THE DAILY EXAMINER.

JULY 2, 1891.

Ottawa Correspondence.

The Minister of Marine has under consideration of parliament several bills respecting shipping of live stock—respecting certificates to masters and mates—respecting the safety of ships—amending the Steamboat Inspection Act—and to provide for the marking of deck and load lines The provisions of these Bills, while they effect an important trade on the Island, are not of general interest to your readers, and the ship owners and skippers are well and ably represented by Messrs. Welsh, Yeo, Macdonald and McLean, who will see to it that they do not suffer by Mr. Tupper's legislation.

When in committee on the resolutions proposing to make an annual grant of $160,000 "to aid in the development of the sea fisheries, and the encouragement of the building and fitting out of improved fishing vessels, and the improvement of the condition of the fishermen," Mr. Tupper explained that it was necessary either to make the increase proposed, or to reduce the amount received by each fisherman, as the statutory provision of $150,000 had been invariably exceeded. The grant of $169,000 was not quite 4 per cent. on the $4,500,000 received by Canada under the Washington Treaty, for the use of of our fisheries by American citizens. In spite of endeavors to keep the expenditure down as much as possible, the increase of the earners of the bounty had gone on from year to year, which was a most fortunate thing for the country. The ships that now put to sea from our provinces were beyond comparison with those which were in the business before the bounty commenced to be paid. Mr. Tupper did not attribute this improvement solely to the bounty, but it was undisputable that it had had a very healthy influence upon the labours of the fishermen, and that, together with the rivalry with their Gloucester brethren, had produced such a state of things that there are now many provincial ports which send out as fine ships as those which go to the banks of Newfoundland and elsewhere from New England ports. The distribution of the bounty was open to much abuse and complaints had been made regarding it which he fully appreciated, as he was aware of attempts to claim the bounty where there was no right to it. In all cases of fraud, he had striven to bring the offender to justice and to prevent a recurrence of the practice.

Mr. Davies thought it questionable whether we received full value for our money, when we considered the time wasted by the fishermen in looking for the bounty the great expense attending its distribution and the numerous frauds inseparable from its payment.

In answer to Mr. Welsh, Sir Hector Langevin stated that the Dominion Government had not taken over the Blue Creek breakwater as a Government work, no expenditure had been made thereon, nor had any contract been entered into for rebuilding or repairing the structure. The Government had not taken over Red Point pier from the Local Government. The sum of $799.97 had been expended during 1885 and 1887 on repairs. The pier was not recommended to be taken over.

Mr. Welsh asked was it the intention of the Government to allow the Wood Islands breakwater to remain in its present state without repairs or dredging, or would there be placed in the supplementary estimates an appropriation to save it from destruction, and to carry out the recommendation of the government engineer. Sir Hector Langevin replied that the report of the resident engineer had not yet been received, but was expected very soon.

Mr. Perry enquired if the Railway Department received a petition from the merchants traders and other inhabitants of Tignish and praying that an express train leave Tignish in the morning to connect at Summerside with the steamer for New Brunswick and what action if any has been taken on such petition.

Mr. Bowell replied that such a petition had been received from Mr. Richard Hunt, who had been informed on 14th April, that the request would not be granted.

In answer to Mr. Perry, Sir Hector Langevin said that the contract for the Brae Breakwater or pier requires its completion by 16th January 1892. No inspector has been appointed for the work nor would there be until he was actually required.

W. C. D.

Notes and Comments.

— In consequence of a press of matter resulting from the holiday, we are compelled to hold over a large part of our Ottawa correspondent's letter—and other correspondence.

—We agree with the Halifax Herald that Canada's entrance upon her twenty-fifth year is a matter for general congratulations. The most sanguine predictions of a quarter of a century ago are being rapidly realized; and Canadians from the Atlantic to the Pacific now feel that they are one united people and citizens of half a continent.

