

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, SATURDAY, AUGUST 8, 1891.

VOL. 28.—NO. 67

CALENDAR FOR AUGUST, 1891.

MOON'S CHANGES.
New Moon, 4th day, 0h., 59 9m. p. m., S
First Quarter, 12th day, 4h., 59 3m. p. m., S E
Full Moon, 18th day, 5h., 15.8m., p. m., SE,
below horizon.
Third Quarter, 26th day, 7h., 56 8m., a. m., SW

DAY OF WEEK	Sun		Moon		High		Days	
	ris	sets	ris	sets	water	len	len	
Saturday	4	47	7	26	1	14	9	34
Sunday	48	24	2	7	10	14	37	
Monday	49	23	3	8	10	52	34	
Tuesday	50	22	4	12	11	27	32	
Wednesday	51	20	5	20	11	58	26	
Thursday	52	19	6	26	morn		23	
Friday	54	17	7	30	0	31	24	
Saturday	55	16	8	33	1	0	21	
Sunday	56	14	9	36	1	32	18	
Monday	57	13	0	40	2	8	15	
Tuesday	59	11	1	43	2	48	13	
Wednesday	5	0	10	45	3	41	19	
Thursday	1	1	1	59	4	50	7	
Friday	2	7	3	8	6	14	4	
Saturday	4	5	4	18	7	34	1	
Sunday	5	3	5	23	8	33	13	59
Monday	6	3	6	19	9	34	56	
Tuesday	7	0	6	35	10	22	53	
Wednesday	9	6	7	30	11	5	50	
Thursday	10	57	7	56	11	44	47	
Friday	11	55	8	42	0	57	41	
Saturday	12	53	8	21	0	57	41	
Sunday	14	51	9	4	1	45	38	
Monday	15	50	9	28	2	33	35	
Tuesday	16	48	9	56	3	32	32	
Wednesday	17	46	10	39	4	45	29	
Thursday	19	44	11	11	6	15	26	
Friday	21	43	morn	7	32	23	23	
Saturday	21	41	0	2	8	29	19	
Sunday	23	39	1	1	9	16	16	
Monday	5	24	37	2	5	9	55	14

Quite a Sensation

CHEAP GOODS NO GOOD,
BUT
FRANCIS DRAKE'S

CELEBRATED
Belfast Ginger Ale, Champagne Cider, Orange Phosphate,
Cream Soda, Crab Apple Champagne Cider, Lemon-
ade, Sarsaparilla, Plain Soda, Nerve Food,
and all kinds of Fruit Syrups,
ARE THE ONLY GENUINE SUMMER DRINKS.

Picnic and Tea Party managers should write for prices
and terms. Families and the Trade supplied at shortest notice.

THORNE BROS.,

Agents for P. E. Island.

S. M. GRAVES, Agent, Summerside; W. JENKINS, Geo'town.

July 8—1m cod

Painters' Supplies!

Mill Supplies!

Carpenters' Supplies!

Farmers' Supplies!

EVERYTHING IN THESE LINES.

ALSO
CARRIAGE GOODS!

The Best Goods. The Lowest Price for Good Goods that
the market affords. Goods bought right and sold low.
Satisfaction guaranteed in every respect. Wholesale and
Retail.

NORTON & FENNEL,

Charlottetown, May 28, 1891—2aw and wy

City Hardware Store.

Seaside Hotel,

RUSTICO BEACH, P. E. I.

THIS beautiful and well-known Summer Resort will open
for Guests and Visitors on JULY 1st. Terms moderate.
For particulars address

JOHN NEWSON & CO.,

June 24, 1891—2m

CHARLOTTETOWN.

A BARGAIN

BOYS' CLOTHING.

We have a lot of Boys' Suits,
age from 5 to 8 years, which we
want to clear out at once, and will
sell them at

75 CENTS, \$1.00 AND \$1.50.

Come in and see them, as they
will go quickly.

HARRIS & STEWART,

LONDON HOUSE.

