

THE DAILY EXAMINER. AUGUST 5, 1886.

Protecting the Mackerel.

The statistics published in another column are interesting and instructive. They show why the fishing fleet, at the present day, to catch anything worth while in United States waters; and there is in them a world of warning for Canadians. It appears that since the introduction of the purse seines there has been an "alarming decrease" in the better grades of mackerel, suitable for food, caught in United States waters. The inference is that if Canadians permit the indiscriminate use of the purse seines to continue for a few years and allow the American fleet to come into their waters to catch fish, their fisheries will be destroyed in like manner; and the lesson for us is that instant measures should be taken for the protection of the mackerel against purse coming.

Now, when too late, the Americans are about to compel their fishermen to observe a "close season," and to give more latitude to the taking of mackerel with hook and line. We should be warned in time. No doubt it will be well to have a Treaty for the settlement of the difficulties arising out of the desire of the Americans to catch our fish and the desire of the Canadians to obtain admission to United States markets on favorable terms. But great care should be taken to restrict the use of the purse seine in Canadian waters. We cannot afford, on any terms, to sacrifice the priceless heritage we possess in our fisheries.

Canadian Pacific Earnings.

The Canadian Pacific Railway Company have just issued the following official statement:

Table with columns for Gross earnings, Working expenses, Net profits, and dates (Jan. 1st to June 30th, 1886).

Remarkable on the fact that the gross earnings for the half year appear to have been over four millions, the Montreal Herald says: "This would seem to show that the new system was needed by the country. And this is, as yet, the day of small things with this great system, whose traffic will steadily increase from month to month. With all its connections perfected, the traffic of the C. P. R. may be expected to astonish even its most sanguine friends."

British Politics and Politicians.

The following gentlemen have been recommended to the Queen by Mr. Gladstone for elevation to the Peerage: Sir Thomas Bruce, Sir Michael Bass, Bart., the well-known brewer; Mr. John Glencairn Carver Hamilton, who failed of re-election to Parliament from South Lancashire in the late contest; and Sir Henry Thring of the Treasury Department. Mr. Gladstone has also recommended that the following gentlemen be made baronets: Messrs. Frederick Thorpe, Mappin and Charles Mark Palmer, members of Parliament; Thomas D. L. Jones-Parry and Mr. Kitson, the defeated Gladstonian candidate in Leeds.

THE LADY'S MAID AND THE M. P. Mr. Joseph Arch, who was at the last election sent to Parliament from Norfolk, was one of the few paid English members; had a salary of \$25 a week, and on the strength of it took his daughter from service and made her his secretary. She had been housemaid to a lady well known in London society, and astonished this lady one morning by telling her she must leave because her father had become a member of Parliament. The girl's relationship to the agricultural agitator had remained quite unsuspected. Not that she or her father had any share in the matter—far from it.

MR. MATTHEW'S APPOINTMENT. The appointment of Mr. Henry Matthews to be Home Secretary caused more genuine surprise than any other appointment made by the present government. The Pall Mall Gazette welcomes the appointment. It says Mr. Matthews is a pronounced anti-coercionist and a Roman Catholic. The Globe pronounces Mr. Matthews one of the ablest men in the United Kingdom—a man who possesses unusual eloquence.

THE CATHOLIC PRESS PLEASED. The Catholic press is gratified at Mr. Matthews's promotion, as it indicates a departure from the Tory tradition that no Catholic should be placed in office.

HOME RULE FOR WALES. Handbills demanding home rule are being circulated throughout Wales. The circulars say: "The time has arrived when the Welshmen should have the right to govern themselves. The Parliament at London makes laws not for the benefit of Welshmen but for the enrichment of landlords and idlers. Welshmen demand the privilege of making their own laws; they demand free education, the abolition of landlordism and the disestablishment of the Church."