— Preaching a trial sermon in presence of an audience of only two persons must in any case be a trial to one's nerves, but especially so when the two happened to be the Archbishop of Canterbury, Dr. Tait, and Dean Stanley. We read of such an unfortunate young "candidate for priest's orders" so preaching in that rather awful presence. In his confusion he stammered out, as he began, "I will divide my congregation into two—the converted and the unconverted." Dr. Tait interrupted him with, "I think, sir, as there are only two of us, you had better say which is which."

Personal.

Mr. and Mrs. F. T. Newbery have gone to Montreal.

Mr. Wm. A. Ford, of Bothwell, has returned from a trip to the Pacific Coast. He reports times hard at the West.

Dr. Legere, M. P., for Kent County, N. B., Mrs. Legere and a friend from Memramcook paid a visit yesterday to the Hon. Joseph O. Arsenault, at Wellington and Egmont Bay.

Hon. T. W Dodd and Mrs. Dodd returned home last evening. Mr. Dodd is in greatly improved health.

MANY prominent men are now being carried off by the ravages of la grippe. When we consider that by using Campbell's Quinine Wine as a preventative we can ward off the attacks of la grippe, we would advise you to purchase a bottle from your druggist. tf

Dominion Day.

GENERALLY OBSERVED

Some of the Special Events.

Races at Georgetown and Summerside.

A CLOUDY and doubtful morning was followed by a pleasant day. In this city and Summerside particularly the holiday was generally observed. There were pleasant excursions to Pictou and Point du Chene, picnics in the suburbs and lawn tennis in the park. We have not heard of any accidents or casualties. The particular events were the trotting races at Georgetown and Summerside.

RACES AT GEORGETOWN.

The races at Georgetown yesterday were very successful. The track was in good condition, notwithstanding the recent rains, and the weather overhead was grand. The attendance of spectators was large, there being a great number of ladies present. Charlottetown was well represented. The special train which left the city at 9.15 (local time) was in charge of Conductor Stanley and was filled with excursionists. It was 9 (local time) last evening when the train reached the city on return. The best of order was maintained throughout the races. The Georgetown Band furnished good music at intervals.

The judges were W. S. McKie, Geo. McEachern and Daniel Macdonald, the first named acting as starter. A. I. McKinnon was the distance judge, and C. Howard Dingwell timer. Shortly after one o'clock the free-for-all, the first event on the programme, was called, the starters being Golden and Whistler.

FREE FOR-ALL RACE.

First Heat—Both horses got a good send off, but before the first turn was reached both broke, Whistler badly. Before Whistler got himself together, Golden had obtained a lead of about four lengths, but at the quarter he broke slightly and Whistler reduced the space between them and was doing good work when he went off his feet, and Golden, who was working well, shot ahead, leading about four lengths at the half. Both horses trotted well during the last half, but Whistler's previous bad breaks lost him so much ground that he could only lessen Golden's lead by about a length, the latter coming under the wire an easy winner in 2 39. Time for the half, 1.17½.

Second Heat - Golden had a slight advantage at the start. By the time the first turn was reached Whistler's nose was just behind his opponent's sulky. This order was maintained until after the half was passed, when Golden forged ahead. By the time the three-quarter pole was reached, Whistler, who was doing some very good work, had diminished Golden's lead, but he went off his feet at a critical time, and Golden came in about three lengths ahead. Time 2 43; for the half mile, 1.21.

Third Heat—Whistler obtained a slight lead at the start. Golden broke at the first turn, and Whistler put about a length-and-a-half of daylight between the two before the quarter pole was reached. Golden broke again just after passing the quarter, but he soon regained and sailed for Whistler in grand style, passing the half at his wheel. There was no change in position until after the three quarter pole was passed, when Golden edged up still closer to Whistler, and the result was becoming doubtful, when Golden broke and Whistler came under the wire about half a length ahead. Time, 2.41¼; half mile, 1.19½.

