

THE DAILY EXAMINER

Separate Read. Room

Terms: Four Dollars per Year

This is True Liberty, when Free Born Men having to advise the Public, may speak free."—ECRIPIDES.

Single Copies two cents.

VOL 38

CHARLOTTETOWN P. E. ISLAND, MONDAY, AUGUST 15, 1898

NO 190



China ware
English
Blue
Willow
Pattern.

A nice stock of these goods just received in
Tea Cups, Saucers, Extra Teas, Plates, Tea Sets of 40 pieces, Cake Plates, Jugs & Bowls, &c., &c., first quality goods, marked at low prices, now open in our Chinaware Department.

Geo. Carter & Co.

LOOK!

\$1.25



Ladies' Dongola laced boots for \$1.25
Dongola Shoes 89 cents

GOFF BROS

MACKAY'S

Cool Summer Underwear

—SELLING AT—
HOT WEATHER PRICES

See our Balbriggan at \$1 per suit.

W. D. MACKAY

▲▲▲▲ If It's Newson's—It's Good ▲▲▲▲

Furniture Prices

If a dealer asks you \$30.00 for a Bedroom Suit, and after much negotiation consents to accept \$20.00, don't think for a moment that you have an opportunity to secure a \$30.00 suit for \$20.00; but make a note of the fact that he tried to get \$30.00 for a \$20.00 suit. Also remember that you could get it from us for \$20, or perhaps less, without any preliminary talk, and thus save your time.—High prices not asked so as to allow of a big discount.

John Newson

GREAT FIRE AT FRESNO, CAL.

Most Disastrous in the Town's History.

DAMAGE ESTIMATED AT ABOUT 500,000 DOLLARS.

Wiped Out All the Buildings on Three Blocks.

[SPECIAL TO THE EXAMINER.]

FRESNO, Cal., August 15.—The most disastrous fire in the history of Fresno occurred last night.

It swept the Southern Pacific Railroad reservation from Manhosa street to Mono street a distance of three blocks and in a little more than one hour \$500,000 worth of property went up in smoke.

THE JULY STATEMENT

Of the Dominion's Revenue and Expenditure.

[SPECIAL TO THE EXAMINER.]

OTTAWA, August 15.—The financial statement for July shows an increase of \$1,333,200 in revenue, caused by the crowding in of German and other foreign goods to get the advantage of the Preferential tariff.

The expenditure shows an increase of \$68,716 on account of consolidated fund and \$49,178 on capital account.

GREAT HEAT IN LONDON

During the Past Three Days—85 Degrees in the Shade.

LONDON, Aug. 15.—A great heat wave passed throughout England during the last three days.

The thermometers in London registered 85 in the shade and 127 in the sun.

TOURISTS.—Prince Edward Island illustrated is a beautifully illustrated book on P. E. Island. For sale at the bookstores or at this office—50c

LETTERS ABOUT NEWFOUNDLAND

Its Conditions and Its People.

SOMETHING ABOUT THE BEAUTIES OF BRAS D'OR

The Splendid Steamer "Bruce" and Her Capacity for Ice Service.

[Correspondence of THE EXAMINER.]

Starting from Charlottetown on Tuesday morning, you reach North Sydney by eight o'clock the same evening, after enjoying a delightful sail across Northumberland Strait to Pictou, and a pleasant ride by rail through the eastern part of Nova Scotia, where there are charming views at short intervals on all sides. Crossing the Strait of Canso by means of a ferry boat you find yourself on the classic soil of Cape Breton and are soon spinning over a portion of the Intercolonial, built by the same Mr. Reid. The beauties of Bras D'or have been so often described that it is needless to say anything save that, no matter how often you see the wonderful lake, its charms never pall. There are always new beauties, new effects of light and shadow

"Ever charming, ever new
When will the landscape tire the view."

