

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.

SINGLE COPIES TWO CENTS.

NEW SERIES.

CHARLOTTETOWN, P. E. ISLAND, THURSDAY, JUNE 6, 1889.

VOL. 25.—NO. 14.

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:
Six Months.....\$2 50
Three Months.....1 25
One Month.....0 50

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

ALMANAC FOR JUNE, 1889.

MOON'S CHANGES.
First Quarter, 6th day, 3h., 49.1m., p.m., S. E.
Full Moon, 13th day, 9h., 45.7m., a.m., N.,
below horizon.
Last Quarter, 20th day, 3h., 22.6m., a.m., S.E.
New Moon, 28th day, 4h., 41.1m., a.m., N.E.

DAY OF WEEK	Sun	Sun	Moon	High	Day's
	rissets	sets	rissets	water	len ^h
1 Saturday	4 18 7 38	6 23	morn	15 20	
2 Sunday	17 39 7 16	0 30		21	
3 Monday	16 39 8 14	1 7		23	
4 Tuesday	15 40 9 10	1 47		25	
5 Wednesday	15 41 10 21	2 31		26	
6 Thursday	15 42 11 28	3 22		27	
7 Friday	14 43 12 37	4 26		29	
8 Saturday	14 44 1 47	5 40		30	
9 Sunday	14 45 3 2	6 54		31	
10 Monday	14 46 4 17	7 57		32	
11 Tuesday	14 46 5 36	8 50		32	
12 Wednesday	14 47 6 54	9 39		33	
13 Thursday	14 47 8 10	10 27		34	
14 Friday	14 47 9 15	11 14		34	
15 Saturday	14 48 10 11	12 1		34	
16 Sunday	14 48 10 55	0 45		34	
17 Monday	13 48 11 30	1 35		35	
18 Tuesday	13 48 11 59	2 24		35	
19 Wednesday	13 48	morn	3 17	35	
20 Thursday	13 48	0 24	4 23	35	
21 Friday	13 48	1 47	5 29	35	
22 Saturday	13 49	1 9	6 36	35	
23 Sunday	14 49	1 31	7 35	35	
24 Monday	15 49	1 56	8 23	34	
25 Tuesday	15 49	2 24	9 5	34	
26 Wednesday	15 49	2 57	9 45	34	
27 Thursday	15 48	3 34	10 25	33	
28 Friday	15 48	4 19	10 59	33	
29 Saturday	16 48	5 11	11 35	32	
30 Sunday	4 16 7 48	6 7	morn	15 32	

PERKINS & STERNS

ARE NOW SHOWING AN IMMENSE VARIETY OF
New Prints, New Muslins, New Sateens,
PARASOLS AND UMBRELLAS,
New Laces, Gloves, Laced Mits, Ribbons & Corsets,
BLACK AND COLORED DRESS GOODS,
Cheapest Carpets and Oil Cloths in the City.
ROOM PAPER! ROOM PAPER!
Trade With Us and Save Money.

PERKINS & STERNS.

Charlottetown May 20, 1889—dy & wkly

OPENED TO-DAY,

From England via Halifax.

Brussels Carpets,
Tapestry Carpets,
Kidderminster Carpets,
Union Carpets,
Kensington Squares,
Rugs and Mats,
Parasols and Umbrellas,
Zephyrs and Ginghams.

HARRIS & STEWART, LONDON HOUSE.

may2—eod&wkly.

GOING OUT of the HAT TRADE

Boys' Readymade Clothing.

OWING to the rapid increase of our Tailoring trade, and the demand on our space for room to display to advantage our large stock of CLOTHS,

We have decided to dispose of our Stock of Hats and Boys' Readymade Clothing Regardless of Cost.

Our Stock is new this season, and in the latest styles, and will be cleared out at a big sacrifice.

JOHN McLEOD & CO.,

MERCHANT TAILORS,
UPPER QUEEN STREET.

The "Old London" Billiard Hall and Oyster House TO THE FRONT!

With OYSTERS fresh from the best Oyster Beds on the Island, viz., PINETTE, BEDEQUE, and the NARROWS.

THE "OLD LONDON" BILLIARD HALL

is admitted to be one of the best furnished Halls in the Province, and you can always rely upon getting a game from 9 a. m. to 11 p. m. Call and see for yourselves.

