

THE DAILY EXAMINER.

AUGUST 3, 1887.

A Crushing Blow.

The defeat of Mr. Duncan McIntyre, the Railway King, is an eye-opener for the Grits of this Province, who have been deluded by Messrs. L. H. Davies and his followers.

The fact that "Commercial Union" was invoked by the Grit canvassers, and that their majority of sixty-six has been changed to a minority of one hundred and twenty-seven, indicates that the people of Renfrew had not been caught by the mid-summer madness of Mr. Wiman.

We are indebted to E. L. Lydiard, Esq., for the following statement of exports of produce during July from Queen's and King's Counties:—

Table with columns for produce type (Colonial, Foreign), quantity, and value. Includes categories like OATS, POTATOES, FISH, LOBSTERS, MEATS, SEARCH, HORSES, CATTLE AND PIGS, EGGS, MISCELLANEOUS.

Canadian Affairs.

New buildings to the value of \$400,000 are in course of erection at Winnipeg.

The Spring Hill, N. S., mines are producing 2000 tons of coal daily, but they have a demand for 3000 tons.

Over \$4,000 in prizes for horses, and \$5,000 for cattle have been awarded to the Provincial Exhibition at Quebec.

The first train load of coal from the mine of the Canadian Anthracite Coal Company has been received at Winnipeg.

There has been a big jump in the price of lumber in the West Indies, and two Cubans are now in Nova Scotia making extensive purchases.

Lieutenant-Governor Masson has retained his passage for Europe on the 1st of September. It is not known how long he intends to be absent.

News of the British Columbia fisheries is encouraging. The Skeena River pack will be the largest ever known. 52,000 cases have already been packed. The fishing in Alert Bay is good, but at Rivers Inlet there is a poor run.

Edward Dixon, aged 75 years, fell off a cart at Aboushagan, Shediac parish, Saturday, receiving injuries about the neck, head and spine which caused his death in a few hours. He belonged formerly to Midgie and was highly esteemed.

Patriotic Canadians who read Mr. Goldwin Smith's pessimistic predictions regarding the future of the Dominion may find some consolation in the fact that the opinions of this clever Englishman are not the result of years of observation in Canada. Mr. Smith made up his mind that the manifest destiny of British America was annexation to the United States before he came to Canada, and he has always taken a pessimistic view of everything Canadian.

Much has been said in regard to the fact that the Canadian Pacific Railway is the shortest route across the continent, but probably nothing more apt than the following, by Dr. James Edmond, has been recorded:—

"The Canadian Pacific Railway route to the East travels, as it were, round the neck of the world, instead of round its chest, and, therefore, gets from one side of the world to the other by a shorter line."

Mr. Goldwin Smith is out with another letter in the London Standard, in which it is difficult to say what one of his mental idiosyncrasies most displays itself—his dislike of the development of popular government, his contempt for the vice regal office, his antipathy to the Irish, his desire to belittle every enterprise that Canadians regard as of importance, or his efforts to damage the prospect of our national highways. But the most remarkable thing is that a Canadian paper paid the cost of cabling it from England and others have devoted columns of their space to it. The dullness in the news world is very great, but it does not warrant this.

It is reported that a number of Mormons are about to settle in the Canadian Northwest. Canada wants all the good emigrants that can be induced to settle in it, but in view of the trouble the people of the United States have had in suppressing polygamy in Utah the immigration of Mormons should be discouraged. Any attempt to establish polygamy in the Canadian Northwest must be met with the utmost severity by the Dominion Government. It will be much easier to deal with this evil at its inception than after it has become firmly established. The Mormons if they come must be taught to respect Canadian law.

Fast Trotting.

The New York Herald, of the 30th ult., gives the following account of the great race at Cleveland, between Patron and Harry Wilkes:

"The special between Harry Wilkes and Patron was a great attraction. The desire was general to see how the young stallion would measure strides with the old campaigner. All the prominent drivers hunted for good seats on the grand stand. When the race was called Harry Wilkes drew the pole, and in the second score Patron broke. Wilkes was a strong favorite, and in the third score Van Ness dodged for the word, and Patron had two lengths the best of it, but President Edwards shouted "Go!" Van Ness thought that he would gain the lead on the backstretch, but the stallion was too much for him. He never got on even terms with Patron, who won the heat in 2.16. The start was in favor of Wilkes in the second heat. Fuller nodded for the word. Both horses meant business, and they went locked around the turn and to the quarter pole, which was reached in 33 seconds. Along the backstretch the pair flew, and it was merely a question of which would quit first. The time at the half mile was 1.06, and a great shout went up when it was observed that Harry Wilkes began to waver. Patron opened daylight, came steadily forward and was eased down the home-stretch. He jogged under the wire in 2.16, and was cheered to the echo. For the third heat Patron was the favorite at \$50 to \$8, and there was a great throng around the pool sellers. Van Ness claimed that Wilkes was not right, and he had very little hope. Patron led all the way after getting to the half mile pole in 1.07, and coming home in a jog in 2.14. Had he been urged he would have equalled the stallion record, 2.13, made by Maxey Cobb. The wildest enthusiasm prevailed when the result was declared, and Van Ness, after leaving his sulky, approached Fuller and shook him by the hand. Then the crowd cheered again."

Deserted Farms in the States.

The Boston Provincialist, commenting upon the rose-colored pictures drawn by orators in Canada of the condition of the American farmer, says:

"What advantages are there in the New England States over Nova Scotia and New Brunswick and P. E. Island? We see the statement made that the young people leave their provincial homes by the score to seek employment in 'the States.' But to these young people 'the States' mean a very few centres of business, and outside of these centres there are as many deserted farms and tenantless houses, and as great a dearth of young people in Maine, New Hampshire, Vermont and other New England states, as can be found in the Maritime Provinces, in proportion to the population. Take Massachusetts even—the Mecca for most provincials—and two evils are met by all—intensely close competition in the cities, and 'no business in the country. The exceptions to this are about the same in the two countries under comparison. Let any one who doubts this take a trip to Cape Cod, or down New Bedford way, or through the central and western counties of the State. Who has not read of Fairhaven and Nantucket, the once greatest whaling ports in the world, but now almost unknown? And wise people say that Gloucester and Provincetown and other such places are going the same way. There are thousands of deserted farms in New England to-day—the owners having moved to Boston or other large cities."

"Pitiful Nonsense."

The New York Star comments on the fishery difficulty and says:—

"But, seriously, isn't it about time we had done with this pitiful nonsense? There is no good reason why this country should work itself into a fever of excitement every time a New England fishing smack is libeled for violating the laws of a friendly power. If a British vessel were to enter New York or Boston harbors, and while within the jurisdiction of the United States, deliberately violates its laws, our authorities would at once apply the penalty as a matter of course. It would not for an instant occur to the officials of this government to wink at a breach of regulations they were appointed to enforce, nor would any responsible or representative voice in Great Britain be lifted in protest against a proceeding so obviously just and proper."

In summing up the Star declares:—

"There is but one logical position for the United States in this controversy, and that is one of acquiescence in the proposition that Canada may regulate her own affairs within her own territory. We claim that right for ourselves; in common decency we should concede it to others."

A Unique Case.

The attention of the Division Court at London, Ontario, was recently occupied with the Molson's Bank cases, arising out of the recent failure of Darvill & Co. They were all decided in favor of the Bank with one exception, that one being the case against Vrooman, which was certainly unique. The evidence in this case showed that Darvill was in the habit of sending blank notes to Vrooman's house, when Mrs. Vrooman would sign them with her husband's name, and then they would be put into the bank as collateral security. This had been going on for years, Mr. Vrooman knowing nothing about it. On one occasion, some four or five years ago, Mrs. Vrooman told her husband she had "signed another paper." She did not even know it was a note. He told her she had better not sign any more, but she kept on all the time until the crash. Judge Davis remarked that evidently "truth was stranger than fiction." Vrooman was sued on the last note, judgment being given against the bank.

Struck by a Tidal Wave.

The steamer Umbria, from Liverpool, which arrived at New York on Sunday, met with a tidal wave or cyclonic squall, which struck the vessel at three o'clock last Wednesday morning. The wind was blowing from the west at the time. The wave was seen for more than ten minutes before it reached the steamer, giving the officers ample time to prepare for it. It struck the vessel with great force, carrying away a portion of the bridge and forward hatch, and caving in the forward cabins and stowage. Owing to the accident and fog the Umbria was delayed about twenty hours.

In a drunken Indian row near Selkirk, Thursday, James Settee struck a fellow-Indian named Jacob Mowatt a crushing blow on the top of the head with an axe which he picked up. The blade of the axe entered the cranium of the drunken Indian, battering the skull. Mowatt has never recovered consciousness and cannot live. Settee has been arrested and placed in jail.

The Lost Merrimack.

DESCRIPTION OF THE DISASTER BY CAPTAIN CROWELL—THE STORY OF A DRUNKEN CREW DENIED.