When we cross the Grand Narrows Bridge and remember the difficulties connected with the erection of that substantial structure we are again reminded of the skill and enterprise of the Railway King of Newfoundland. After hours of delightful companionship our train bids farewell to the fairy-like beauty of the Golden Arm and we soon find ourselves at North Sydney Station. A drive of about half a mile brings us to the "Bruce" as she lies with steam on, only waiting for mails and passengers. Too much cannot be said in praise of this splendid steamer. How memories of old times crowd upon one, as in an instant we are transported into a regular Newfoundland atmosphere. The look, the tones, above all the genuine hearty friendliness of everyone whom you meet, tells you that you have passed into new surroundings. It does you good to shake hands with Captain Delaney, a splendid type of the Newfoundland skipper—we should say captain "up along"—the Newfoundland term for these provinces.

Where everyone was so anxious to make you feel at home it is impossible to particularize, but in the writer's case special mention should be made of the kindness received from the Captain, the very obliging purser, Mr. McGrath, and the different stewards, while the female portion of the party were carefully looked after by the attentive stewardess. The "Bruce" is larger than the "Stanley," lighted throughout by electric light, with a dining saloon on deck and first-class accommodation for about fifty passengers. Everything is in the neatest style, and nothing is wanting to ensure comfort. Four meals per day were served as one of the passengers remarked, in a style fully equal to an Atlantic liner. Our party had the advantage of making the longer sea passage (20 hours) from Sydney to Placentia on the trip down and returning via Pt au Basque with a short voyage of six hours; and we can only say that, to us the shortening of the time on the Bruce is a serious loss. But, in P. E. Island, perhaps the most interesting thing about this steamer is her capacity for ice-service. When in the process of construction at Glasgow, the canny Scots decided that she was destined for the North Pole, so thorough was the attention paid to every detail that could secure strength. It is of course impossible to speak from the experience of only one season; yet, making every allowance for exaggeration, the Bruce did remarkable work last winter, only missing two trips between Placentia and Sydney during that time. Unlike the Stanley, she does not run upon the ice but goes straight ahead splitting it with her sharp V shaped bow. Her screw is entirely unprotected except as the shape of the hull may throw the ice off; it is not submerged to any greater depth than that of any other steamer of her size, and yet after a winter's work during which, as the Captain puts it, she churned up enough ice to fill Conception Bay, there is not the slightest fracture of the blades.

The propeller is very thick and is made of cast steel, propeller and shaft being strong enough to bring the engines to a dead stop. When we expressed our doubts as to that method of ice-breaking being successful in harbor, we were told that the Bruce cuts harbor ice like cheese,

"Ever charming, ever new
When will the landscape tire the view."

When we cross the Grand Narrows Bridge and remember the difficulties connected with the erection of that substantial structure we are again reminded of the skill and enterprise of the Railway King of Newfoundland. After hours of delightful companionship our train bids farewell to the fairy-like beauty of the Golden Arm and we soon find ourselves at North Sydney Station. A drive of about half a mile brings us to the "Bruce" as she lies with steam on, only waiting for mails and passengers. Too much cannot be said in praise of this splendid steamer. How memories of old times crowd upon one, as in an instant we are transported into a regular Newfoundland atmosphere. The look, the tones, above all the genuine hearty friendliness of everyone whom you meet, tells you that you have passed into new surroundings. It does you good to shake hands with Captain Delaney, a splendid type of the Newfoundland skipper—we should say captain "up along"—the Newfoundland term for these provinces.

