

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.

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NEW SERIES.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, THURSDAY, SEPTEMBER 24, 1885.

VOL 17.—NO. 108.

The Daily Examiner

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Advertising at most moderate rates.
Contracts may be made for monthly,
quarterly, half-yearly or yearly advertise-
ments, on application.

ALMANAC FOR SEPTEMBER, 1885.

MOON'S CHANGES.

Last Quarter 2nd day, 1h. 2m., a. m.
New Moon 5th day, 4h. 31m., p. m.
First Quarter, 10th day, 2h. 2m., a. m.
Full Moon, 21st day, 3h. 42m., a. m.

DAY OF WEEK	Sun rises	Sun sets	Moon rises	High water	Days left
Tuesday	5 25	6 36	10 29	2 53	13 9
Wednesday	27	32	11 20	4 1	5
Thursday	28	30	10 29	5 26	2
Friday	29	28	0 21	6 58	12 59
Saturday	30	26	1 29	8 10	56
Sunday	32	24	2 40	9 5	52
Monday	33	22	3 55	9 57	49
Tuesday	34	20	5 9	10 35	46
Wednesday	36	18	6 19	11 13	42
Thursday	37	17	7 33	11 51	40
Friday	38	15	8 43	12 37	37
Saturday	39	13	9 48	0 28	34
Sunday	41	11	10 51	1 6	31
Monday	42	9	11 50	1 47	27
Tuesday	43	7	12 44	2 31	24
Wednesday	44	5	1 34	3 25	21
Thursday	46	3	2 20	4 22	17
Friday	47	1	3 0	5 45	14
Saturday	48	59	3 36	6 57	11
Sunday	50	57	4 10	7 36	7
Monday	51	55	4 40	8 42	4
Tuesday	52	53	5 9	9 23	0
Wednesday	54	51	5 38	10 0	11 59
Thursday	54	49	6 10	10 35	55
Friday	55	47	6 35	11 9	52
Saturday	56	45	7 0	11 44	49
Sunday	58	43	7 45	12 22	45
Monday	6 0	41	8 28	1 0	41
Tuesday	1	40	9 17	1 46	39
Wednesday	2	39	10 14	2 38	11 36

NOTES.

The great fire of London (1666) on 2nd.
George Whitefield died (1770) on 30th.
In this month the mornings decrease 47
minutes; the afternoons 1 hour and 6 min-
utes.

THE RAILWAY TIME TABLE.

For the convenience of the travelling
public, we have carefully arranged the fol-
lowing table of arrival and departure of
trains on the P. E. Island Railway, accord-
ing to local time:—

Going West.	A. M.	A. M.	P. M.
Charlottetown	6 47	9 12	4 02
Royalton Junction	7 02	9 47	4 22
North Wiltshire	7 37	10 39	5 09
Hunter River	7 47	10 55	5 22
Bradabane	8 12	11 32	5 57
County Line	8 19	11 43	6 07
Freetown	8 29	11 59	6 22
Keeningside	8 42	12 22	6 42
Summerside	9 07	12 57	7 12
depart	9 27	2 37	
Misouche	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	
Tignish	12 42	7 47	
From West.	P. M.	A. M.	P. M.
Tignish	2 07	6 47	
Alberton	2 44	7 57	
O'Leary	3 29	9 02	
Port Hill	4 20	10 29	
Wellington	4 49	11 16	
Misouche	5 07	11 44	
arrive	5 22	12 07	
Keeningside	5 42	1 12	6 57
Freetown	6 07	1 49	7 29
County Line	6 22	2 12	7 49
Bradabane	6 38	2 27	8 03
Hunter River	6 38	2 37	8 12
North Wiltshire	7 02	3 15	8 47
Royalton Junction	7 12	3 32	9 01
Charlottetown	7 47	4 32	9 47
depart	8 02	4 52	10 07
Going East.	A. M.	P. M.	P. M.
Charlottetown	7 07	4 17	
York	7 43	4 44	
Beauford	8 04	4 57	
Mount Stewart	8 37	5 22	
arrive	8 57	5 37	
Morell	9 42	5 56	
St. Peter's	10 15	6 17	
Bear River	11 07	6 52	
Souris	11 57	7 22	
Mount Stewart	12 02	8 32	
Cardigan	10 15	6 25	
Georgetown	10 37	6 42	
From East.	A. M.	P. M.	P. M.
Souris	6 47	2 12	
Bear River	7 17	3 02	
St. Peter's	7 52	3 54	
Morell	8 14	4 27	
Mount Stewart	8 42	5 17	
arrive	8 47	5 37	
Beauford	9 12	6 14	
York	9 26	6 35	
Charlottetown	9 52	7 12	
Georgetown	10 15	7 32	
Cardigan	10 37	7 49	
Mount Stewart	10 42	8 12	