(Boston Herald, July 30.)

Captain Crowell of the steamer Merrimack, wrecked recently at Little Hope Island, arrived in Boston Thursday afternoon, and was taken to the house of a friend at the South End, where he has been confined to his bed ever since, suffering severe pains as a result of his rough experience, during which two of his ribs were broken, and his right shoulder dislocated. He is hopeful and happy as can be, and while he feels that he has been unjustly criticized in some quarters, he feels confident that all will be well eventually.

When questioned about the accident, he said:— "The first thing I want to do is to contradict that statement about the drunkenness of the crew. That is an entire falsehood. There is not a word of truth in it. My ship is a temperance ship, and always has been. I commanded her almost two years, and during that time I never saw a drunken man aboard her, for the simple reason that I never use it myself nor allow anybody under me. I never allowed a bar aboard. There was no liquor to be obtained on board the ship. As for my crew being that way, it is false, but I had about 25 steerage passengers who came aboard at Halifax drunk, and had not had time to get sober. I was told afterward that when they got ashore, about four miles away, some of the fishermen there had some 'tanglefoot,' and some of the passengers drank some of that."

"As for the weather when the accident happened, I have an extract from the light-keeper's log, which shows that there was a dense fog on the night of the 9th and the morning of the 10th, when the steamer struck. This is signed by Alexander McDonald, lightkeeper, and Patrick Cummins, assistant lightkeeper. Leaving Halifax, it was rather fine, but about 10 o'clock it began to get thick, and at 11.30 I started the whistle going. I was running on the course that I always run on, and the ship was not going more than eight or nine knots an hour. At 12 o'clock the pilot held her off half a point more, as a cautionary measure. I was in the pilot house then, with the pilot and the chief officer, and at that time the fog was so dense that you could not see the forecast from the pilot house. The current was all the time drawing us into the shore, and I want to say that the lighthouse has no means whatever of signaling vessels to let them know that they are in danger—there is no gun, or horn, or bell to warn mariners."

"The Merrimack is the fifth vessel ashore there within the last five years. The City of Washington struck about where I did. The lightkeeper stated that he stood outside the lighthouse for fully 40 minutes, and heard my whistle blowing, but had no means of warning us off. If he had had even a common ship's bell it would have warned us, but he could not give us any warning, although he was only about 500 yards away from the ship. After the vessel struck we heard him shouting to us, but we could not see the light."

"As soon as I heard the ship strike I decided not to stop the engine, but to go on, and on she went until she stopped herself, three-quarters of her length upon the rocks. Then I knew that she could not go down, and that all hands would be safe. The salvation of the lives of the people was the first and most prominent thing in my mind. I gave the order to sound the alarm and clear away the boats. Then I went down into the saloon and warned the passengers of what had happened, and told them that there was no immediate danger, so that they would quietly dress and get ready to go ashore. All hands behaved splendidly, especially the women. Some of the men showed a little disposition to get excited, but the two most demoralized men on the ship were one named Hart and another named Silas Fisher."

Capt. Crowell suffers great pain, but he does not complain about it, seeming to take it as among the hardships incident to a navigator's life. He points with pride to his record as a captain, and, without boasting, states that, in his 11 years as a commander of ships, he has never yet lost a life, and never before lost a vessel. He certainly inspired the writer with confidence in him as a cautious, conscientious captain.

The Best School of Journalism.

The only really successful school of journalism is hard work on a real newspaper, and the earlier in life such training is begun and the lower down on the ladder the student commences, the better are his chances for ultimate success. Yet, after all, the schools of journalism do no harm. They will, at least, teach the young writer how to spell, how to word a sentence grammatically and punctuate it properly, and for this the over-worked "copy-chopper" will rise up and call them blessed.—Journalist.

The Pioneer reports:—"There is no breeder in this section of the country that has been more successful than W. T. Hunt, Esq., of St. Eleanor. On passing his place a few days ago we dropped in to see his stock, which are very creditable animals. Our attention was particularly drawn to a fine bay colt with a small star in forehead, hind heels white; its size, style and action is good enough for the most fastidious. Mr. Hunt has certainly something to be proud of. We learn that a good round price was refused for it only a short time ago. It is doubtful if there is a better bred colt on the Island whose dams were Island bred mares. When All Right, 1817, appeared among us, Mr. Hunt had a good mare which he bred to him, the result being a filly which in due time he bred to Hernando, 2891. The result again was a filly, and one year ago (and when but two years old), on Mr. Woodside importing the young stallion, Principal, 5629, he bred again, and to-day has one of the finest bred colts that will likely be dropped on the Island this season, it being eligible to registry under rules 6 and 7. We understand that James Taylor, of North Bedou, has also a very fine colt by the same sire, which he has refused a good price for."