Where everyone was so anxious to make you feel at home it is impossible to particularize, but in the writer's case special mention should be made of the kindness received from the Captain, the very obliging purser, Mr. McGrath, and the different stewards, while the female portion of the party were carefully looked after by the attentive stewardess. The "Bruce" is larger than the "Stanley," lighted throughout by electric light, with a dining saloon on deck and first-class accommodation for about fifty passengers. Everything is in the neatest style, and nothing is wanting to ensure comfort. Four meals per day were served as one of the passengers remarked, in a style fully equal to an Atlantic liner. Our party had the advantage of making the longer sea passage (20 hours) from Sydney to Placentia on the trip down and returning via Pt au Basque with a short voyage of six hours; and we can only say that, to us the shortening of the time on the Bruce is a serious loss. But, in P. E. Island, perhaps the most interesting thing about this steamer is her capacity for ice-service. When in the process of construction at Glasgow, the canny Scots decided that she was destined for the North Pole, so thorough was the attention paid to every detail that could secure strength. It is of course impossible to speak from the experience of only one season; yet, making every allowance for exaggeration, the Bruce did remarkable work last winter, only missing two trips between Placentia and Sydney during that time. Unlike the Stanley, she does not run upon the ice but goes straight ahead splitting it with her sharp V shaped bow. Her screw is entirely unprotected except as the shape of the hull may throw the ice off; it is not submerged to any greater depth than that of any other steamer of her size, and yet after a winter's work during which, as the Captain puts it, she churned up enough ice to fill Conception Bay, there is not the slightest fracture of the blades.

The propeller is very thick and is made of cast steel, propeller and shaft being strong enough to bring the engines to a dead stop. When we expressed our doubts as to that method of ice-breaking being successful in harbor, we were told that the Bruce cuts harbor ice like cheese,

When everyone was so anxious to make you feel at home it is impossible to particularize, but in the writer's case special mention should be made of the kindness received from the Captain, the very obliging purser, Mr. McGrath, and the different stewards, while the female portion of the party were carefully looked after by the attentive stewardess. The "Bruce" is larger than the "Stanley," lighted throughout by electric light, with a dining saloon on deck and first-class accommodation for about fifty passengers. Everything is in the neatest style, and nothing is wanting to ensure comfort. Four meals per day were served as one of the passengers remarked, in a style fully equal to an Atlantic liner. Our party had the advantage of making the longer sea passage (20 hours) from Sydney to Placentia on the trip down and returning via Pt au Basque with a short voyage of six hours; and we can only say that, to us the shortening of the time on the Bruce is a serious loss. But, in P. E. Island, perhaps the most interesting thing about this steamer is her capacity for ice-service. When in the process of construction at Glasgow, the canny Scots decided that she was destined for the North Pole, so thorough was the attention paid to every detail that could secure strength. It is of course impossible to speak from the experience of only one season; yet, making every allowance for exaggeration, the Bruce did remarkable work last winter, only missing two trips between Placentia and Sydney during that time. Unlike the Stanley, she does not run upon the ice but goes straight ahead splitting it with her sharp V shaped bow. Her screw is entirely unprotected except as the shape of the hull may throw the ice off; it is not submerged to any greater depth than that of any other steamer of her size, and yet after a winter's work during which, as the Captain puts it, she churned up enough ice to fill Conception Bay, there is not the slightest fracture of the blades.

The propeller is very thick and is made of cast steel, propeller and shaft being strong enough to bring the engines to a dead stop. When we expressed our doubts as to that method of ice-breaking being successful in harbor, we were told that the Bruce cuts harbor ice like cheese,

When everyone was so anxious to make you feel at home it is impossible to particularize, but in the writer's case special mention should be made of the kindness received from the Captain, the very obliging purser, Mr. McGrath, and the different stewards, while the female portion of the party were carefully looked after by the attentive stewardess. The "Bruce" is larger than the "Stanley," lighted throughout by electric light, with a dining saloon on deck and first-class accommodation for about fifty passengers. Everything is in the neatest style, and nothing is wanting to ensure comfort. Four meals per day were served as one of the passengers remarked, in a style fully equal to an Atlantic liner. Our party had the advantage of making the longer sea passage (20 hours) from Sydney to Placentia on the trip down and returning via Pt au Basque with a short voyage of six hours; and we can only say that, to us the shortening of the time on the Bruce is a serious loss. But, in P. E. Island, perhaps the most interesting thing about this steamer is her capacity for ice-service. When in the process of construction at Glasgow, the canny Scots decided that she was destined for the North Pole, so thorough was the attention paid to every detail that could secure strength. It is of course impossible to speak from the experience of only one season; yet, making every allowance for exaggeration, the Bruce did remarkable work last winter, only missing two trips between Placentia and Sydney during that time. Unlike the Stanley, she does not run upon the ice but goes straight ahead splitting it with her sharp V shaped bow. Her screw is entirely unprotected except as the shape of the hull may throw the ice off; it is not submerged to any greater depth than that of any other steamer of her size, and yet after a winter's work during which, as the Captain puts it, she churned up enough ice to fill Conception Bay, there is not the slightest fracture of the blades.