Try the "Old London" Apple Cider, FRESH FROM ANNAPOLIS.

Three Doors West from the Osborne House, Water Street, Charlottetown, P. E. Island.
"OLD LONDON" BOTTLING ESTABLISHMENT—Opposite Railway Freight Shed.
JOHN JOY, Proprietor.

March 23, 1889—6m eod

10,000 DROWNED. Over One Thousand Persons Cremated.

THIEVES ROBBING COFFERS—CHOPPING OFF LEGS TO SAVE LIVES—ORDERS FOR 2,000 COFFINS GIVEN—THE MONEY LOSS IS MILLIONS ON MILLIONS OF DOLLARS.

The first accounts sent out of the Johnstown disaster are far below the wildest estimates placed upon the extent of the calamity, and instead of 2,000 or 3,000 it is probably the death list will reach 8,000; many say 10,000. It is now known that two passenger trains, two sections of the day express on the Pennsylvania Railroad, have been thrown into the torrent and the passengers drowned. These trains were held at Johnstown from Friday at 11 a. m. and were lying on a siding between the Johnstown and Conemaugh stations. The awful torrent came down the narrow defile between the mountains, a distance of nine miles, and with a fall of 300 feet in that distance, sweeping away the villages of South Fork, Mineral Point, Woodvale and Conemaugh, leaving but one building standing, a woollen mill, where but an hour before had stood hundreds, and dashing on with the

ROAR OF A CATARACT and the speed of the wind upon the fair city at the foothills. The plain in which but yesterday sat Johnstown sits in the mountains like a jewel in a queen's diadem. Here is where the trains were standing when the tide of water like a catapult came down upon them with such relentless force that the heavy trains, locomotives, Pullmans and all were overturned and swept down the torrent, and were lodged against the great stone viaduct along with forty-one locomotives from the Johnstown roundhouse, the heavy machinery of the Gaultier mill, accumulated debris of more than a thousand houses, bridges, lumber, drift and human beings. The low arches of the stone viaduct choked up immediately, and the water backed back over the entire level of the valley upon which the city stood to the depth of what from the water marks, indicate about 38 feet. In the great sea thus formed, hundreds, perhaps thousands of people were struggling for life. The scene is one of the most harrowing possible for the imagination of man to conceive. The accumulated drift gorged up at the viaduct to a height of 40 feet, and then took fire from the upsetting of stoves or lamps. Then were strong men made sick at the sight. As the flames crackled and roared among the dry tinder of the floating houses, human beings were seen pinioned between the house roofs, locomotives, iron beams, freight, passenger, Pullman and baggage cars.

THE GREEDY FLAMES LICKING WITH HASTE THEIR DIET OF HUMAN FLESH. The dead have been computed at not less than 8,000, and the number may even exceed this estimate. This seems incredible, but not until the waters will have abated, and the work of removing the dead from this tremendous mass begins, will it be possible to tell how many lives have been lost. The associated press correspondent was the first man to cross to Johnstown proper by means of a basket suspended from a cable, as passengers are removed from wrecked ships. Here the scenes were magnified in their horror. Here were the residences of the little city's most wealthy and intelligent people.

Cinder, Market, Main, Locust and Washington Streets have been swept clean, and bare of all buildings of whatever character, and their inhabitants seem to have fled into the streets at the first warning of danger, and others rushed to their deaths, for those who remained in their houses had an opportunity to flee to the upper stories. When the houses were frame they were floated from their foundations and many were saved. The Hotel Hubert, a brick structure, had 65 guests, and 63 of these were killed by the falling in of the floors and walls. The Morell library, the school-house, Alma Hall, the general stores and offices of the iron company and one other brick building are all of probably 2000 buildings that have not floated from their foundations or caved in. The stone viaduct is 40 feet high from the river bed in low water, and over this the water rushed in a resistless flood. On this or the west side is the Bessemer and rail mills of the Cambria iron company. Although warned to flee to the hillsides, many of the men, resting in a fancied security, loitered about the mills and were engulfed in an instant. To-day their bodies are strewn along the Conemaugh, Kiskiminetas and Allegheny Rivers, and are being caught as far down the Ohio River as Rochester. Below the mills in Cambria, a sub-borough, in which reside probably 2,000 people, the scenes are but a repetition of the other parts of the flood-washed cities. In St. Columba's Church, just built, which had been flooded to a depth of six feet, the water had receded and the floor was covered with a slimy ooze to the depth of several inches. On boards stretched along the top of the pews were 30 bodies which had been snatched from the stream by Father Thomas Farlin and some of his parishioners whom he had impressed into service. While in