The latest craze among New York ladies is a 'hair album'—gentlemen's hair. Young men are besought for a lock of hair, and the request is such a flattering one that they are only too happy to comply when the right damsel apply. The contribution is tied with a blue ribbon and goes into the 'hair album' along with the hair of a crowd of other fellows. Over it will be written the name, age, color of eyes, date of receiving the memento, and general remarks as to personal appearance, etc., which may or may not be complimentary, as the album is never to be seen by any other than feminine eyes. The young ladies are as proud of their trophies as an Indian warrior is of the scalp he takes.

Moncton last month there were twenty-four arrests, against thirty-one for the same month last year. In Charlottetown there were 62 cases disposed of during the same period.

Horror and Pathos.

TERRIBLE SCENES AT A FIRE IN CHICAGO—A MOTHER AND HER BABE ROASTED TO DEATH IN THE PRESENCE OF SPECTATORS.

The story of the attempted rescue of Mrs. Turgo and her babe from the fire at Leffen's bakery, Chicago, as described, is one of peculiar horror and pathos. The police and firemen rescued her husband and four eldest children, but she was in some manner, readily ascribable to the confusion of the moment, neglected, left with her two year old baby, Mary. The poor woman resorted to the window; a fireman saw her, and plunging back through the smoke he returned to her chamber. All escape from the rear with such a burden as a woman and child was impossible. He thought of the bed cord, and tearing it out bound the woman and baby with it and pushed them through the window. He played out the rope until from the heat and smoke he was ready to fall to the floor, when he fastened the upper end to the bed post and fled. Far from accomplishing his gallant purpose, he had but too surely compassed the destruction of those he sought to save. His rope was too short, and instead of dropping the woman and child to the ground, or within reach of those below, he had suspended them in front of a first floor window from which the fire poured. She swung there ten or twelve feet from the ground, writhing, shrieking and struggling as the fire swept off her garments and choked and broiled her alive, the baby in her arms. By most a singular fatality the flames which were destroying her left the rope intact. It became a necessity, if no: to save the woman, to at least remove the revolting sight. This duty was assumed by Capt. Wm. H. Cowan, of truck No. 8, who might have ordered another man to the task, but who chose to chance the fate which he was told by spectators awaited his efforts. Seeing a ladder he threw it up to the blazing window, and with an axe mounted and stood on its blazing rung. He deliberately entered the flames, and as they encircled him from helmet to boots he struck at the rope. He could not see the rope and struck with inaccurate aim. Once, twice, as the clothing left from him, he struck in vain. At the third stroke the blade cut the rope. Simultaneously the burning ladder broke and the three blazing human beings fell to the ground. The baby was already dead, the mother died a few hours later, and the captain lies in his home in death's agonies. Two bakers, Essen and Ansbetcher, who are believed to be responsible for the neglect which caused the fire, have been arrested. The police say the pair became drowsy from drink, and, instead of watching the store, fell into a stupor from which they only awoke when they and the tenants were at the mercy of the flames.

Benevolent Irish Society Picnic

THE Benevolent Irish Society will, this year, hold their Picnic on the beautiful grounds of St. Dunstan's College, on

Thursday, 11th August, Inst.

A fuller List of Games than ever offered is being prepared, for which liberal prizes will be given.

The Patent Swing and other means of amusement will be arranged for the young folks. First-class accommodation for dancing will be provided, and the best Musicians engaged. Refreshments will be furnished on the grounds, at reasonable prices.

Return tickets, at one fare, will be issued on that day to parties purchasing Picnic Tickets only, for all regular trains from Summerside, Georgetown, Souris, and all intermediate stations, to Charlottetown, good to return on the following day. These trains will stop at St. Dunstan's platform, to put down and take up passengers.

Special trains will leave Charlottetown for the grounds at 9.30 and 10.30 a. m., and throughout the day, returning at 5, 6, and 7 p. m. Return tickets, 10 cents.

Tickets of admission, 25 cents; Children, 10 cents.

JOHN HENNESSY, Sec'y of Com.

August 3, 1887.

Come for a Day's Pleasure.

ST. JAMES' CHURCH

SABBATH SCHOOL ANNUAL PICNIC,

Thursday, 11th Inst.

