

The Daily Examiner.

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NEW SERIES.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, SATURDAY, AUGUST 22, 1885.

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ALMANAC FOR AUGUST, 1885.

MOON'S CHANGES.

Last Quarter 3rd day, 5h. 43m., p. m.
New Moon 10th day, 10h. 2m., a. m.
First Quarter, 17th day, 9h. 34m., a. m.
Full Moon, 23th day, 1h. 13m., p. m.

DAY OF WEEK	Sun rises	Sun sets	Moon rises	Moon sets	High water	Days len ^h
1 Saturday	4 47	7 25	9 59	1 40	14 38	
2 Sunday	48	23	10 29	2 23	35	
3 Monday	49	21	11 51	3 14	33	
4 Tuesday	51	21	11 45	4 23	30	
5 Wednesday	52	19	10 59	5 47	27	
6 Thursday	53	18	0 34	7 14	25	
7 Friday	54	16	1 31	8 23	22	
8 Saturday	56	15	2 37	9 20	19	
9 Sunday	57	14	3 49	10 9	17	
10 Monday	58	12	5 4 10	53	14	
11 Tuesday	59	10	6 20	11 39	11	
12 Wednesday	5 0	9	7 33	12 30	9	
13 Thursday	2	8	8 47	0 14	6	
14 Friday	3	6	9 55	0 52	3	
15 Saturday	4	4	11 2	1 32	0	
16 Sunday	5	2	12 4	2 16	13	57
17 Monday	7	1	1 4	3 5	54	
18 Tuesday	8	0	2 0	4 7	52	
19 Wednesday	9 5	58	2 52	5 19	47	
20 Thursday	10 56	56	3 40	6 33	46	
21 Friday	12 54	4	4 24	7 38	42	
22 Saturday	13 52	5	5 2	8 29	39	
23 Sunday	14 50	5	5 37	9 12	36	
24 Monday	16 49	6	6 9	9 56	33	
25 Tuesday	17 47	6	6 39	10 26	30	
26 Wednesday	18 45	7	7 11	0	27	
27 Thursday	19 43	7	7 35	11 33	24	
28 Friday	20 41	8	8 3	12 6	21	
29 Saturday	22 40	8	8 29	0 40	18	
30 Sunday	23 38	9	9 6	1 7	15	
31 Monday	5 24	7 36	9 45	2 0	13	12

NOTES.

Duke of Edinburgh's birthday on the 6th.
Dog days end on the 11th.
Landing of Julius Caesar (B.C. 55) on 27th.
In this month the mornings decrease 47 minutes; the afternoons 59 minutes.

THE RAILWAY TIME TABLE.

For the convenience of the travelling public, we have carefully arranged the following table of arrival and departure of trains on the P. E. Island Railway, according to local time:—

Going West.	A. M.	P. M.
Charlottetown	6 47	9 12
Royal Junction	7 02	9 47
North Wiltshire	7 37	10 39
Hunter River	7 47	10 55
Bradsbane	8 12	11 32
County Line	8 19	11 43
Freetown	8 29	11 59
Kensington	8 42	12 22
Summerside	9 07	12 57
From West.	P. M.	A. M.
Summerside	9 27	2 37
Micoche	9 42	3 00
Wellington	10 01	3 29
Port Hill	10 29	4 20
O'Leary	11 22	5 42
Alberton	12 05	6 57
Tipsh	12 42	7 47
From East.	P. M.	A. M.
Tipsh	2 07	6 47
Alberton	2 45	7 57
O'Leary	3 29	9 02
Port Hill	4 20	10 29
Wellington	4 49	11 16
Micoche	5 07	11 44
Summerside	5 22	12 07
Kensington	6 07	1 49
Freetown	6 22	2 12
County Line	6 32	2 27
Bradsbane	6 38	2 37
Hunter River	7 02	3 15
North Wiltshire	7 12	3 32
Royal Junction	7 47	4 32
Charlottetown	8 02	4 52
Going East.	A. M.	P. M.
Charlottetown	7 07	4 17
York	7 43	4 44
Bolford	8 04	4 57
Mount Stewart	8 37	5 22
Morrell	8 57	5 27
St. Peter's	9 42	6 16
Beaver River	11 07	6 52
Souris	11 57	7 22
Mount Stewart	9 02	5 32
Cardigan	10 15	6 25
Georgetown	10 37	6 42
From East.	A. M.	P. M.
Souris	6 47	2 12
Beaver River	7 17	3 02
St. Peter's	7 52	3 54
Morrell	8 14	4 27
Mount Stewart	8 42	5 17
Bolford	8 47	5 37
York	9 12	6 14
Charlottetown	9 26	6 35
Georgetown	9 52	7 12
Cardigan	7 32	3 37
Mount Stewart	7 49	4 00