FALL & WINTER DRY GOODS

Perkins & Sterns.

Fresh Instalment of Mr. Sterns' buying just to hand:

New Dress Goods,
New Cloths,
New Wineceys,
New Carpets,
New Oilcloths,
New Sheetings.

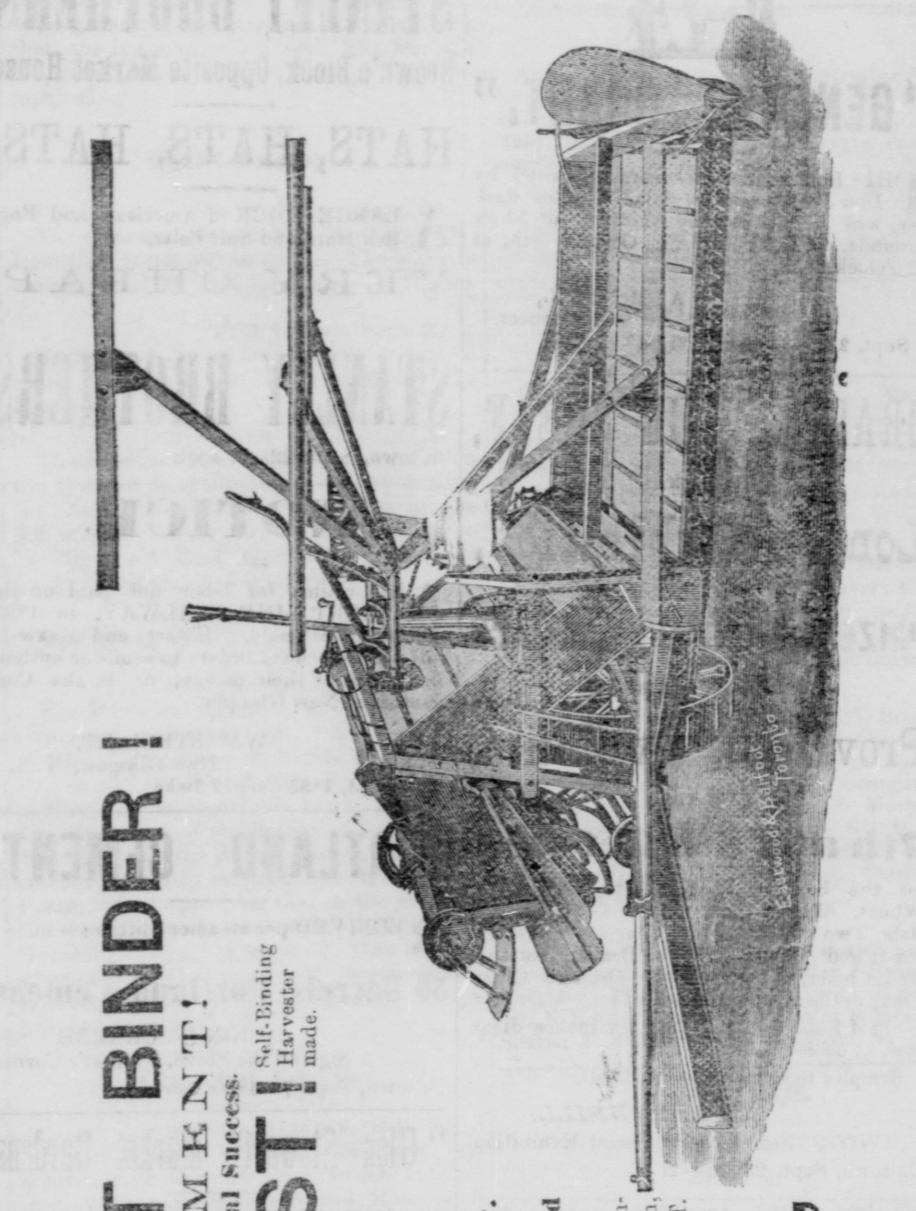
A VARIETY OF SMALL WARES.