THE AWFUL PRESENCE OF THE DEAD, and amid the solemn surroundings of a desolated scene, the representative saw Joseph Smith, a man of extraordinary size and strength, enter. He said not a word, but quietly went from corpse to corpse, lifting the stained and mud-covered coverings of the dead. At last he came to the corpse of a child about 9 years old. He looked at the swollen and blood-stained features a moment, and then with a voice of the most unutterable agony, cried: "My Maggie, my little Maggie," at the same time pressing the inanimate form to his bosom, and giving expression to alternate caressings and ejaculations of grief the man took his child and ran with it to what had been his home. He placed it beside those of his wife and two other children, all of whom had been drowned. At Morrell 43 bodies

were laid out waiting to be identified. Eight of them were children, one that of a child which a physician said had been born while the mother was fighting for her life in the raging flood.

At Nineveh, nine miles down the stream, 106 bodies, mostly women and children, were laid out in a saw mill, and additions were being made by wagon loads at a time, which were being picked up on the meadows, over which the great tide had surged with the fury of a demon. They were found with their hands yet clinging tenaciously to branches of trees and shrubs. In one case a young couple were found locked in each other's arms. In another case a mother was found with a child clasp in each arm, and held closely to her bosom. There is no possibility of telling just who has been lost, as thousands are missing. The survivors, many of whom tell of the most thrilling escapes from debris, house roofs, car doors, and planks, seek the banks and gaze with stupor born of paralysis of their mental faculties from fright and horror they have been subjected to. The number of people who are visible from the banks are so few in contrast with the population of the various little boroughs which constitute the city that the question Where are the people? is asked on all sides. The impression is gaining that the disclosures yet to come where the gorge collected and which is now burning over an area of several acres, will be yet more ghastly. The awfulness of the scene defies language to depict as it does the imagination to conceive. Without seeing the havoc created, no idea can be given either of the desolation or the extent of the damage.

JOHNSTOWN, Pa., June 4.—For 36 hours without intermission four fire engines have played upon the smoking ruins above the bridge, but the flames broke out afresh at frequent intervals. Nearly 2,000 men are employed. It has been decided to give no food to Hungarians and Poles unless they work for it. It is claimed that they refuse to aid in the work of relief, and steal provisions from the sufferers. They will be driven out unless they share in the labors of relief in different parts of the valley, clearing up ruins and prosecuting the search for undiscovered dead bodies. Dead and charred victims of the flood and fire are discovered with undiminished frequency. It becomes hourly more and more apparent that not a single vestige will ever be recognized of hundreds that were roasted in the flames above the bridge. So difficult is it at times to determine whether the remains are those of human beings that it is apparent that hundreds must be fairly burned to ashes. Thus the number that have found a last resting place beneath these runs can at best never be more than approximated. This morning orders were issued to push the preparations for a gigantic burial with all possible speed. Where there is no reasonable hope for identification, the bodies will be buried at once. It is probable that by evening there will be at least 3,000 new graves in the valley, many of which will be unmarked.

Nearly 2,000 bodies have already been recovered, and as the work of examining the wreckage progresses, the conviction grows that the magnitude of the calamity has not yet been approximated. Conservative estimates this morning put the number of lost at 7,000, and many men of calm judgment who have been upon the ground from the outset place the number at 10,000.

To Dakota and Back.

THE Fortress of Quebec, viewed from the opposite side of the river, impresses the stranger with the idea of its great strength. The appearance of solidity presented by its frowning battlements of grey stone, would seem to indicate that an enemy making an effort to capture the town, would undertake a hopeless task.