LORNE HOTEL,

Grand Tracadie Beach.

This Favorite Watering Place will

Re-open on Dominion Day, 1st July,

under experienced Managers from the United States.

Visitors will find this place agreeable during the warm weather.

ALWAYS SELLING

GOOD ARTICLE CHEAP,

Therefore, Buy Staple and Fancy

DRY GOODS,

CARPETS,

OILCLOTHS,

COTTON WARPS, &c., &c.

— FROM —

Perkins & Sterns.

Ch'town, August 7, 1885.

GLASGOW AND LONDON

Insurance Company

OF GREAT BRITAIN.

Capital - - Five Million Dollars

The above Company insures every class of business at current rates and on Farm Property and Stock insures against damage by Lightning, whether fire ensues or not.

FRED. W. HYNDMAN,

GENERAL AGENT FOR P. E. ISLAND.

June 20—2m eod

English and Canadian Fire Insurance Companies.

The Commercial Union Assurance Co., of London, Eng.

CAPITAL, \$12,500,000.

The British America Assurance Co., of Toronto, Canada,

(INCORPORATED IN 1833.)

CASH CAPITAL, \$500,000.

The Citizens Insurance Company of Canada,

(ESTABLISHED IN 1864.)

CAPITAL, \$1,188,000.

I am prepared to accept Insurances in the above well-known Companies at Lowest Current Rates.

A. S. URQUHART,

GENERAL INSURANCE AGENT,

Brown's Block, Queen Square.

Charlottetown P. E. I., June 20—eod

ROYAL CANADIAN INSURANCE CO.

FIRE.

CAPITAL, \$2,000,000

HEAD OFFICE—Montreal.

HALIFAX BRANCH—J. Scott Mitchell, Agent.

Risks Taken on Most Favorable Terms.

AGENT FOR PRINCE EDWARD ISLAND:

F. H. ARNAUD,

MERCHANTS BANK OF HALIFAX

Ch'town, Jan. 1885

Lightning's Curious Freaks.

PROSTRATING FARMERS AND DESTROYING THEIR LIVE STOCK AND BUILDINGS

PORT JARVIS, Oct., Aug. 12.—The thunder storms of the past few days in this neighborhood have been accompanied by peculiar electric phenomena. In the town of Fremont, Sullivan County, a heavy shower passed within a short distance of Philip Hack's farm, but not a drop of rain fell on his land, the sky being clear above it and the sun shining brightly. Great banks of clouds swept along the storm track, and suddenly, in the blackest part of the clouds, there was a flash of dazzling light, and a ball of fire swept from the clouds in the direction of Hack's farm. The ball struck the chimney and then separated. The chimney was reduced to a cloud of dust. One section of the fluid went down a stovepipe, which it separated in four parts. The fluid then entered a stove with which the pipe connected. Every door on the stove was blown open and the lids were thrown to different parts of the room. The electric fluid seemed to again separate in the stove, and a portion of it came out of each of the four legs. No damage was done to the stove, but after leaving it the fluid scattered all about the room tearing the plaster from the walls, breaking the chairs and tables and splintering the wainscoting. A chair round was thrown to the top of a clock that stood on a shelf in a corner. The clock stopped at the same instant. The pendulum bob was detached from its rod and thrown across the room. The fluid then passed out at an open window, and spent its force plowing up the ground for several feet. The second portion of the fluid passed along the ridge-pole of the house, tearing off the shingles and splintering the rafters on its way. On reaching the end of the roof it jumped to a summer kitchen, twenty feet distant. After running completely around the building at the eaves, it jumped back to the house and entered the kitchen, where it tore the steel knife from a cabbage cutter and split the wooden part of the cutter into four pieces. It then dislodged a tin dipper from a nail in one corner of the kitchen and carried it through a siding outside the house, where it was found buried the full length of the handle in the ground several feet from the house. There were several people in a sitting room in the house but not one of them felt the shock.