A Complete Assortment of FANCY GOODS, MIL-
LINERY, &c., to arrive during next ten days.

ALL GOODS VERY CHEAP.

PERKINS & STERNS.

Ch'town, Sept. 10, 1885



TORONTO LIGHT BINDER!
NO EXPERIMENT!
But a Well-Tried Practical Success.
THE BEST!
Cuts Closer,
Draws Lighter,
Elevates Easier,
Knots Better.

More Toronto Binders now in use on the Island
than all other kinds put together.

For full information apply to E. Kinman, Summerside, Gen-
eral Travelling Agent for P. E. Island; Stewart & Farquharson,
Managers of our Branch Warehouses, Charlottetown; J. J.
Milligan, Conway, or any of our Local Agents.

TIPPET, BURDITT & CO.,
St. John, N. B., July 31, 1885.

L. ARTHUR & CO.,

GENERAL
Commission Merchants,
121 ATLANTIC AVENUE,
BOSTON, MASS.

Eggs and Produce a Specialty.
July 15—dly wkly

NEW BOOTS! New Lasts! Latest Styles! We are making our FALL BOOTS of the
Latest and Most Improved Styles of Lasts.
We call especial attention to our new BRASS-NAILED BOOTS, as being extra durable,
the soles being fastened on with Brass Nails, smoothly clinched on the inside.
Be sure and get a pair of our make of Long Boots. They cannot be beaten in price,
quality and fit.
SOLE LEATHER, by the Side and Roll.
DORSEY, GOFF & CO.
Ch'town, Sept. 2nd, 1885.

The Markets.

CHARLOTTETOWN PRICES.

OATS we quote at 32c. The small quanti-
ties now offering are taken for shipment to
the Provinces, but as the Nova Scotia
and New Brunswick crop is reported good,
the Provincial demand will be limited.
Baying for the English market has not yet
commenced and it is rather too soon to say
what shippers to that market will be able
to offer. The quotation in Montreal, from
which port large quantities are shipped to
England, is about one cent per pound, but
much lower freights are obtainable there.

POTATOES are worth about 20c per bushel.
They are not wanted, and if large lots were
offered we doubt if a purchaser could be
found at any price. Rose are quoted at
50c in Boston. The duty, freight and
charges would amount to at least 30c per
bushel, so that the price to the producer
would be very low to give the shipper any-
thing for labor and risk.

HAY we quote at 35c to 38c per 100 lbs.
For good quality Timothy, demand active.
CHEESE—Local factories are asking about
8 1/2 to 9c for large lots.

MONTEAL PRICES.

FLOUR.—The market is firm, with con-
siderable business doing. We quote:—
Superior Extra, per brl. \$4 30 @ 4 40
Extra Superior 4 10 @ 4 15
Fancy 3 93 @ 4 19

COARSE GRAINS.—The market is dull and
unchanged. There was some enquiry for
oats, but it did not result in any actual
transactions. Quotations are repeated. We
quote:—Corn, 54c to 55c in bond, and 61c
to 62c duty paid per bushel of 56 lbs.; rye,
78c to 79c per bushel of 36 lbs.; oats, 30c
to 33c per bushel of 32 lbs.; barley 50c to 65c,
according to quality, per bushel of 48 lbs.;
rye, 67c to 68c per bushel of 56 lbs.

