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NEW SERIES. CHARLOTTETOWN, P. E. ISLAND, MONDAY, SEPTEMBER 2, 1889. VOL. 25.—NO. 84.

The Daily Examiner

Is issued Every Evening by

The Examiner Publishing Co.,

FROM THEIR OFFICE,

"LONDON HOUSE," QUEEN SQUARE,

Charlottetown, P. E. Island.

RATES OF SUBSCRIPTION:

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150 Cases ROYAL BLEND,
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AUGUST.

—(x)—

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Ladies' Waterproof Cloaks.

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Men's Rubber Coats,
Men's Rubber Coats.

Ready-Made Clothing,
Ready-Made Clothing,
Ready-Made Clothing.

New Carpets,
New Carpets,
New Carpets.

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Charlottetown, Aug. 13, 1889—3m 2aw

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DRAWING ROOM PARLOR SUITES, best value,
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No trouble to show goods. Can suit all tastes, at NEWSON'S FURNITUER WAREROOMS, opposite the Post Office.

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Charlottetown, Jan. 31, 1889

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to any other. The fore-runner of modern blood medicines, Ayer's Sarsaparilla is still the most popular, being in greater demand than all others combined.

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Charlottetown, Aug. 10, 1889.

Norwood Farm For Sale.

BY AUCTION,

—ON—

Thursday, Oct. 3rd (Exhibition Day),

AT 10 O'CLOCK, A. M.,

The property of the late George Wright, situated in Charlottetown Royalty, 2½ miles from the city, on the St. Peter's Road, and consisting of Dwelling House, Farm Buildings and 144 Acres of Land, nearly all clear, well watered, and under a high state of cultivation.

The Dwelling and Farm Buildings will be offered with 60 acres separately, or with all the land as may be desirable.

Terms and conditions on day of sale.

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Michaelmas Term opens Monday. Sept. 2. Pupils prepared for matriculation at the Universities.

FEES.—Boys' School $24 per annum; Girls' School $15 per annum. A reduction made for brothers or sisters.

Applications for admission to be made to the Head Master.

Aug. 5, 1889—1m eod

Piano For Sale.

A Second-hand Square Piano, Mahogany Frame, a good instrument, will be sold at a bargain, for cash or approved paper. Apply at this office. aug. 3, 3w eod

Bridging the Atlantic.

WHAT FIFTY YEARS' PROGRESS HAS BROUGHT ABOUT—THE FIRST STEAMSHIP AND THE GREATEST STEAMSHIP LINE STARTED BY CANADIANS.

(*G. J. in Montreal Gazette.*)

The progress that has been made in ocean steamship service during fifty years is something wonderful even in this age of marvels.

The first steam driven vessel to cross the Atlantic was the Royal William, built on the St. Lawrence, equipped with machinery constructed in Montreal, and supplied with coal at Pictou, Nova Scotia, from which port she sailed, arriving Gravesend on the 12th September, 1833. It was Canada's first venture with the new mode of propulsion. It was really the first venture of any country.

In 1817 the Savannah, a sailing vessel of 400 tons, equipped with auxiliary steam power, crossed the Atlantic ocean in 22 days, using her engines during the whole or part of eighteen days.

In 1838, five years after the Canadian steamer had demonstrated that it could be done, the Serius steamed all the way from London to New York, making the passage in 18½ days.

Four days later the Great Western left Avonmouth and arrived in New York in 13 days, 6 hours and 17 minutes, the New Yorkers welcoming with salvos of artillery the two steamers, the pioneers of the great fleet now making that port their stopping place

In 1840 Samuel Cunard, a Nova Scotian, established the great line of Cunard steamships between Liverpool, Halifax and Boston, naming the first steamship the Britannia, in honor of "the mother country," as England was then termed in Downing street, the second, the Acadia, in honor of his native land, and the third, the Caledonia, in honor of Scotland, the birthplace of his associates in the enterprise. Canada was then a long way off to the Nova Scotian mind, and it was not till the second line was started—that between Liverpool and New York in 1848 that Cunard thought of naming a vessel the Canada.