The propeller is very thick and is made of cast steel, propeller and shaft being strong enough to bring the engines to a dead stop. When we expressed our doubts as to that method of ice-breaking being successful in harbor, we were told that the Bruce cuts harbor ice like cheese,

When everyone was so anxious to make you feel at home it is impossible to particularize, but in the writer's case special mention should be made of the kindness received from the Captain, the very obliging purser, Mr. McGrath, and the different stewards, while the female portion of the party were carefully looked after by the attentive stewardess. The "Bruce" is larger than the "Stanley," lighted throughout by electric light, with a dining saloon on deck and first-class accommodation for about fifty passengers. Everything is in the neatest style, and nothing is wanting to ensure comfort. Four meals per day were served as one of the passengers remarked, in a style fully equal to an Atlantic liner. Our party had the advantage of making the longer sea passage (20 hours) from Sydney to Placentia on the trip down and returning via Pt au Basque with a short voyage of six hours; and we can only say that, to us the shortening of the time on the Bruce is a serious loss. But, in P. E. Island, perhaps the most interesting thing about this steamer is her capacity for ice-service. When in the process of construction at Glasgow, the canny Scots decided that she was destined for the North Pole, so thorough was the attention paid to every detail that could secure strength. It is of course impossible to speak from the experience of only one season; yet, making every allowance for exaggeration, the Bruce did remarkable work last winter, only missing two trips between Placentia and Sydney during that time. Unlike the Stanley, she does not run upon the ice but goes straight ahead splitting it with her sharp V shaped bow. Her screw is entirely unprotected except as the shape of the hull may throw the ice off; it is not submerged to any greater depth than that of any other steamer of her size, and yet after a winter's work during which, as the Captain puts it, she churned up enough ice to fill Conception Bay, there is not the slightest fracture of the blades.

The propeller is very thick and is made of cast steel, propeller and shaft being strong enough to bring the engines to a dead stop. When we expressed our doubts as to that method of ice-breaking being successful in harbor, we were told that the Bruce cuts harbor ice like cheese,

THE PROHIBITION PLEBISCITE

Form of Ballot to be Used.

DIRECTIONS TO VOTERS HOW TO MARK THE BALLOT

The Plebiscite to be Taken on the 29th of September.

Advices from Ottawa state that preparations for the taking of the plebiscite on the 29th September are being pushed forward as rapidly as possible. The preparations consist of getting out the requisite forms, which are being printed as fast as the Bureau presses can turn them out. About 30 printed documents of different kinds are required for each electoral district, of which there are 206 in the Dominion. Some of these documents and forms consist of several pages each. There are, for instance, the instructions of returning officers, oaths of officers, poll books, declaration notices, ballot shapers, etc., much of which will have to be distributed to the deputy returning officers at all the polling sub-divisions, of which there are something like three thousand five hundred. The ballot is very simple and is in the following form:

	YES.	NO.
Are you in favor of passing an act prohibiting the importation, manufacture or sale of spirits, wine, ale, beer, cider, and all other alcoholic liquors for use as beverages?		