A WORCESTER, Mass., despatch says that social circles there are in a flutter over the announcement that James Ballie Hamilton, of that city, is about to wed Lady Evelyn Campbell, fourth daughter of the Duke of Argyll and sister-in-law of Princess Louise. It is announced that the ceremony will take place at Westminster Abbey on Aug. 10. Mr. Hamilton's brother, besides being secretary of the admiralty, held the office of warden and custodian in many of the palaces and parks of England, and his grandfather, the Earl of Radnor, was grand master of the Order of the Garter. The residence of the Hamiltons has been at Greenwich.

Mortuary Statistics

OF THE CITY OF CHARLOTTETOWN, FOR THE MONTH OF JULY, 1886—ESTIMATED POPULATION, 12,000.

Table with columns for Total number of deaths, Rate per 1,000 per year, Sex, Religion, Nationality, Age, and Causes of Death.

RICHARD JOHNSON, Statistical Officer.

Canadian Biography.

Mr. W. R. WATSON while here is obtaining material for a Cyclopaedia of Canadian biography. Concerning this biography the Montreal Gazette says:

"What we require is a really comprehensive work that will furnish authentic sketches of the lives of all those who, in whatever department of service to their country, have won positions of eminence and influence either in the past or present. Books, having this aim, on which dependence has hitherto been placed, have long been obsolete, and for purposes of reference are, as to recent years, of no value whatever. Whatever would supply the want which we have indicated, would therefore be conferring a benefit on a multitude of enquirers who, as matters are, have no means of satisfying their desire for knowledge. We are glad to see that the 'Rose Publishing Company' has undertaken just such an enterprise in national biography as is likely to meet the demand. The title of the work, which that energetic firm has now in hand, speaks for itself. It will contain 'brief biographies' of all such Canadians as merit the qualification which that title implies. No pains or expense will be spared in procuring trustworthy data so as to make the work of standard value. From what we have seen of it, we have no doubt that, in literary merits, as well as in material and workmanship, 'A Cyclopaedia of Canadian Biography' will reflect fresh credit on a company whose name alone is a guarantee of excellence. It may not be out of place to mention that the fullness and accuracy of such an enterprise may be greatly furthered by those to whom application is made placing the needful data at the disposal of the publisher."

It is pleasing to note that Rose, Appleton & Co., do not intend to overlook the remarkable men of this part of Canada—as some of the Dominion officials sometimes do.

More "Green" Goods.

The following circular received a few days ago by a merchant in one of our outlying towns, is published for the purpose of preventing the entrapping of any more "green" Islanders:

DEAR SIR,—Your address was sent to me by my confidential agent, who is instructed to select a few discreet and reliable men in each State to take hold of and push the sale of a certain class of goods in which I am dealing, and in which there is big money. As we are yet strangers, I will simply say that Cigars is what I have for sale. The sizes are known as No. 1, 2, 5 & 10s., and the following are my terms, viz.: One thousand in my goods costs one hundred and fifty dollars; five thousand will only cost four hundred dollars; and ten thousand can be bought for six hundred dollars. In regard to the quality of the stuff, all I need say is just read the enclosed article taken from the "Journal." If you wish to obtain a supply of the goods drop me a line at once and state when it would be convenient for you to come on here and see me, (as I only deal personally and face to face) I will then send you all the necessary instructions, etc. It is useless for you to write for samples, the goods speak for themselves. Come on here and examine them, and I am convinced that you can make a snug little fortune easily and safely in a very short time if you will only keep your business to yourself. If my agent has made a mistake in sending me your name, I trust you will pardon me and destroy this, but if you want to make money let me hear from you at once, and address: Yours faithfully, WM. HALL, 414 6th Avenue, New York City.

The clipping referred to is an account of an interview with a New York broker who expresses himself quite freely on the subject of counterfeit money. It deals largely with the superior intellects of the men engaged in the manufacture and "shoving" of the "queer," and states that so splendid a likeness of the genuine is the counterfeit that detection is almost an impossibility.

The general verdict of the smokers of the Myrtle Navy is that it is the finest tobacco they have ever used. There can be no mistake upon this point for it is proved by this tangible evidence. The large demand for this tobacco shows it to be true, and the character of the demand gives further proof. It has never been of the spasmodic kind, up one month and down the next. It has been a sustained and constantly increasing demand. The unsurpassed quality of the tobacco accounts for this.