Fourth Heat—In this heat also, Whistler had a small advantage at the start. Golden broke slightly, and at the quarter Whistler had a yard or two of space to the good. Just after passing the quarter, however, Whistler broke, and Golden went ahead But Whistler soon gathered himself together and was pushing Golden hard when he again went off his feet, and Golden passed the half mile some four lengths ahead of his opponent. This order was maintained far the remainder of the race. Whistler made several game attempts to overtake Golden, but failed to do so. Time, 2.38; half mile, 1.19½.

SUMMARY.

Georgetown Driving Park. July 1, 1891. Free-for-all race. Mile heats, best three in five. National rules.

George Essory's Whistler, (Brown)	2	2	1	2
A. N. Large's Golden, (Winans)	1	1	2	1

Time, 2 39; 2 43; 241¼; 2.38.

2.45 CLASS.

This was the second event. The starters were King of the Turf, Honest John, Maiden Queen, Parnell and Orwell Prince.

First Heat—All got off well together. By the time the first turn was reached, however, King of the Turf had obtained a good lead with Honest John second, Maiden Queen third, Parnell fourth and Orwell Prince fifth. This order was maintained throughout the heat, King of the Turf winning easily. Parnell and Orwell Prince were at the wrong side of the distance flag when King of the Turf passed under the wire. Maiden Queen barely escaped being distanced. Time, 2.46.

Second Heat—Shortly after the start King of the Turf took the lead, with Maiden Queen second and Honest John third, close after. Maiden Queen broke, however, and Honest John took second place. At the quarter King of the Turf had a good lead, with the other two horses struggling for second position. King of the Turf broke slightly as he was coming up to the quarter, but lost little or nothing by the break. At the half King of the Turf had a lead over the second horse of about four lengths, which lead he maintained until the finish. After passing the three-quarter pole Maiden Queen gave Honest John the go by, and passed under the wire about a length ahead, taking second place. Maiden Queen's breeching strap broke early in the heat, and King of the Turf's outside girth also came to grief. Time, 2.49; half mile, 1.25.

Third Heat—After getting the word "go" King of the Turf forged ahead, and by the time the quarter was reached he had obtained a good lead, with Maiden Queen second and Honest John (who was handled by Winans in this heat) third. King of the Turf was several lengths ahead passing the half, where Maiden Queen broke and Honest John captured second place. At the three quarter pole, King of the Turf still had a good lead, with the other two close together struggling for second position. Maiden Queen finally passed Honest John, and came in second to King of the Turf who was several lengths ahead. Honest John was at Maiden Queen's wheel when she passed under the wire. The driver of Honest John claimed second place on the ground of running on the part of Maiden Queen. The judges gave him second place. Time, 2.49¼; half mile, 1.21½.

SUMMARY.

Same day and track. 2 45 class. Best three in five. National rules.

Martin's King of Turf (Martin)	1	1	1
Hibbett's Honest John (Hibbett-Winans)	2	3	2
McKenna's Maiden Queen (Steele)	3	2	3
Gilis' Parnell (Winans)	dis.		
Macdonald's Orwell Prince (Hayden)	dis.		

Time, 2 46; 2 49; 2.49¼.

THREE-MINUTE CLASS.

There were two starters in this race, Maud May and Pilotta.

First Heat—Pilotta broke just after the start, and before she got together again Maud May had a good lead. At the quarter Maud May was about a length ahead. Both animals were doing nice, even work, but when nearing the half Pilotta broke and Maud May obtained a lead of about three lengths, which she maintained until the finish. Time, 2.50; half mile, 1.24½.

Second Heat—Both horses got a good send off. At the quarter they were close together, Maud May having whatever advantage there was. At the half Maud May was about one length ahead. Pilotta reduced this lead, however, and before the three quarter pole was reached she had passed Maud May and was leading by something over a length. But on the home-stretch Maud May got a good move on and steadily gained upon her opponent who was trotting splendidly, and came in the winner by about a foot. A claim made by the driver of Pilotta that Maud May passed running was not entertained by the judges. Time, 2.46; half mile, 1 22.