James Fletcher, of Smithfield, Penn., completed a new barn last week. It was the fifth one he had built on the same foundation within three years. Four of the buildings had been destroyed by lightning, and one day last week the new one was struck during a storm and entirely consumed, with all its contents.

Frank Schetting, a farmer living near Carrollton, Munroe County, Penn., was working in his harvest field on Saturday. There were no clouds to be seen anywhere, but suddenly there came a clap of thunder. At the same instant the farmer and his team were prostrated by a shock of electricity. The team regained their feet and ran in a dazed way around the field, when one of them dropped dead. Nine sheep that were in the field and 23 out of a flock in an adjoining field were killed. Schetting was stunned for a short time.

Joseph Creitz and Michael Bailey, of Stonesville, Penn., were found lying unconscious near a group of trees near that place on Saturday, just after a violent thunder shower. Creitz soon regained consciousness. His skin was blue all over his body. His feet were burned almost to a crisp, and his arms were paralyzed. Bailey was burned black all the way down his spine. His hair was burned close to his head, and his arms and feet were terribly scorched. He died in a short time. Creitz will recover. He says for several seconds before they were prostrated by lightning flash after flash played about them, enveloping them in an almost continuous sheet of flame.

Plain Words to Certain Women.

Whenever social scandals of a certain grade come to light the man in the case is soundly berated. Generally he deserves all the severe language he gets, nevertheless he is not the only sinner. There are young women whose manners inevitably give the impression that they are not what they afterward profess to be. The easiest way in which we can explain how some injudicious acquaintances are formed, and under colors which, if not false, are certainly not what they should be, is to quote from the Newark (Ohio) American, a suggestion as to a class of young women that is large in every city, and has representatives in most villages:—

Whatever idea the young girls who practice street flirting may entertain of their seemingly innocent pastime, it may be set down as a certainty that when a respectable young man desires the acquaintance of one who may some day become his wife, he does not go out on the street and seek her acquaintance through a flirtation. But, on the other hand, the flirt of the street, no matter how innocent and fair her intentions may be, is the last person he would select as his life's companion. He desires purity without and above suspicion. The young girl who engages in this kind of a pastime should bear in mind that she not only endangers her reputation and leaves a stain on her good name, but that her name is a byword among those whom she flirts, to be bandied about in the saloons, on the street corners and in the low down unholy places in the city, fastening on her otherwise fair name a stigma or stain that will follow her years after she sees her folly and attempts to mend her ways.

Prepared by Dr. J. C. Ayer & Co., Lowell, Mass., Sold by all Druggists.

COAL, COAL.

PERSONS requiring orders for Cargoes of Coals can obtain them, on the usual terms, from the Subscriber, at his Office, NO. 35 WATER STREET, viz:—

On the Old Sydney Mines, Lingan and Victoria, C. B.

—AND ON THE—

Albion Mines, Pictou.

G. W. DEBLOIS.

Ch'town, June 19, '85—ft.

The Voyageurs on the Nile.

A LATE BUT JUST ACKNOWLEDGMENT OF THEIR WORTH.

(Saturday Review.)