Charlottetown, July 17, 1891.

LIME JUICE!

A FRESH STOCK of this Pleasant, Refreshing and Healthy Summer Drink
just received in B. bottles and on Draught.

ALSO
"Sanitas" Disinfecting Fluid, Condy's Fluid, Chloride of Lime, Insect Pow-
der, Hallebore, Fly Poison, Pads, Sticky Fly Paper, etc., etc., at

A. S. JOHNSON'S DRUG STORE,

Ch'town, July 4, 1891.

Corner Kent and Prince Streets.

GAIN
ONE POUND
A Day.

A GAIN OF A POUND A DAY IN THE
CASE OF A MAN WHO HAS BECOME "ALL
RUN DOWN," AND HAS BEGUN TO TAKE
THAT REMARKABLE FLESH PRODUCER,

SCOTT'S
EMULSION

OF PURE COD LIVER OIL WITH
Hypophosphites of Lime & Soda
IS NOTHING UNUSUAL. THIS FEAT
HAS BEEN PERFORMED OVER AND OVER
AGAIN. PALATABLE AS MILK. EN-
DORSED BY PHYSICIANS. SCOTT'S
EMULSION IS PUT UP ONLY IN SALMON
COLOR WRAPPERS. SOLD BY ALL DRUG-
GISTS AT 50c. AND \$1.00
SCOTT & BOWNE, Belleville.

BANK OF BRITISH COLUMBIA.

Incorporated by Royal Charter, 1862.

Capital Paid Up.....\$600,000, \$3,000,000
(With power to increase.)

Reserve Fund.....208,000, 1,040,000

Note Circulation Notice.

In accordance with the provisions of Sec 55 of
the Bank Act, which comes into force on FIRST
JULY proximo, this Bank has made arrange-
ments whereby notes of the Bank will be RE-
DEEMED AT PAR by the following Banks at
any of their Branches in the Dominion, viz:—
Bank of Montreal, Canadian Bank of Com-
merce, Imperial Bank of Canada, Bank of Nova
Scotia, Traders Bank of Canada, Bank of Hamilt-
on, Merchants Bank of Halifax, Halifax Bank-
ing Co. Union Bank of Halifax and Commercial
Bank of Manitoba.

Arrangements have been made with the fol-
lowing Banks to ACT SPECIALLY AS AGENTS
for the redemption of the Bank's notes at the
undermentioned cities:—

HALIFAX, N. S.—Bank of Montreal, Bank of
Nova Scotia, Halifax Banking Co. Mer-
chants Bank of Halifax and Union Bank of
Halifax.

ST. JOHN, N. B.—Bank of Montreal, Bank of Nova
Scotia and Merchants Bank of Halifax and
Halifax Banking Co.

CHARLOTTETOWN, P. E. I.—Bank of Nova
Scotia and Merchants Bank of Halifax.

MONTREAL—Bank of Montreal, Canadian Bank
of Commerce, Molson's Bank, Bank Nova
Scotia and Merchants Bank of Halifax.

TORONTO—Bank of Montreal, Canadian Bank
of Commerce, Imperial Bank of Canada,
Molson's Bank, Bank of Hamilton and
Traders Bank of Canada.

WINNIPEG—Bank of Montreal, Imperial Bank
of Canada, Molson's Bank and Commercial
Bank of Manitoba.

The Bank of British Columbia will redeem at
par the notes of each of the above mentioned
Banks at any of its Branches in British Columbia.
WM. C. WARD,
Victoria, B. C. June 1, 1891. Manager.

June 16—dy 3m

ELECTION

UNDER provisions of an Act of the General
Assembly of the Province of Prince Edward
Island, made and passed in the fifty-fourth and
fifty-fifth years of the reign of Her present
Majesty Queen Victoria, Chapter Ten, intitled
"An Act to Amend the City of Charlottetown
Incorporation Act," and to decide as to its applica-
tion or otherwise to the City of Charlottetown.