FISH.—The steamer loaded with
Labrador herring, which has been expected
for some days past, has not as yet been
reported in the gulf, owing probably to
strong head winds opposing her course. The
opening prices for Labradors, will no doubt
be in the vicinity of \$4.50 or \$4.75 per brl.
Cape Breton herring are freely offered at
\$4.00 in round lots, but sales are rather
slow. Dry cod-fish is plentiful and is
offered at \$3.40 per quintal, large well
cured bundles being quoted at \$3.25 to
\$3.50, as to quality. Green codfish has
changed hands at \$4.00 for No. 1 large, but
the demand is quiet. Salmon is quoted at
\$11.00 in brls. for No. 1, and at \$10.00 for
No. 2.

BUTTER—Choice fresh made creamery
has been required for by fancy grocers dur-
ing the past few days, and in order to ob-
tain their full supplies they have run up
prices on each other for certain pct factories,
and have consequently paid above current
rates. This, however, is no criterion of the
general market, which is quieter, owing to
the falling off of the export demand, which
refused to follow the late advance. During
the week the sale of over 100 packages of
good creamery was made at 20c for export,
a lot at 20 1/2c, and 150 tubs at 21c. A
few lots of good Western have changed
hands at 13c to 13 1/2c for Newfoundland,
but 14 1/2 to 15c is asked for choice.

CHEESE—Holders have had to endure
another week of disappointment, the ex-
pected demand from English buyers having
been still held in abeyance. A few drib-
bling orders were received during the past
few days, but the bulk of this week's ship-
ments is supposed to be in consignment.
The sales reported during the past two or
three days were a few hundred
boxes of the August make of a well
known factory at 7 1/2c, and a lot of
very choice August at 8c. Sales were also
made of 200 boxes July at 6 1/2c.

BOSTON PRICES.

POTATOES—Potatoes continue in liberal
supply and prices are easy at 45 to 50c for
Northern Rose and 50 to 53c for Eastern.

EGGS.—The market sustains a firm tone,
with receipts well sold up. Eastern extras
are scarce and command 20c. Eastern
firsts and Vermont rule mostly at 18 to
19c. Best marks of Canada, New Brun-
swick and Island readily command 18c.
Prices are about 1 cent per dozen higher
than last week.

FISH.—Receipts of Mackerel at Boston
for the week have been 6,068 bbls, includ-
ing 1,932 bbls sea packed and 3,399 bbls
inspected from domestic ports, and 732
bbls from foreign ports. Landings by the
fleet show a marked falling off. The total
quantity at all New England ports for the
week is only 5,692 bbls against 16,277 bbls
last week and 27,331 bbls for corresponding
week last year. The total catch to
date is 250,302 bbls, a decrease of
41,000 bbls as compared with same time a
year ago. This deficiency has added more
strength to the market, and late caught No
3 and No 1, which have become quite
scarce, are held at an advance. Inspected
cargo lots have been selling at \$4 for No 3,
\$6 for No 2, and \$14 to \$15 per bbl for No
1. Separate lots of No 3 are held at \$4.25
and \$4.50, and No 1 cannot be bought
under \$18 to \$20. Last sales out of pickle
were at \$6.50. The indications are that
prices will be higher. Codfish are in liberal
receipt, and easier, with sales of large dry
Bank at \$3.25 and \$3.37, and medium at
\$2.50 per qt. Large pickle cured Bank
are steady at \$3 per qt. Pickle cured Shore
command \$3.50, and dry Shore \$3.75 and
\$4.25 per qt, as to quality. Hake are sell-
ing at \$2 and \$2.12 1/2.

BRITISH MARKETS.

LONDON, Sept. 18, 12.30 p. m.—[Bear-
bohm's Report to the Merchants' Exchange]
—Floating cargoes of wheat and corn
firmly held. Cargoes on the passage of
wheat firm and corn quiet. At Mark Lane
wheat and corn are steady. For prompt
shipment, California wheat, 35s. 6d.; do,

nearly due, 35s. At Liverpool wheat is
quiet; corn quiet but steady. The English
country markets are firm and the French
generally dearer. At Paris wheat and
flour are quiet. Weather in England is
improving.