Third Heat—Maud May took the lead shortly after the start, and maintained it throughout, Pilotta, who was driven by Steele this heat, just saving her distance. Time, 2.50½; half mile, 1.23.

SUMMARY.

Same day and track. Three-minute class. Mile heats, best three in five. National rules.

McAdam's Maud May (McAdam)	1	1	1
Aitken's Pilotta (McGregor-Steele)	2	2	2

Time—2 50; 2.46; 2.50½.

At the conclusion of this race Mr. Winans gave an exhibition mile with a three year-old stallion by All Right, owned by Roberts & Henry, Murray Harbor. The horse showed up in good form, and for a three-year-old trotted well.

The fastest time yesterday was 2.38. It was made by Golden. The best time made at the opening meeting last autumn was 2.53, by Honest John.

There was some grumbling among the spectators yesterday over the free-for-all race. They thought it was not being trotted on its merits; that Whistler was not being worked for all he was worth. This came to the ears of Brown, Whistler's driver, and he advanced to the centre of the track in front of the judges stand and informed them of it, at the same time asking them for an expression of opinion on the subject. He claimed that he pushed Whistler as well as he knew how, and offered to make a bet with any person present that he could get more speed out of him than any other driver. The judges said that from what they knew of the condition of the horses it was their opinion that everything was honest and above board—that each driver wanted his horse to win.

THE EXAMINER'S representative is indebted to the Secretary and Directors of the Driving Park for courtesies extended.

RACES AT SUMMERSIDE.

Sport began about 2 o'clock. The track was in excellent condition notwithstanding the recent rains, the horses in good form, the weather fine though rather cool for fast going, and the crowd large and orderly.

THREE-MINUTE CLASS.

The three-minute class was the first called. In this class there were six entries, viz, Gay Boy, owned by Mr. John T. Mullins, Kensington; Lady Bell, owned by Mr. W. A. Noonan; Stanley King, owned by Mr. Fitzsimmens; Malpeque Maid, owned by Mr. James Tuplin: Maud K, owned by Mr. Archibald Kennedy; Loafer, owned by Mr. Newton Dawson.

First Heat—After scoring five or six times, the horses got away well together, Maud K having the pole and taking the lead. There was a pretty struggle for second position, which was finally captured by Gay Boy, Lady Bell coming in third, Loafer distanced. Time 2 53.

Second Heat—The send off in this heat was not a good one, being rather against Maud K., but the horses were let go in compliance with the wish of her owner and driver. She quickly came to the front and led till the close, Gay Boy second. Time, 2.46¾.

Third Heat—There was a good send off this time, and a very pretty struggle between Maud King and Stanley King. Maud got the lead but broke at the first turn and was collared and passed by Stanley, who broke in his turn and was passed by the mare. Maud got the go by, Stanley leading until the home stretch was reached when Maud sailed up and was awarded the heat, Stanley breaking just before the two, neck and neck, reached the wire. The struggle between the two was exciting. Time, 2.45.

SUMMARY.

Maud K. (Kennedy)	1	1	1
Gay Boy (Mullins)	2	2	3
Lady Bell (Fitzsimmons)	3	4	4
Stanley King (Bell)	4	5	2
Malpeque Maid (Tuplin)	5	3	5
Loafer	dis.		

Time—2 53, 2.46¾, 2.45.

FOUR-YEAR-OLD CLASS.

The entries in this race were Cleona, owned by Mr. G. M. Read, driven by Falsam; Nellie Bly, owned and driven by George Muttart; and Maud Alaska, owned and driven by Mr. McKinnon.

First Heat.—Cleona had the pole, and there was a good send off. After scoring five or six times, Cleona led from the start, closely pressed by Nellie Bly. Time—2 53½.