In pursuance of the provisions of the above
recited Act, the undersigned, Thomas Heath
Hayland, Mayor of the said City of Charlottetown,
do hereby give PUBLIC NOTICE that I
have nominated and appointed

Wednesday, 12th day August
next, A. D. 1891,

as the day for the PLEBISCITE VOTE to be
taken upon the said Act, and that the same will
be taken at the several places following, that is to
say:—

In Ward No. 1, at or near Fire Engine House on
King Street, between Great George and Prince
Streets.

In Ward No. 2, at or near the house of the late
Thomas Connolly, opposite Mr. R. Hearty's
Warehouse, Sidney Street, between Great George
and Prince Streets.

In Ward No. 3, at or near the Market House,
corner of Kent and Queen Streets.

In Ward No. 4, at or near the carriage shop of
Carroll & McAleer, corner of Easton and Great
George Streets.

And at the said Election the Poll will be
opened at nine o'clock in the forenoon, and con-
tinue open until five o'clock in the afternoon of
the same day.

DESCRIPTION OF WARDS.

Number One shall comprise all that part of
Charlottetown which lies south of Dorchester
Street, and the parcel of land formerly known as
the Military Barrack Ground.

Number Two shall comprise all that part of
Charlottetown which lies south of Richmond
Street and north of Dorchester Street.

Number Three shall comprise all that part of
Charlottetown which lies south of Grafton Street
and north of Richmond Street.

Number Four shall comprise all that part of
Charlottetown which lies south of Fitzroy Street
and north of Grafton Street.

Number Five shall comprise all that part of
Charlottetown which lies north of Fitzroy Street,
including the Common of the said Town.

QUALIFICATION OF ELECTORS.

Sec. 12 of 54 and 55 Victoria, Chapter 10—
1st. "Any person entitled by law to vote for
Mayor of the said City at the last Civic Elec-
tion."

2nd. "Or any person who shall have paid the
tax which entitles him to vote at any time before
he actually polls his vote under this Act."

MANNER OF VOTING.

Sec. 11 of 54 and 55 Victoria, Chapter 10—
"Each Elector offering himself at his proper
Poll shall vote either FOR THE ACT or
"AGAINST THE ACT," and his name shall be
written in the Poll Book under an appropriate
head."

[L. S.] T. HEATH HAYLAND,
Mayor of the City of Charlottetown.

H. M. DAVISON,
City Clerk.

Mayor's Office, Charlottetown,
July 29, 1891.

July 21—dy 121 wky 21

AGENTS—We are ready to appoint canvass-
ers for "The Life of Sir John," by his
nephew, Col. Macpherson, A. D. C. This biog-
raphy, fully illustrated, including two fine steel
plates, is the only one written with Sir John's
consent, and the late Premier revised the MS.
before his death. Special arrangements
for large territory made with Firms or General
Agents highly recommended. Apply to
Publishing House, St. John, N. B., Publishers
for the Dominion. July 28

VACATION NOTES.

A Trip to Cape Breton

THE HAMBLIN AND HER CREW

Port Hood and Mabou.

Meeting with an Old Friend.

'Tis the fashion of the day to leave home
in quest of spots wherein to spend summer
holidays, surrounded by charms of nature
and congenial companions, and yet all the
while fair scenes and more attractive sur-
roundings may lie close to our own doors.
This craze (shall I call it) of modern life
must be, at least, a partial excuse for the
writer's leaving this beautiful Island, with
its fair green fields and landscapes of quiet
beauty, its shining beaches, girdled with
the gleaming sea, and all the other attrac-
tions which have rightly given it the name of
"the garden of the gulf." 'Tis a fair land
truly, and to the overworked denizen
of our large cities it is a very haven of rest,
"A land where it seemed always afternoon."

But to a resident, and especially to
one whose early days were spent in a
land of crag and moor, of hill and dale,
of mountain torrent and bold rocky coast,
its quiet beauty sometimes grows monoton-
ous, and when the long looked for vacation
comes, one naturally turns to more striking
scenes where nature can be enjoyed in her
wild moods. In our Dominion such
spots are not far to seek. Turn in any
direction you please, and no sooner have
you reached any other part of "this Canada
of ours," than you find yourself face to
face with a total change of scene.