LIVERPOOL, Sept. 18, 12.30 p. m.—Win-
ter wheat, 6s. 10d. to 7s; spring do, 6s. 9d.
to 7s; California average do, 6s. 8d. to 6s.
10d.; club do, 7s. 1d. to 7s. 3d.; corn, 4s.
8d., and peas, 5s. 11d. Provisions, etc.—
Pork steady at 52s. 6d.; bacon steady at
31s. 6d. for short clear and 30s. 6d. for
long clear; lard, prime Western, 33s.;
cheese steady at 39s.

The Severn Tunnel.

The Severn Tunnel, one of the most
stupendous engineering feats of the age,
may now be considered *fait accompli*.
The first passenger train passed through it
on Saturday, conveying a party of distin-
guished ladies and gentlemen. As an ac-
count of the works is sure to be interesting,
we give the following history in brief of the
tunnel from its commencement:—

The Act authorizing the construction was
obtained in 1872, and between that time and 1879,
the Great Western Company carried on the work
themselves, sinking five shafts and driving a con-
siderable length; but in October, 1879, the heading
on the Monmouth side of the tunnel, a great
spring of fresh water, which flooded the whole
of the workings in twenty-four hours. Negotiations
were then opened with Mr. T. A. Walker, and the
works were then handed over to him to complete.
After erecting extra pumps the works were cleared
of water in November, 1880, and the work was
proceeded with until October, 1883, without special
difficulty. The level of the rails of the tunnel laid
in 1880, was 15ft. to secure greater safety in
passing under the river, but in those low levels in
1880, the spring which had previously flooded the
tunnel was again tapped in much larger volume
and the quantity of water in the tunnel, which
had previously risen at the rate of 11,000 gallons
per minute, now rose to 27,000 gallons per minute.
Four extra and very powerful pumping engines
were then erected, and by closing a door in the
heading by means of a diver the works were only
closed for a fortnight, and the great spring has
now been dammed back by means of brickwork.
The total length of the tunnel is 7,654 yards, and
with the approaches, the length is eight miles long.
The tunnel is 26ft. in diameter, and the height
rather more than half-a-quarter mile and a quarter-
being tunnel. This route will shorten the distance
between Cardiff and London by thirteen miles, and
the journey from Cardiff to London will be done in
an hour and a quarter. In the deep parts the
tunnel is lined with brickwork in Staffordshire
and petrified bricks, set in cement 3 feet thick, and
as it rises from the lowest point the thickness is
gradually reduced to 2 feet 3 inches, at both the
east and west ends. At the shafts, the deepest
part of the river, there is a covering
to the tunnel of 45 feet, the depth of
water here being 55 ft. at low water and 91ft. at
high water. The covering at the other points
varies in depth, the lowest being 30ft. at the
Salmon Pool. The gradient, descending at the
east end, is one in 100 to the lowest point, and the
ascend from there westward is one in 80, and the
heaviest loads are expected from Wales. The
width of the tunnel is 26ft., and the height
from the rails 20ft. inside the brickwork. There is a
double line of rails laid on longitudinal sleepers.
The ventilation will be provided by a Guibal fan
40ft. in diameter, which has to be erected. The
cost of the tunnel is estimated at £1,600,000. At
the lowest point in the tunnel, which is 18ft. in
diameter, driving 60,000 cubic feet of air per
minute, whilst the larger one will drive 200,000
cubic feet per minute. The air and water from
the drainage of the tunnel will be brought to the
surface at the Sudbrook shaft, where the depth to
the drainage heading is 226 feet. The drainage is
provided for by a culvert 5ft. in diameter, falling
from the lowest point in the tunnel under the
Shafts to the Sudbrook Shaft. The water running
into the works in the open cuttings at either end
will be anticipated at the mouth of the tunnel,
and will be pumped there at the highest level, so
as to reduce to a minimum the pumping at the
deep shaft at Sudbrook. The engineer estimates
that the pumping will be required to 5,000 gallons
per minute, but the pumps, which will be left in
position to meet all contingencies, are capable of
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