At 8.25 p. m., on May 8th, we left Levis by the Grand Trunk, and on awaking next morning our train was nearing Montreal. Vegetation in this vicinity was much more advanced than in the Quebec section of the Province, thus indicating a more genial climate than that in which the ancient capital is located. We were early on the lookout for the Victoria Tubular Bridge, one and three-quarter miles in length, and one of the greatest engineering achievements of its day. At 9.10 a. m., on the 9th, we left Montreal for the west; and I must say that my first impressions of the great Province of Ontario were not so favorable as I had pictured. Farmers along the line of the Grand Trunk in many sections of Eastern Ontario have to contend with the granite stone nuisance, although not to such an extent as in some portions of Quebec, while west of Brockville for several miles stretches a ridge of granite boulders, the existence of which must be a great drawback to the farmers in that section of country. Cornwall was the first Ontario town of note which we reached; but as is the case with several others in the Province, the railway only touches the outskirts. Cornwall is surrounded by a fairly good agricultural district. We next come to Prescott, opposite which, on the New York side of the river is Ogdensburg, which appears to be quite a city. Twelve miles beyond Prescott we come to Brockville, between which and Kingston there is no place of much note. The main line of the railway does not touch Kingston. The city is reached by a branch, about 2 miles in length, but from the junction a fairly good view of the town can be had. Kingston is one of the principal lake ports, and in the immediate vicinity are the famous Thousand Islands. We next pass, in order named, Napanee, Belleville, Trenton, Coburg and Port Hope, all rising towns, backed by good agricultural country. Between Trenton and Coburg, we caught sight of Lake Ontario, by the side of whose waters the railway runs for some distance. Night closed down on us in the vicinity of Port Hope. We reached Toronto at 10.15 p. m., and the rising sun of the 10th found us nearing Point Edward, one of the western

termini of the Grand Trunk, and between which place and Fort Gratiot, on the Michigan side of the St. Clair river is the most northern of the two great ferries between Western Canada and the American Northwest. The cars are ferried across the river on large steamers, and to and fro, which ply regularly. When crossing the ferry, and looking north, we are in full view of the waters of the great Lake Huron. We reached Point Edward at 6.05 a. m. and left Fort Gratiot for Chicago at 5.45 a. m. The explanation of this seeming inconsistency of statement, in regard to time, is accounted for by the fact that the river is the dividing line, at this point, between eastern and central standard time, and the traveller arriving at Port Huron from the east in order to conform to the standard, is obliged to set his watch back an hour. For some miles, after leaving Port Huron, the country along the line of the Chicago and Grand Trunk Railway, is not the equal of the Canadian border. It was at one time heavily timbered, and the farmers are now struggling to uproot the huge pine stumps, the troublesome remnants of what were once giant monarchs of the forest. The appliances used for this purpose must be exceedingly powerful, for stumps of tremendous size are removed, roots and all. We soon, however, reach a well cultivated country, and every farmstead, large or small, has its apple orchard. These orchards presented a beautiful sight when we passed along west, the trees being in full bloom. The railway runs through several small Michigan towns, as well as Lansing, the capital of the State. Soon after passing the Indiana boundary, we reach South Bend, a town of 40,000 inhabitants and a great manufacturing centre. In passing through the town, we obtain a view of some of the immense manufacturing establishments, of the extent of which, before seeing them, I could have no adequate conception. I am told that the circumference of the Sturtevant Wagon Works, claimed to be the largest concern of the kind in the world, is one and a quarter miles, and that they cover a floor space of twenty-seven acres. Two thousand men are constantly employed. The Oliver Chilled Plow Works is another tremendous industry, employing 1,600 hands. Besides these there are Malleable Iron Works and other industries which are large employers of skilled labor. There are very fine Catholic Educational Institutions in South Bend, both for boys and girls. It is a beautiful city, and surrounded by a rich agricultural country. The land in some parts of Indiana and Illinois through which we passed, is very level, partaking somewhat of the nature of prairie, but well wooded. The cottages of the working classes extend for miles along the lines of railway leading to Chicago, and to each is laid a neat wooden sidewalk. We reached Chicago at 6.30 p. m., on the 10th, amid a tremendous downpour of rain, accompanied with vivid lightning and terrific thunder, which raged with unabated fury for several hours. The storm was the heaviest of the kind which the writer ever encountered, an account of which was wired to the eastern papers. Between the Chicago and Grand Trunk depots, and that of the Chicago and Northeastern by which road we left St. Paul at 10.35 p. m. there is quite a long distance, and the transfer being made by the Parmelee Transfer Co., in large omnibuses. We had a good view of the streets through which we passed, and they looked resplendent under the glare of the electric light. When we saw the light on the morning of the 11th, we were nearing Elroy, Wisconsin, a town of some importance, and a divisional point, being midway between Chicago and St. Paul. Vegetation in this section was well advanced, and the country presented a nicely diversified appearance. Further north it is considerably broken by granite bluffs along the line of the Chicago & North Western. At one point we passed through a tunnel of considerable length. Northern Wisconsin is a heavily timbered country, and the high piles of cord wood lying at most of the railway stations show that an immense traffic is carried on in this article. Eau Claire is quite a large town located 88 miles from St. Paul. It is the seat of extensive woodenware manufactures. At 1.50, nearly four and a half days out from Charlottetown, we arrived at the Union Depot, St. Paul, a fine building but not affording ample accommodation for the present requirements of the great lines of railway centering there.

