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NEW SERIES.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, FRIDAY, AUGUST 14, 1885.

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ALMANAC FOR AUGUST, 1885.

MOON'S CHANGES.

Last Quarter 3rd day, 5h. 43m., p. m.
New Moon 10th day, 10h. 2m., a. m.
First Quarter, 17th day, 9h. 34m., a. m.
Full Moon, 25th day, 1h. 13m., p. m.

DAY OF WEEK	Sun	Moon	High	Days
	ris	sets	water	len
	h	m	ft	h
1 Saturday	4	47	7	25
2 Sunday	48	23	10	29
3 Monday	49	29	11	5
4 Tuesday	51	21	11	45
5 Wednesday	52	19	10	39
6 Thursday	53	18	0	34
7 Friday	54	16	1	31
8 Saturday	56	15	2	37
9 Sunday	57	14	3	49
10 Monday	58	12	5	40
11 Tuesday	59	10	6	20
12 Wednesday	5	9	7	33
13 Thursday	2	8	8	47
14 Friday	3	6	9	55
15 Saturday	4	4	11	2
16 Sunday	5	2	12	13
17 Monday	7	1	1	4
18 Tuesday	8	0	1	2
19 Wednesday	9	5	2	52
20 Thursday	10	5	3	40
21 Friday	12	5	4	24
22 Saturday	13	5	5	2
23 Sunday	14	5	5	37
24 Monday	16	4	6	9
25 Tuesday	17	4	6	39
26 Wednesday	18	4	7	11
27 Thursday	19	4	7	35
28 Friday	20	4	8	3
29 Saturday	22	4	8	29
30 Sunday	24	3	8	6
31 Monday	5	2	4	13

NOTES.

Duke of Edinburgh's birthday on the 6th.
Dog days end on the 11th.
Landing of Julius Caesar (B.C. 55) on 27th.
In this month the mornings decrease 47 minutes; the afternoons 53 minutes.

THE RAILWAY TIME TABLE.

For the convenience of the public, we have carefully arranged the following table of arrival and departure of trains on the P. E. Island Railway, according to local time:—

Going West.	A. M.	P. M.
Charlottetown	6 47	9 12
Royalton Junction	7 02	9 47
North Wiltshire	7 37	10 39
Hunter River	7 47	10 55
Bradshaw	8 12	11 32
County Line	8 19	11 43
Freetown	8 29	11 59
Kensington	8 42	12 22
Summerside	9 07	12 57
Summerside	9 27	2 37
Misconche	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.
Tignish	2 07	6 47
Alberton	2 45	7 57
O'Leary	3 29	9 02
Port Hill	4 20	10 29
Wellington	4 49	11 16
Misconche	5 07	11 44
Summerside	5 22	12 07
Kensington	5 42	1 12
Freetown	6 07	1 49
County Line	6 22	2 12
Bradshaw	6 32	2 27
Hunter River	6 52	2 57
North Wiltshire	7 12	3 22
Royalton Junction	7 47	4 32
Charlottetown	8 02	4 52
Going East.	A. M.	P. M.
Charlottetown	7 07	4 17
York	7 43	4 44
Bedford	8 04	4 57
Mount Stewart	8 37	5 22
Morell	8 57	5 27
St. Peter's	9 42	5 56
Bear River	10 15	6 17
Souris	11 07	6 52
Mount Stewart	11 57	7 22
Cardigan	12 05	8 25
Georgetown	10 37	6 42
From East.	A. M.	P. M.
Souris	6 47	2 12
Bear River	7 17	3 02
St. Peter's	7 52	3 34
Morell	8 14	4 27
Mount Stewart	8 42	5 17
Bedford	8 47	5 37
York	9 12	6 14
Charlottetown	9 52	7 12
Georgetown	7 32	3 37
Cardigan	7 49	4 00
Mount Stewart	8 42	5 12