The London police have been informed of the existence of an extensive intrigue by Russian and Irish dynamiters against the British Government. Detectives will be stationed at different Russian ports, and all arrivals from Russia for Great Britain will be closely watched and vessels searched.

A Fiendish Crime.

The report that a constable named Bernard Toole was to be tried before His Honor the Stipendiary Magistrate this forenoon, for criminal assault on a six-year-old daughter of Mr. John McLean, of Southport, attracted a larger number of people than usual to the Court Room. Every available space was occupied, and the prisoner was the cynosure of all eyes. Toole is a man about 45 years of age, of slim build, with sharp features and restless dark-brown eyes. His hair, which was once dark-brown, is plentifully sprinkled with grey, and his dark-brown moustache also shows some grey hairs. He is a married man with a wife and large family. As he sat beside his counsel—Mr. F. Peters—he looked calm and collected. He talked to his counsel as freely as though he were but a spectator, instead of being the defendant in a criminal suit, the penalty for which is death or imprisonment for a long period, with an occasional whipping as a dessert. He listened to the evidence against him in a matter-of-fact way, and occasionally gave his counsel a pointer.

John McLean, the victim's father, is about the same age as Toole, with black hair and full black whiskers. His demeanor clearly indicated that he was much affected over the misfortune which had overtaken his child. His testimony was given with much feeling, and he was subject to a searching cross-examination, which, however, failed to break down his evidence. His testimony was in substance as follows: Between seven and eight o'clock Wednesday evening last, my wife came to me at Mr. Boyer's, where I was at work, and told me that Selina Ellen, my daughter, who will be six years of age next October, had been carried off by a man in a buggy while on her way home from a visit to the house of a neighbor. I immediately ran to Mr. Boyer's pasture for the purpose of getting a horse with which to go in pursuit of the man. When I got in the field I noticed a buggy standing on the road, about 15 chains from where I stood. I did not wait to get the horse, but started in the direction of the buggy as fast as I could go. When I got within three or four chains of the buggy I heard the child crying, which made me hurry along faster. The back of the buggy was towards me, and the hood was turned up. The reins were on the ground near the horse's feet. I could not see the child, as she and the lower portion of the prisoner's body was covered with the wagon apron. I pulled down the apron and lifted the child from the buggy. She continued crying after I lifted her out. As I did this the prisoner caught up the reins and attempted to drive off. I caught hold of the prisoner with one hand while with the other I held the fender of the wagon. I asked him what he was doing, and told him I would have his life. He made no reply, but tried to get clear. I gave him a shake or two and tried to get the reins from him. I succeeded in getting the reins after a time, and turned the horse's head towards town. When we had gone a short distance the prisoner asked me what I was going to do about it, and said that I had better mind what I was doing. I told him that I intended bringing him into town and handing him over either to the Attorney General or the City Marshal. He said he would give me plenty of money if I would let him off. I told him I did not want his money and gave him several slaps. After I slapped him he said he had a pair of handouts in his pockets which I might take and put on his shirt. I told him I thought I already had handouts enough and did not want his. When we got to the turn near the Southport Ferry the prisoner caught the reins and tried to turn the horse from the direction of town. Both of us held the reins and pulled. My son and Charles Burns came along then and interfered. The reins were taken from the prisoner. I took my son into the buggy to drive while I held the prisoner. We crossed over in the ferry boat, and when coming up the street from the wharf he again offered me money to settle the affair, but I refused to take it, and told him I would not settle the matter for all the money in Charlottetown. He then wanted me to handcuff him, and let him stay in a private room till this morning, but I refused to do so and handed him over to the police.

To Mr. Peters.—It was not dark when I saw the buggy. It was stading a little beyond the turn on the Keppoch Road, between the old mill and Major Pictou's place. There are bushes on each side of the road where the buggy stood, and it could not be seen until one came near, owing to the turn. When I got in the carriage I left the little girl with her mother. Toole seized a horse from me about a year ago, but I do not cherish any ill-feeling against him on that account, neither did I threaten to get square on him for the seizure. I left my coat in the buggy when I got out.