The Acadia in 1840 steamed the distance between Liverpool and Boston in twelve days and twelve hours. She was a vessel of 228 feet length, 34 feet 4 inches beam, 22 feet 6 inches depth, had a tonnage of 1,150 tons, and a driving force of 425 horse power.

Contrast these figures with the latest addition to the Atlantic steam fleet and you will have an idea of the development in size and power which has been the result of fifty years of unremitting effort. The Teutonic is 582 feet in length, with 57 feet 6 inches beam, 39 feet 4 inches dept, 17,000 horse power, and 9,685 tons burthen, being excelled by the City of New York in beam by 5 feet 6 inches, in horse power by 1,000, and in tonnage by 814 tons.

It may, therefore, be said that in size the ships have increased ten times, and in power forty times within the past fifty years.

Now, as to speed. In 1848 the Cunard steamship Cambria made the passage from Liverpool to New York in 17 days and 4 hours. In 1851 the Africa made it in 10 days 6 hours. In 1866 the Scotia took 8 days, 17 hours and 47 minutes from Liverpool to New York. In 1889 the City of Paris made the trip between Queenstown and New York in 5 days 23 hours and 7 minutes. The comparison will be between the Acadia's trip in 1840 to Boston, and the trip of the City of Paris to New York in 1889. The first took 300 hours to 2,755 miles, and the second 143 hours to get 2,780 miles. The increase in speed has, therefore, been such as to effect a saving in time of 180 hours between Queenstown and New York. The time has thus been cut down over one half.

Other changes that may be noted are (a) the substitution of iron for wood in the construction of the hull; (b) the substitution of the screw for the paddle wheel; (c) the substitution of steel for iron; (d) the addition of the twin screw.

The Great Britain, built on the Thames in 1843, was the first iron vessel in the trade, and also the first screw steamer. But the paddle wheels held their own for years, the Cunards placing their last paddle wheel steamer in commission in 1862.

The extreme rapidity with which steel has superseded iron for shipbuilding is remarkable. The Iris (1875) was the first war vessel constructed entirely of steel. Between 1866 and 1886 only three small ships were built of steel in the United Kingdom, and the decision to build the Cunarder Servia (launched in 1881) of steel was even at that recent period considered a very bold one. All new ships of war, and the greater number of ships for the merchant service, are now built of steel.

This rapid review brings out the fact that Canada's connection with the early history of the Atlantic ocean steam service is a highly honored one, the first steam driven ocean vessel that ever crossed the Atlantic having been built in Canada, and the first steamship line, the Canadian line, having been established by the pluck, enterprise and persistency of Canadians, Hon. Joseph Howe, Thomas Haliburton ("Sam Slick") and Samuel Cunard, all born in Halifax. The pioneer steamship and the pioneer line of steamships are Canada's proud contribution.

"I don't calculate that the doctors can always tell what ails you," an old woman once explained, "but I hold to taking all the things I can get, and it stands to reason that some of 'em is going to hit the trouble."

Nothing so quickly restores tone to exhausted nerves and strength to a weary body as a bath containing an ounce of ammonia to each pail of water. It makes the flesh as firm and smooth as marble, and renders the body pure and free from odor.

Telegraphic Odds and Ends.

A BUDGET OF GENERAL NEWS FROM ALL PARTS OF THE WORLD.

SALT LAKE CITY, Utah, Aug. 28.—The four men who, it is supposed, held up and robbed the Denver and Rio Grande train at Thompson Springs, Utah, were captured on Monday in the Blue Mountains. The robbers were followed by the Indians like bloodhounds.

UTICA, N. Y., Aug. 28.—Aeronaut C. E. Slocum fell from his balcon to-day at Antwerp, N. Y., 150 feet to the ground, breaking no bones, but receiving a shock that may prove fatal.

LONDON, Aug. 30.—It is understood that the Government and Catholic hierarchy were in negotiation for sometime with reference to the university scheme. Parnell was cognizant of the project, but the Ulster members of Parliament were completely surprised by the announcement of the scheme. The latter assert that the Government intended to ignore them.