It was the writer's fortune to turn his
steps toward the western side of Cape
Breton, an Island which, like our
own, is becoming year by year more
frequented by tourists during the long
drowsy days of summer. Leaving Pictou
in the early morning, by the steam yacht
(so I think the advertisement describes her,
and newspapers, of course, are reliable),
I. B. Hamblin, we glide slowly out from
the beautiful harbor en route to Port Hood
and Mabou. The day is all that can be
desired; not a cloud flacks the clear blue
sky; there is just enough of wind to tem-
per the heat; the only improvement to be
desired is that the wind were in the oppo-
site quarter favorable to us. For, to use
an Irish phrase, the yacht's strong point of
steaming seems to be sailing, and she is
amply provided with canvas. As we draw
out toward Pictou Island the captain enter-
tains us with remarks upon the points of
excellence which the Hamblin possesses. He
says little or nothing about her speed—
we shall probably be able to estimate that
before the day is over—but he dilates upon
her seaworthiness; she rides the water like
a duck, and has proved herself more than
once to be a thorough sea boat. On one of
these occasions, if one might be allowed to
judge, she had astonished the captain, and
possibly, like the doctor's horse, had aston-
ished herself. We listen, devoutly hoping
all the while that no occasion to test her
sea-going qualities will arise on this trip.

It may be the natural nervousness of a
landsmen, but the writer, if called upon to
face a storm off Cape George, would not
choose the Hamblin as his beau ideal of
safety. I suppose it may be an imputation
on his courage to say that he would sooner
be on shore than in any vessel if the storm
was a big one. Nevertheless such is the
truth.

But we are past the Island now, and
turn our attention more minutely to our
ship, her crew, and our fellow passengers.
Of our steamer it will suffice to say that
she is not palatial in her accommodations,
nor does her table equal that of an Atlantic
liner. I believe she was originally intend-
ed to run to lobster factories and bring
their pack to Pictou. Built in the United
States, she hardly comes up to what we
would expect from our American cousins
either in speed, workmanship or general
appearance. One can't help thinking that
a better steamer could have been procured
nearer home possibly at even a smaller
cost. Our Captain is a typical Pictou
Captain, one who looks as if care sat
lightly upon him—a thorough sailor who
has travelled far and seen much, with a
dash of shrewd Scotch humor and an inex-
haustible fund of good nature. The rest
of the ship's company consists of an engi-
neer and fireman, one individual (so far as
the writer could see) doing this double
duty, a chief officer who also fills the
position of deck hand and man of all work,
and sometimes relieves the Captain in the
wheel, and a steward who is cook and
bottle-washer, and gives some little atten-
tion to hoisting in and out cargo, beside
studying seamanship. It was gratifying to
learn that he was making rapid progress in
the latter branch, and future tourists will
doubtless receive from him "the hand of a
tar." I heard that on a previous voyage
some rough weather was encountered, and
though the Hamblin as usual behaved beauti-
fully, the steward earnestly begged to be
put on shore at Port Hood, professing his
willingness to walk to Pictou.

But the Hamblin is really a boon to the
people of Port Hood and Mabou, especially
the latter, for her light draught enables her
to go where a larger steamer could not with
safety venture, and it is no small boon to
have freight landed at your door, and not
be forced to incur the expense and trouble
of boating it for miles. For passengers
too, there is little pleasure in landing in an
open boat from a steamer lying half a mile,
or perhaps more outside the harbor.
Should any reader of these notes wish to

follow the footsteps of the writer, I may
here state that there are several ways of
reaching Mabou. The S. S. St. Olaf leaves
Pictou weekly for Mabou—this involves
the landing in a boat. S. S. Rimouski
twice a week from Mulgrave on arrival of
Halifax train to Port Hood. A ten-mile
drive brings you to Mabou. Rail to
Orangedale Station, C. B., stage drive
about 20 miles daily. Train to Mulgrave,
steamer to Hastings, stages to Mabou
(daily) about 37 miles. All of these routes
have advantages of their own. I do not
recommend the last, the drive is tiresome
and you arrive about midnight.