Before closing this letter, I wish to say a few words in reference to the Chicago & North Western Railway. This great corporation has been a very important factor in the settlement and development of the Northwest. From Chicago it has posted its lines in all directions west, northwest and north. Its numerous ramifications have followed the pioneer settlers, and sometimes gone in advance of them, over the western plains. It has an excellent road-bed, and its train service is not excelled by that of any of the other great lines with which it is brought in competition. It is the favorite and most direct route between Chicago and St. Paul. We did not reach Chicago in time to take the evening limited train, made up entirely of new and elegant vestibuled cars, which add greatly to the comfort and safety of travellers. The parlor and dining cars operated by the Chicago & Northwestern are not surpassed in point of excellence by those run on any other western road. For the moderate sum of 75 cents, meals are served equal to any furnished by the best hotels on the land. Both Wagner and Pullman Palace Sleeping cars are run on the through express trains of this road. In the construction and equipment of these cars, nothing has been omitted which could conduce to the safety and comfort of passengers. To say that their appointments are luxurious beyond anticipation is speaking quite within bounds. To parties contemplating a visit to the Northwest, I can with great confidence recommend the Chicago & Northwestern Railway as being every way deserving of patronage.

A. M. D.

SPECULATION.

GEO. A. ROMER,
Banker and Broker,
40 & 42 BROADWAY AND 51 NEW ST.,
New York City.

Stocks, Bonds, Grain, Provisions and Petroleum Bought, Sold and Carried on Margin.
P. S.—Send for explanatory pamphlet. sept20—dy & wkly

MARVELOUS MEMORY DISCOVERY.

Only Genuine System of Memory Training. Four Books Learned in one reading. Mind wandering cured. Every child and adult greatly benefited. Good inducements to Correspondence Classes. Prospectus, with opinions of Dr. Wm. A. Hammond, J. L. Greenleaf, Thompson, the great Peck, E. C. Bradley, M. Buckley, D. P. Draper, the Christiana, H. C. W. Astor, Judge Gibson, Judah P. B. ... and others, sent post free by
FRANK A. LOISELLE, 237 Fifth Ave., N. Y.

Every Housekeeper

WHO PAYS 95 CENTS for a 6 oz. package of Baking Powder (as now sold in the market), instead of buying a 10 oz. Paper Package of

WOODILL'S German Baking Powder

WILL LOSE
7 7-9 CENTS.

Is it not worth saving?
Take care of your wrappers for the prizes to be given after 31st July.
apl7—dy eod

JAMES A. MORRISON. GEORGE MUSGRAVE

MORRISON & MUSGRAVE, BROKERS

—AND—
Commission Merchants,
HALIFAX

Consignments of Island produce will receive prompt attention.

REFERENCES: THOMAS Fyche, Esq., Cashier Bank of Nova Scotia, Halifax; George Macleod, Manager Bank of Nova Scotia Charlottetown.

WARREN & JONES, TEA MERCHANTS.

1 EAST CHEAP AND 9 & 14 MINCEING LANE,
LONDON, ENGLAND.
Represented in Canada by MORRISON & MUSGRAVE, Halifax.
Oct. 24, 1887—