The plebiscite act provides that "An affirmation vote on the question submitted shall be made by making a cross (X) in the column headed "Yes," and a negative vote by placing a similar cross in the column headed "No." The plebiscite is to be taken upon the provincial voters' lists in each province, and shall be such lists as were in force in the province on the 1st day of August. This means that in some of the provinces the lists of last year will be used and in others the list of this year. In the Northwest, as well as in this Province, there are no lists.

The Pope's Illness.

[SPECIAL TO THE EXAMINER.]

ROME, Aug. 15.—The Pope's extreme weakness has produced great commotion and excitement in sacred colleges. All the members of his family have hurried to Rome.

THE PRICE OF VICTORY.

[SPECIAL TO THE EXAMINER.]

WASHINGTON, August 15. The price of the victory over Spain averaged \$840,700 a day.

AN INTERESTING CASE.

Man Sent up for Trial for Destroying Lobster Gear.

Ronald McDonald is a prisoner in Georgetown jail, awaiting trial at the next sitting of the Supreme Court. He was tried before Michael McCormack, Esq., J. P., for destroying lobster gear belonging to H. H. Acorn, and placed off Black Point, near Mr. Acorn's factory. This cutting of lobster lines and destroying of traps belonging to opposition fishermen has been a constant source of loss and trouble to our fishermen, but no serious attempt seems to have been made to stop it till Mr. Acorn took the matter in hand in the above case.

A GOOD SUGGESTION.

SIR,—I would beg to suggest to the City Councillors that they have placed under some of the larger trees in Rochford Square a few seats so that the people living adjacent may enjoy the pleasant evening air without going far from home. As a resident of that part of the town, I feel grateful for the many improvements already made to the Square, and humbly hope that this boon will not be denied.

RESIDENT.

THE SEAWANHAKA CUP COMPETITION

The First Race Has Been Sailed.

AND HAS BEEN GIVEN TO THE AMERICAN BOAT

On a Foul Claimed to Have Been Committed by the Canadian.

[SPECIAL TO THE EXAMINER.]

MONTREAL, Aug 15.—The first of the series of yacht races for the Seawanhaka Cup was won by the American boat on a foul committed by the Canadian boat on the starting line.

A Delicious Salt.

Salt is not generally palatable. Abbey's Effervescent Salt, however, has a delicious taste and makes a most healthful drink. It is made from the salt extracted from the juices of fresh fruits. It is unequalled as a refreshing summer beverage. The daily use of Abbey's Effervescent Salt will keep you in good health. Sold by druggists everywhere at 60 cents a large bottle. Trial size 25 cents.

The Canada Lancet, a leading medical journal says: "This preparation deserves every good word which is being said of it."

Boys wear our sweater for 25 cents each—always worth 35 to 45 cents. Boys shirts for 25c.—J B Macdonald & Co.

Marine Insurance...

Hulls, Cargoes, and Freights Insured at low rates

Sterling Certificates issued.

F. W. Hyndman

AGENT

Forget the Maine and remember this:

We are anxious at all times to please you.

We have an up-to-date store with up-to-date goods and prices.

Just now we show

FOR THE LADIES.
Toilet Powders, Toilet Waters, Fine Soaps, Tooth Preparations, etc., etc.

FOR THE GENTLEMEN.
A nice line of Walking Sticks just received.

FOR THE HOUSEHOLD
Fly Paper for Peace.

A. W. REDDIN, Phm B
CENTRAL DRUGSTORE
Sunnyside.

▲▲▲▲ What We Advertise We Have ▲▲▲▲

THE RUSH FOR THOSE SHIRT-WAISTS

On Saturday night it didn't surprise us. We knew the value we were offering. If you knew—we couldn't keep you out.

In the window we've put remainder of say half dozen different lines—sizes 32 to 40 not all the sizes in any one line—cheapest was 75 cents. **39c** clearing at 39c.

Another fine value—remainders of fully a dozen different high grades—prices anywhere from \$1.25 to \$2.00—all fine well made garments—If we have your size it's yours for

HALF PRICE

MOORE & McLEOD.

(Continued on page four)