WILL be held on the beautiful and salubrious grounds of

MR. JOHN SMITH, ROCKY POINT.

THE steamer Southport will make special trips to and from Rocky Point on that day, of which due notice will be given.

The Ladies of the Congregation will provide Tea and Refreshment Tables on the grounds. Proceeds in aid of School Library.

Public are invited. Games, Races, and other Amusements.

A. KENNEY, Superintendent.

August 3, 1887.

Farm and Crop by Auction.

I AM instructed by ABRAHAM GILL, ESQ., to Sell by Auction, on the premises, Little York, WEDNESDAY, 21st Inst., at 1 o'clock, P. M.

One of his valuable Farms, containing about 84 acres of arable land, in a high state of cultivation.

On the premises are Dwelling, House, Barns, Etc.

This Farm is situated in one of the finest Settlements on the Island. See hand-bills.

G. M. HARRIS, Auctioneer.

P. S. Mr. Gill offers all his other valuable property at private sale.

Ch'town, August 3-31 w'y

Final Notice to Taxpayers.

ALL persons who have not paid their City Tax on Real Estate, Personal Property and Poll, for this year (1887), are requested to pay the same on or before the 31st of AUGUST, inst. All defaulters after that date will be advertised, and executions will be issued, and all Horse and Cartage Tax and Dog Tax for this year (1887), unpaid by the 29th of AUGUST, inst., will be sued for without respect of persons.

F. S. CHANDLER, City Collector.

August 3-11 20th inst

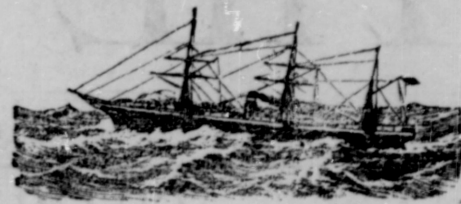
MACKEREL BARRELS

500 for Sale by

CARVELL BROS.

July 29, 1887.

Grand Military Excursion on S. S. St. Lawrence



A GRAND MILITARY EXCURSION, under the auspices of the 82nd Battalion, will take place on

TUESDAY, 9th Day of August.

The S. S. ST. LAWRENCE will leave Steam Navigation Co.'s Wharf, at 7 a. m., proceeding to Georgetown, Souris (and East Point—time permitting); returning to Charlottetown about 10.30 p. m.

Tickets, including two meals, \$1.00.

There will be a first-class Refreshment Booth on board, under the direct management of the Committee, where everything necessary will be sold at City prices.

This is a splendid opportunity for those wishing to obtain a grand view of the Southern and Eastern Shores of Prince Edward Island.

Music by the Military Bands and Piper Major McDonald, with his Highland Pipes. All members of the Active Militia are requested to attend in uniform.

Parties wishing staterooms will please apply to the Secretary.

No intoxicating liquor will be permitted. Any person misbehaving will be put on shore at first port of call.

Tickets to be had at Rankin's Drug Store, or from the Committee.

F. DOGHERTY, Lt. Col., Chairman.

GEO. D. DAVISON, Captain, Quarter Master, Secretary.

August 1, 1887—4i eod

LONDON HOUSE.

MIDSUMMER SALE

— OF —

SUMMER GOODS,

PRINTS,

DRESS MUSLINS &

STRAW HATS,

at Low Prices to Clear now going on.

HARRIS & STEWART,

SUCCESSORS TO

C/O, DAVIES & CO.

Ch'town, July 11, 1887.—wky

Baby Trousseau

- Infants' Muslin Robes,
Infants' Muslin Night Gowns,
Infants' Muslin Monthly Gowns,
Infants' Frock Bodies, &c.,
Infants' Merino Dresses,
Infants' Merino Cloaks,
Infants' Merino Pelisses,
Infants' Wool Bodices,
Infants' Wool Socks,
Infants' Wool Hoods,
Infants' Lace Hoods,
Infants' Normandy Caps,
Infants' Blankets,
Infants' Wool Boots,
Infants' Wool Gaiters,
Infants' Wool Garters,
Infants' Bibs, &c., &c.

BEER BROS.

Ch'town, July 8, 1887.

MUST BE

CLEARED OUT DURING JULY AND AUGUST.

JAMES PATON & CO.

OFFER THE BALANCE OF THEIR

Prints, Printed Muslins, Light Parasols

— AND —

SUMMER GOODS

AT VERY LOW PRICES.

JAMES PATON & CO.,

MARKET SQUARE. Ch'town, July 5, 1887.—dy & wky