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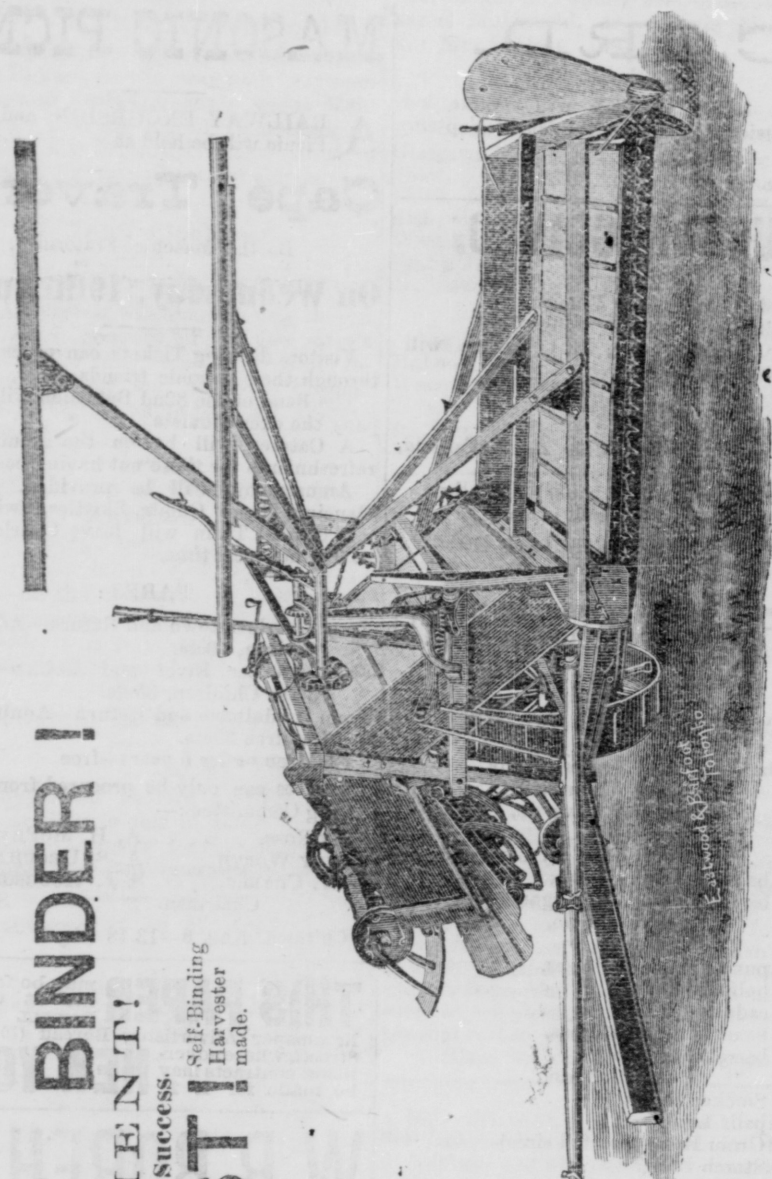
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Ch'town, August 7, 1885.



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

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Ch'town, March 25, 1885.

LETTERS TO THE EDITOR.

Our Lobster Fisheries.

Sir,—I need no apology for addressing you on "Our Lobster Fisheries." This branch of our fisheries is far and away the most important, and worth all the rest combined, the value last year of the quantity exported, reaching nearly half a million of dollars.

Nearly all the lobster canning ground in the world is in the waters of the Maritime Provinces and Newfoundland. And if this be so, it is a matter of the first importance to do all in our power by wise regulations to preserve this valuable industry. Now we are doing the very reverse—we are allowing our waters to be fished out!

Professor Baird, the eminent American pisciculturist, pointed out years ago, that as the lobster was a creature of slow growth, excessive fishing would soon deplete any water in which they existed.

The lobster canning business was first started in the State of Maine, I think by the Portland Packing Co., probably about forty years since. By excessive fishing the waters of that state were soon depleted, and as the American Government took prompt action to stop it, the Portland Packing Co. moved up to the Atlantic shores of New Brunswick and Nova Scotia. These grounds afforded an ample supply for some years; and others besides this company took hold of the business.

The Nova Scotian and New Brunswick Atlantic shores, under excessive fishing, soon began to fail, and the Gulf grounds were resorted to. I was one of the first in this Province to engage in this business. About fifteen years ago I added it to my deep sea fishing and general business at Murray Harbor. At that time lobsters were so plentiful, that, after an easterly gale, they were sometimes thrown up in winrows on the shore, and for several years we got more than we could put up of fine large lobsters; we never thought of using a small one. During the last ten years factories have been put up all around the shores of the Island, and owing to the excessive supply thrown into the European markets, prices have ruled low; but during the last two years the supply has not exceeded the demand, and prices have improved. As we have the grounds in our own hands we ought to preserve them. When I first took hold of the business, about fifteen years since, on the average, two and a half lobsters filled a one pound can. This year, when I closed my factory the first week in July, it took from seven to eight. In 1882—I quote from memory—the average was four and three-quarter lobsters to a can; in 1883, five and a half; in 1884, six and a quarter; in 1885, seven and one-third. Fifteen years ago Georgetown Harbor and Murray Harbor were full of lobsters, and the coast shores were swarming with them. At present there are none in shallow water, and very few in the deep water of these Harbors. I don't think that any further proof is required that our lobsters are being fished out, and I venture to predict that if the present wholesale destruction of lobsters is continued, in five years lobster canning as a business will not be worth prosecuting.

There is a stringent Fisheries Act on our Statute Book—very much a transcript of the American Act. Under its provisions, no person is allowed to capture and use lobsters under nine inches in length. No person is allowed to capture spawn lobsters carrying the ova. No person is allowed to catch lobsters before the 15th day of May, nor later than the 20th day of September. This act has not been enforced either by the McKenzie Government or by Sir John's Government. Lobster fishing is a new industry, and I suppose it was not considered desirable to harass it by enforcing the provisions of the Act. I submit that the time has now arrived when its provisions should be rigidly enforced before our lobster fisheries are destroyed! By the law, lobster factories should close on the 20th of August. Some of the largest factories on the Island, including my own and that of S. Prowse & Sons, at Murray Harbor, have been closed for some time. The Inspector of Fisheries sent around printed notices in June last, warning us that the law would be enforced, and as the lobsters fell off so much, both in quantity and size, about the 1st July, we closed our factories. Others done so since. At that time not over 20 per cent. of the lobsters found in our traps were of the legal size.