Charles Burns' evidence may be summarized as follows:—I saw the child shortly after her father had taken her from the buggy, and she was then crying. I noticed the buggy coming along the road and going to meet it. I saw the struggle for the reins and the prisoner's attempts to turn the horse. The son got into the wagon to drive, I saw that the little girl was frightened to go home with her little brother, and I asked her to come to my place. After I had quieted her down I took her home.

To Mr. Peters—I did not ask the child any questions, neither did she tell me anything. My wife was at home when the little girl and I arrived.

Court adjourned till 3 p.m., for the testimony of the girl's mother.

Upon resuming court, Jas. McLeod, M. D., was examined and testified that he had examined the child, but could find no marks that would show that violence had been effected.

Mrs. McLean, mother of the child, was then examined. Her evidence was not of much importance, being mostly secondary.

The prisoner was then asked if he had anything to say in his own behalf, and replied: "Nothing, excepting that I am innocent." He was then sent up to the Supreme Court. Mr. F. Peters, his counsel, stated that he would make application for Toole's admittance to bail.

An Island in Flames.

The Canadian steamer Isaac May staggered into Chicago harbor late on Thursday night without fuel and almost destitute of provisions. Captain Muir, her master, relates a terrible experience. The May left Chicago three weeks ago towing three barges. After a run of five days they arrived at Manitowish island, on the Canadian side of Lake Huron, the largest island in the great lakes, covered with cedar trees. When the vessels arrived the inhabitants were terribly frightened. For weeks not a drop of rain had fallen. The steamer and her tow began to take on cargoes of posts and ties, when the woods suddenly burst into a great blaze. No sooner had the fire started than a wind storm swept over the island, driving the flames in every direction. The

PEOPLE FLED IN TERROR to the beach and sought shelter on board the vessels, which pulled out into the lake. Scores of bears, roared with pain, ran out of the woods with their hair singed from their hides and plunged into the lake. The flames raged five days, burning over acres of valuable timber and destroying a vast amount of stock piled on the beach for shipment. Then a drenching rainstorm set in and continued until the fire was put out. It was ten days from the time the vessels reached there before they were ready to leave, and their stock of provisions was almost exhausted in caring for the people who took refuge on them. Still Capt. Muir thought he could make his provisions hold out until they reached Chicago. But he did not count on having

HEAD WINDS ALL THE WAY. The vessels left the island last Saturday morning, and as dense clouds of smoke from the burning timber had settled down over the water the vessels had to pick their way slowly through the darkness. The steamer passed the straits on Monday, but hardly had they entered Lake Michigan when they ran into another bank of smoke that shut out everything from view. So thick was the atmosphere that the first barge of the tow could not be seen from the decks of the steamer. On all sides could be heard fog signals of passing steamers. By moving slowly and sounding whistles at frequent intervals the steamer made her way through the smoke in safety. Her progress had been so greatly impeded, however, that when 100 miles north of Chicago the engineer reported the coal bunkers empty, and the steward informed the captain that

NOTHING WAS LEFT TO EAT but salt pork. The crew were put under short rations and the deck load of posts was drawn on to feed the furnace, but the cedar was so green that the boilers could hardly be kept warm. Finally the steamer cut her consort's drift and came to Chicago under sail without them.

Summerside Exports.

Table listing exports from Summerside, July 31, including items like 56 cases eggs, 500 bushels oats, 22 bbls butter, etc., with prices.

HOTEL ARRIVALS.