The Canadian voyageurs who piloted the flotilla up the Nile have not received the full credit due to them for the part they took in an expedition which, disastrous and unsuccessful as it was, brought out the fighting qualities of the British army admirably. Not only, indeed, have these men, who served under Lord Wolseley so well, failed to get much praise from the critics for the way in which they did their work, but they have been spoken of as having done it very badly, as having been insubordinate and of little use. The statement was officially contradicted, but official contradictions do not go for much in England, and possibly an impression still remains that they might have been dispensed with, and that on the whole their labors were not worth much. It is much to be regretted if this is the case, for nothing could be further from the truth. Speaking with full knowledge of the facts, and without the slightest fear of contradiction from anyone who has such knowledge and who adheres to the truth, we can say that their services were of the greatest value to the expedition; that they worked zealously and strenuously, and showed all the high skill which was expected of them; and that, though it might perhaps be an exaggeration to state that the boats could not have got up the Nile if there had been no voyageurs, it cannot be doubted that the difficulty of doing so would have been far greater without the aid which

THESE RESOLUTE AND SKILFUL CANADIANS AND HALF BREDES

were able to give. To call them incompetent was absurd. They were about as incompetent for their work as the Australian Eleven were for cricket; and the charge of insubordination brought against them was exaggerated if not wholly groundless. They always rendered implicit obedience to the officer in command, or, as they would have probably put it, to the head man, the officer in charge of a station or a boat squadron; though they may not have thought themselves bound to follow the bidding of any captain or lieutenant who thought fit to give them directions on his own account. Of the pluck and zeal with which these "insubordinate" men worked, one example will suffice. A boat laden with stores with two voyageurs in it was, owing to a mistake made in hauling the ropes on shore, capsized in the worst part of the Semneh Cataract. Rescued after being in great peril, the two men piloted the next boat up as though nothing had happened. Other instances of courage and good will could easily be given, and it should be observed that some of those Canadians were not merely good boatmen, but men of considerable intelligence. One, for example, has written an excellent account of what he saw and did, and another showed a fine appreciation of geographical fact. At a station high up the Nile a voyageur was heard to say that, now that he had seen the Sudan country, he understood Euclid's definition of a line—length without breadth.

THE PECULIAR WORK

which the voyageurs had to do turned out even more difficult than was expected, owing partly to the bad state of the river and partly to the absence of expected aid. A preliminary voyage up some of the cataracts was made by a party of voyageurs under the command of Colonel Alleyde and Captain Louis Jackson, chief of the Caughnawaga Indians, of whom it may be briefly said that they are thought to be the best boatmen even in Canada, and that the pronunciation of their name is like the spelling of Mr. Weller's—a matter of taste. The gallant Caughnawaga captain, who is the author of the work alluded to above, seems to have been convinced by what he saw that preliminary surveys were not of much use, as in bad places the river was totally different one day from what it had been the day before. After his examination the work of getting the boats up, in which he took a considerable part, began in earnest, and the voyageurs were thoroughly tired. In every way these brave, zealous and skilful Canadians worked admirably, and surely they merit different treatment from that which they have received. They did, in most thorough fashion, all they were sent to do, and something over and above. As a reward they have been first depreciated and then politely ignored. Now that the campaign, in which so much that was glorious was marred by such a terrible misfortune, can be looked at calmly and viewed as a whole, the services of the voyageurs, who had no one to puff them, and did not know and did not care, how to puff themselves, should receive that recognition which is most justly their due.

The C. P. Railway.

MONTREAL, Aug. 17.—Mr. W. C. Van Horne, vice-president and general manager of the Canadian Pacific Railway, received information yesterday that the contractors had reached Shuswap summit from the Pacific end of the road. This point is eighty-two miles east of Savona's ferry, where the company's work from the west commenced. Thirty-six miles of road were laid in ten days. This leaves a gap between the end of the track of about 100 miles, all of which is graded and the bridges will be finished within two weeks, including a bridge over the second crossing of the Columbia river. All the difficult points have now been passed and the completion of the through line is only a matter of putting down the rails and ties.

A despatch from Cairo says the Egyptian war minister is compiling a proclamation to Arabs urging the necessity of the reconquest of the Soudan for Egypt.