I am informed that certain lobster packers are now clamouring for an extension of the fishing season to all September, and are using all the influence they can bring to bear upon the Minister of Marine and Fisheries, and that they have brought the influence of one of our Senators for the second time to bear upon the Minister. I for one protest against any extension of time. I consider it suicidal, almost literally, a case "of killing the goose that lays the golden egg." Lobsters retire to deep water to cast their shells early in July, they return to shallower water early in August. They are then in a sickly state, covered by the new and thin shells; there is no meat in the claws, but the tail is full. In this state and until about the middle of September it takes about seven good sized lobsters to fill a can. Four lobsters of the same size on the 1st of June when they are full of meat, will fill a can. If my contention is sound, we are throwing away 3-7ths of our lobsters by canning after, say, the 10th August.

It must not be forgotten that we have nearly all the lobster canning ground in the world in our own hands. The supply in Europe and the United States is barely sufficient to cover the demand for fresh lobsters, for such centres as London, Paris, New York, etc. The price of a fresh lobster in these places is from fifty cents to a dollar.

The consumption of this favorite crustacean is now enormous. It has been stimulated by the low price at which they can be bought. Now, I say, let us supply them

more sparingly; we will get better prices; and I hold that it will pay me and other packers better to put up only half the quantity we have been doing, and at the same time we will be preserving this invaluable branch of our fisheries. Packers who are anxious for an extension of time (with a view, I suppose, of fishing out their grounds as soon as possible), are, in my opinion, short-sighted. If the fishing season is extended to all of September, the effect of the extra catch will be to depreciate the value from 5 to 10 per cent. This would be most unjust to those who have closed their factories in compliance with the law, as well as tending to the destruction of the lobster fishery.

Your obedient servant,
DANIEL DAVIES
Ch'town, 13th August, 1885.

The Trade Returns.

The trade returns for the fiscal year ended June 30th give an import value of \$112,731,114, and an export value of \$89,305,882, showing a balance of trade against Canada of nearly twenty-three and a half millions. This adverse balance is more than a million dollars less than in the preceding year, and more than thirty-three millions less than in 1883. The tendency, therefore, is towards an improvement.

There has been no prominent prosperity in business. Competition has been keen; prices closely cut, and profits small; but on the other hand, failures have been less frequent. Traders, as a rule, have made ends meet—have learned and practised economy in their expenditure, and should find themselves at the opening of a new fiscal year in a generally sound position. The bearing of the trade of the last year upon the financial exchanges of the country is of little consequence at this time, because of the large amount borrowed abroad by the Government and the Pacific Railway Company, which will furnish an abundance of exchange for some months to come. Upon the whole the inference to be drawn from the trade returns is that business, broadly speaking, is righting itself, and that while caution and prudence are still essential, any change that may come will be in the direction of improvement. So says the *Montreal Gazette*.

Mourning in the Synagogues.

HEBREW PRAYERS FOR THE DEAD—GRANT AND MONTEFIORE.

In every synagogue and assemblage of Hebrew worshippers special prayers were offered for General Grant and Sir Moses Montefiore. As the body of the great American had not yet been consigned to the earth the "Kaddish," an address of sanctification and glorification of the Almighty, and which is only repeated after burial, could not be repeated for General Grant at the morning services. The Hebrew prayer "Hashcabab," the funeral prayer for the repose of the souls of both great men, was given in every Hebrew shrine, the congregation standing, and facing the east. The Mourners "Kaddish" will be given at the early morning service for thirty days in all synagogues. In the absence of most of the leading rabbies, memorial addresses were omitted from the services. After their return in the fall special memorial services are to be held.—*New York Herald*

The Brant Memorial.

Mr. Percy Wood, the sculptor, has just exposed to private view at London the Brant memorial, on which he has been long engaged, and to which the Dominion Parliament last session made a grant. The figure of the noted Indian chief is eight feet six inches high. He is represented in the act of speaking, and the pose is said to be at once impressive and natural. On two sides of the pedestal are Indian groups, representative of each of the tribes in the Six Nations confederacy. One bas-relief represents Brant addressing his chiefs; another a war dance of braves. The judgment of critics is that in the memorial Brantford will have a fitting memento of the brave Indian from whom the town derives its name.

The C. P. R.

That the Canadian Pacific railway when completed will be justified in hoping for a share of the trade of China and Japan with the east of North America, if not with Europe, is shown by the fact that at this moment some hundreds of Northern Pacific railway cars are awaiting at Tacoma the arrival of a cargo of tea by the steamship Isabella, for transport to New York, that route having been adopted in preference to the Union Pacific via San Francisco, as the shortest and most expeditious. While as regards the Pacific terminus of the Canadian and the Northern Pacific there is probably little advantage, our transcontinental line possesses in respect of shortness of route advantages over its northernmost rival that should enable it to at least divide this important traffic.

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