is making most satisfactory progress, and the number of entries being made is both large and varied. Although the date for receiving entries has expired, the committee is still accepting applications in all sections where it is possible to accommodate them. Having made arrangements for the exhibition of Agricultural implements and a number of other bulky classes in the grounds, has enabled them to afford additional space,—arrangements having since been made for excluding many articles which are not of domestic manufactvre or production. This will add very much to the variety of the exhibits, thus enabling the association to accept applications through which a large number of local productions will be included, which would otherwise have been shut out. An extension of the time for receiving entries in the Live-stock section, owing to increased accommodation having been provided, has also added a large number of important entries in that class. In accordance with the request of a large number of exhibitors at a distance, the association have arranged that all classes of live-stock may be withdrawn on the evening of the 30th inst.

SUGAR.—The sugar market continues firm. Granulated has advanced three-quarters of a cent in New York during the last month.

News Notes.

The floods in Germany are subsiding.

Bishop Leahy, of Dromore, Ireland, died Saturday.

The cholera is increasing in the Sapnish Provinces.

A portion of Jamaica has suffered severely from drought.

Smallpox is causing terrible havoc in the interior of Gautemala.

Heavy rains have interfered with the harvest in Manitoba.

A number of the largest manufacturing concerns in the States have formed an alliance against strikes.

The ball given by the Lieutenant Governor of Quebec in honor of Prince George of Wales was a most brilliant event.

The labor party in Belgium has decided to declare a general strike on September 14th, the day of the meeting of the Labor Congress.

The captain of a French fishing schooner who carried off a Newfoundland constable has been arrested and sentenced to three months in goal.

The 7,000 men of the Salvadorian army made their triumphal entry into the capital on Friday. They came from the frontier. The whole city was decorated and the streets were packed with enthusiastic multitudes.

The ill-feeling against Canadian railroads which Congress entertains was displayed on Saturday when the Senate adopted an amendment to the Tariff Bill striking at the traffic in tea carried on by the Canadian Pacific and its steamship line. Henceforth if the House agrees, tea entering the United States by that route is to be subjected to a differedtial tax of 10 per cent. ad valorem.

A Greater Free Trade Union

(*New York Sun.*)

This part of a recent speech by John Serman seems to be still receiving considerable publicity:

"The arguments for free trade between Canada and the United States are almost as strong as they are between the several States of the Union."

May Senator Sherman live to see the day when Canada becomes a part of the greatest free trade union ever known between the United States of America. Until then better leave things between these two countries as they are.

Fishing Report.

SEPT. 9th.—Codfishing is reported good at Pasbeviac (Que.,) but bait scarce. There is still nothing doing at Excuminac, N. B. At Tignish and Kildare, P. E. I., yesterday, boats averaged about 200 mackerel each, but both at those places and throughout the whole vicinity of Alberton fish were somewhat scarce this morning. From six hundred to one thousand mackerel per boat are reported taken to-day at Lakeville, but none at Souris. There is still poor fishing throughout the whole cost of Cape Breton, bait being universally scarce. At Louisburg the boats procured sufficient small mackerel for bait and took about one quintal of cod each. At Canso, C. B., net fishermen are doing very poorly; squid getting scarcer every day. About 15 bankers were baited to-day, and left for Banks. Herring are reported plentiful along the shore at Lunenburg, and fair catches are being made at Port Mouton. Codfish is also good at Lunenburg, but mackerel scarce. Fishing of all kinds is reported poor at Port Medway, cod poor at Lockeport, but hake fair. At Campobello, N. B., sardines are abundant and good catches of sxuid are being made. Trawling, hand line fishing, mackerel and net fishing are fair.

Railroads in England and the States.

A comparison between the railway statistics of Great Britain and the United States is made by a correspondent of the London *Times*. The year 1889 was one of great prosperity in both countries, and in both the gross revenue of railways was much larger than in the preceding year. The figures for 1889 are £200,755,000 in the United States and £77,025,000 in the United Kingdom. But there is much less difference between the net earnings, which were £64,457,000 in the States and 36,930,000 in the United Kingdom. This means that the British railways are much more profitable than the American railways in proportion to the amount of work done. The American mileage is 161,396 miles, or eight times the mileage of Great Britain; and the American lines carried during the year 619,250,000,000 tons, against 297,500,000 tons carried nothe British lines the latter, however, carried more than 775,000,000 passengers, against 495,000,000 carried by the American railways, but the average distance travelled upon the Ameriean lines was probably much greater. Many persons will be surprised to learn that both freight and passengers are carried more cheaply in the United States than in England. The average rate for freight in the United States is less than 1 cent per ton per mile, a decline of a third of a cent since 1882. The rate in Great Britain is nearly three times as much and shows no sign of a decline. The average rate for passengers in the United States is 2.17 cents, a little more than the penny per mile which third-rate passengers are charged in Great Britain. It must be borne in mind, however, that nearly nine-tenths of the British passengers travel third-class.

The Berlin papers refer sarcastically to Edison as "the man of promises." It seems that twelve months ago Edison promised to send the Emperor a phonograph and afterwards cabled that the instrument was on its way to Berlin. His Majesty invited a large party to see the machine, which, however, did not turn up at the appointed time. To make matters worse, several letters addressed to Edison by the Emperor's orders remain unanswered.