Second Heat.—In this heat Cleona broke at the first turn and was passed by Nellie Bly. A lively struggle followed. Nellie Bly broke on the back stretch and was in turn passed by Cleona. The latter, however, broke again, when Nellie Bly again took the lead, maintaining this position till the finish. Time—2 54¾.

Third Heat.—Nellie Bly won this heat without much apparent trouble. Time, 2.52¾.

Fourth Heat—This heat was trotted in much the same way. Nellie Bly winning, closely followed by Cleona. Time, 2.51.

SUMMARY.

Nellie Bly (Muttart)	2	1	1	1
Cleona (Falsam)	1	2	2	2
Maud Alaska (McKinnon)	3	3	3	3

Time—2.53½, 2.54¾, 2.52¾, 2.51.

THREE-YEAR-OLD CLASS.

The entries in this class were: Parkside, owned W. A. Brennan, driven by Jas Houghton; Lulu Chief, owned and driven by Fitzsimmons; Peerless, owned by Mr. McLeod, driven by Falsam; John L., owned and driven by Mr. Dawson; Manetta, owned by George Sharp, Esq.

First Heat—Peerless had the pole; Parkside, second; John L, third; Lulu Chief, fourth; Manetta, fifth. After scoring eight or nine times, the horses got away. Parkside took the lead at the first turn, trotting easily and squarely, and went right ahead from that point, easily distancing the field. Time 2.42¾. The other horses made a gamy struggle for second place, but the excitement in respect to Parkside's performance was so great that no one seemed to notice the order in which they came in.

GENERAL REMARKS.

It may be remarked that the races of yesterday reflected most creditably upon the management and on the judges. The track is now in the hands of an experienced and careful man. Its condition was perfect. Such a splendid lot of young trotting horses as competed at Summerside yesterday could not possibly be found in the Province eight or ten years ago. Parkside's performance was the subject of general remark and congratulation. If he had been pressed he could easily have trotted the mile inside of 2.40, and it is believed that he may be fitted to enter the 2 30 list by the fall. We congratulate his enterprising owner. There were no "fake" races. Every driver seemed to be anxious only to bring his horse in ahead. No drunkenness was apparent on the ground; but in the town and on the trains the effects of alcohol were sufficiently apparent to prove that the Scott Act was—according to the custom of the country—honored in the breach, and that men in Summerside as well as in Charlottetown are governed more by their appetites and their cupidity than the law of the land. Summersides Brass Band was in attendance and discoursed excellent music.

REVERE HOUSE

CORNER of Hillsborough and Grafton Streets, close by Hillsborough Park, not two minutes walk from Railway Station, is now open for the accommodation of permanent and transient boarders. Terms moderate. Good attendance.

MRS. MURPHY.

Final Notice.

THE person who borrowed (?) the Opera Glasses from the Pilot House of Steamer William Aitken, last Sunday, when no one was aboard, can get the case in the same way. Captain on duty daily, (Sunday excepted), 6 a. m. to 10 p. m.

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Charlottetown, June 20, 1891—dy

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AT WATSON'S DRUG STORE.

Charlottetown, June 27, 1891.

GEO. H. COOK, PHOTOGRAPHER

(o)

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May 9, '91—2aw & w 5m

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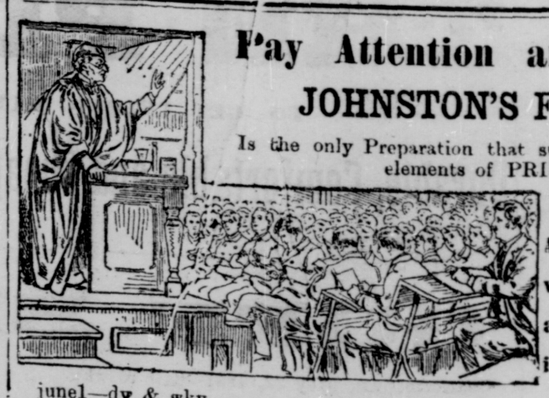
Charlottetown, June 27, 1891—dy tf



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