REVERE HOUSE. Aug. 4—L V Perry, Montreal; Miss Cass, do; Miss E Hayden, do; F M Cotton, Montreal; N F Badamach, Montreal; Nellie Grant, city; J Richardson, Montreal; Mr and Mrs Richard White and family, do; C F Munder, New York; P McLaren, Halifax; Mr and Mrs Jas T Black, Montreal; Master R E Black, do. RANKIN HOUSE. Aug. 4—F W Hollis, Allston, Mass; Geo L Daniel, Wellesley Hills; L E Burke, Poughkeepsie, N Y; P R Earle, Bellars Falls, Vt; G R Bear, New York; C S Clark, Boston; J D Jenkins and wife, Boston; S T McCullough, Mrs S T McCullough, Annapolis, N S; J D Allan, Boston; H M Churchill, Rustico; R Dunbar, Toronto; Mrs Dunbar, do; G Dunbar, do; J G Sterns and wife, Souris; R H Sterns, do; W S Edwards, Boston; E C Moore, St. John. OSBORNE HOUSE. Aug. 4—J E McDonald, J H Burke, Deer Island; E H McMillan, Stanley Bridge; S Farquharson, St. Andrews; Jos Arsenault, Tignish; J T Davies, Sackville; O B Waldman, Crapaud; John McKay, Lexington, Mass; Rev John McLeod, Strathalbaner; T Harper, Tignish; Miss McKay, Clifton; Mrs Stirling, Pictou, N S; Adam Chambers, wife and three children, Boston; Howard Farrow, Summerside; John McKenzie and son, do; Wm B Hashinan, do; W R Watson, Toronto. ST. LAWRENCE HOTEL. Aug. 3—G W Bentley, M P P, Kensington; H E Hopgood, do; W E Bentley, do; W R McGougan, Malpeque; D McGougan, do; W Sanderson, Georgetown; Eunice O'Connor, Tignish; Jessie Cummings, do; Ellen McCarthy, do; John Donohoe, Bloomfield; Francis McDonald, Summerside; Alex McDonald, do; Studly Yeo, do; Albert Cannon, Pictou; Chas McEachern, do; VonClare Gay, Pownal; Jas Gay, do; Alex McLeod, Quinoy, Mass; John McLeod, Springfield; Jamie Henshull, Georgetown; Jamire Allan, Bough Island; J Allen, do; Ellen E Allen, do; Mrs W D McNeill, Alberton; Miss McNeill, do; Miss Muttart, Cape Traverse.

LUMBER.

BY Auction, FRIDAY, August 6th, at 5 o'clock p. m., on Queen's Wharf: 2,000 feet Hemlock Boards, 7,000 do do do (2 inch), 1,500 do Spruce Boards, 10,000 do Pine Plank (2 inches). A. McNEILL, Auctioneer. Aug. 5, 1886.

SEASONABLE DRY GOODS, VERY CHEAP AT PERKINS & STERNS'

Balance of Ladies' Straw Hats for almost nothing. Balance of Men's and Boys' Straw Hats at a big discount. Balance of White and Colored Shirts very cheap.

Bargains in PRINT COTTONS. Bargains in COLORED MUSLINS. Bargains in COLORED DRESS GOODS.

Cheap White Cottons, Cheap Gray Cottons, Cheap Linens, Cheap Carpets, Cheap Oilcloths. EVERYTHING CHEAP AT PERKINS & STERNS. August 4th, 1886.

LONDON HOUSE.

JULY.

WE will offer, at Reduced Prices, this month, the following Goods:—

Straw Hats. Feathers and Flowers, Dolmans, Light Summer Prints.

LOW PRICES TO CLEAR. HARRIS & STEWART, SUCCESSORS TO GEO. DAVIES & CO. Ch'town, July 6, 1886.

BEER BROS.

MIDSUMMER. Now is the Time to Secure Your Midsummer Goods.

Summer Dolmans, Summer Dress Goods, Summer Underclothing, Summer Millinery Goods. Exceptional Value in Every Department.

See Our Goods, See Our Prices, See Our Bargains!

BEER BROS.

A GREAT SUMMER RESORT.

THE SEASIDE HOTEL, RUSTICO BEACH, P. E. I.

HAS been much improved this season, and will be open for Guests and Visitors on or before JULY 10th. TERMS:—Moderate. The Proprietors will spare no pains to make this the finest summer resort in the Province. JOHN NEWSON & CO. Ch'town, June 15, 1886.