OTTAWA, Aug. 30.—Mr. Foster, agent of an English syndicate of capitalists, is here on his way east after making some large investments. He has purchased the sole rights of the Warner's Safe Cure manufacture for one million pounds sterling, and the Davies brewery at Toronto for a million two hundred thousand dollars, and is now after the phosbhate mines of the Ottawa Valley.

ATHENS, Aug. 30.—Chakir Pasha, Governor of Crete, has issued a proclamation announcing that the Turks have occupied the whole island for the purpose of restoring order, and that any persons guilty of resisting the Turkish authority will be severely punished.

AMHERST, N. S., Aug. 30.—James Smith charged with the murder of Geo. Barron, at Tidnish, was committed for trial by Justices Chapman and Huestis. Ths magistrates decided this afternoon that Wells, the tavern keeper, could not be held for assault, and discharged him with a severe reprimand. He was immediately after served with Scott Act papers.

BRUSSELS, Aug. 30.—King Leopold has created a superior council to deal with affairs of the Congo state. The new council will sit at Brussels and exercise the functions of a high court of justice and council of state.

CITY OF MEXICO, via Galveston, Aug, 30.—Election riots occurred in the town of Magdalena, State of Sonora, but the disturbances were suppressed by federal troops. Five persons were killed here yesterday by the falling of the wall of a private residence.

London's Big Tower.

SAID TO BE AN ACCOMPLISHED FACT: THE TOWER TO BE TWO THOUSAND FEET HIGH.

If New York wants the tallest tower in the world it will be necessary to enlarge such plans as have been discussed, as London is pretty certain to have a tower two thousand feet high. The projected London tower is assuming definite shape and form in the minds of its promoters. Mr. Perks, solicitor to the company, says it is an accomplished fact, so enthusiastic and confident is he over the enterprise. He anticipates no difficulty that will not be overcome, and as a financial speculation, thinks it will be successful. "Sir Edward Watkin," he said, "must have the sole credit of the inception of the tower. The idea of constructing a tower two thousand feet high, that should eclipse every other tower, first occurred to him. As a guarantee of the soundness of any project of Sir Edward, you have only to look at the brilliant enterprises he has originated this year. We contemplate, first of all, the putting up the tower, with all public accessories that are found in connection with the Eiffel tower, and the improvements which have been suggested in its construction. The tower will be made by English or Scotch contractors, and of English or Scotch steel. The tower will not be far from the Metropolitan Railway. No doubt the best site the promoters could obtain, and one they will naturally, probably, first look at, would be the place where the great colonial and other exhibitions have been held in South Kensington, but this must depend upon the view that the exhibition commissioners, who are the owners of the South Kensington estate, take of this enterprise."

Temperance Missionary Work in Persia.

The following extract from a recent letter from a missionary in Persia is published by request:—

"When I came here I had a hundred or more Band of Hope Badges with me, and got all my scholars pledged, but we have so many scholars now that have not been pledged, and I would like to get about one hundred and fifty or two hundred badges. I want the prettiest kind if they are the most durable, but durable at any rate. The kind I had were the metal star, but the pins were weak and they did not last long. A young Moslem went to Mr. Hawkes not long ago and said, "What a blessing it was that Miss Montgomery got us to sign the pledge. We were young then and did not learn to use tobacco, and now we do not want it."

The latest thing in hotel bills of fare is an edible menu card. You select the dishes you want, and then while waiting for them you amuse yourself by leisurely eating up the bill of fare, it acting as an appetiser. It is the scheme of a London confectioner. He makes a thin sheet of sweetened dough, and after it has been baked he prints the menu upon it in ink made of chocolate. It hasn't got over here yet, but it will by-and-by.

FEW children can be induced to take physic without a struggle, and no wonder—most drugs are extremely nasuating. Ayer's Pills, on the contrary, being sugar-coated, are eagerly swallowed by the little ones, and are, therefore, the favorite family medicine.