To return to our steamer. The pas-
senger list comprises four—two natives re-
turning to Port Hood, and the writer form
the male portion, the ubiquitous fair sex
being represented by a young lady native of
the provinces, who, having graduated in
the Hub of the Universe, has come to Cape
Breton to rest herself by disturbing the
peace of mind of some poor fellow. Far
be it from me to say that this was the
avowed object of the visit, but it did not
require much penetration to see that a
little recreation of this sort would not
be distasteful. As both the captain and
the writer were fire proof and the stew-
ard, engrossed with his multifarious
duties, kept out of the way, I fear the trip
must have been dull for her.

The water grows rougher as we steam
along almost in the shadow of the high land
of Cape George. One cannot help thinking of
bygone days as we traverse the well re-
membered route. Memories of Cape George
seen through storm and calm, in shadow and
in sunshine, crowd upon me; and as the past
comes vividly back, it recalls faces and forms
of long ago—friends, some of them separated
by weary miles, others, nearer doubtless,
and yet so truly parted by the thin but
impervious barrier that divides us from those
who have crossed to the other side.

We may not under the veil apart
That hides from our vision the gates of day;
We only know that their bars no more
May sail with us o'er life's stormy sea,
But, somewhere, I know, on the other shore,
The watch all they wait to welcome me.

Across St. George's Bay we reach the
Islands of Port Hood, one of the best fishing
grounds of Cape Breton. We thread our way
through nets, past lobster buoys, dodging
here and there round the point of a shoal
and reach Port Hood Wharf. Not much
change here since our last visit some twenty
years ago. The wharf is in better order than
it used to be, thanks, I presume, to the Dominion
Government. There are some new churches,
notably a fine brick edifice erected by the
Roman Catholics, but Port Hood does not
seem to be growing. The harbor is only an
open roadstead exposed to the full sweep of
the sea. Time was when it was otherwise.
A sandbar across the northern end made a
good harbor even within the memory of
persons now living. It is said that fishermen
cut a channel through the bar to save them-
selves a longer row to the fishing ground.
Later on the channel was dredged out. Now
the bar is all gone and there is plenty of
water in the northern entrance—but Port
Hood harbor is a thing of the past. Port
Hood is the county town of Inverness, pos-
sesses the county jail and court house, and
puts on airs thereabout. The first resi-
dent who showed himself on the wharf,
true to local tradition, strutted grandly up
and down with his thumbs inserted in the
armholes of his vest, wearing such an air
of dignity that our lady passenger enquired
whether he owned the whole of Cape
Breton. Here we land our two
passengers, and freight to the extent
of about six barrels, taking in eight empty
egg cases and are off for Mabou. The wind is
fair now and blows fresh, the Hamblin
feels the effect of her sails and moves
rapidly through the water. We skirt the
Mabou closely, the promontory of Cape
Mabou looming grandly up before us.
There is no sign of an inlet till we are
within about a hundred yards of a round
hummock, when a narrow passage discloses
itself,—the ship's head is turned landward
and we enter a somewhat winding channel,
through which a strong tide runs.
Not more than seven feet of
water here at dead low water, says the
captain, and it is low enough now, but we
move on, close work, but we never
touch, and in a few moments our lines are
fast to the wharf, and before we know
where we are, we receive a warm hand-
shake from an old friend, Malcolm Mc-
Fadyen, formerly of Murry Harbor, now
of Mabou Mouth. Warm hearted as ever,
profuse in his hospitable invitations, un-
changed except for the inevitable changes
of passing years, Mr. McFadyen will
give a cordial welcome to any Island friends
who may pass that way.

Want Gold Payment.

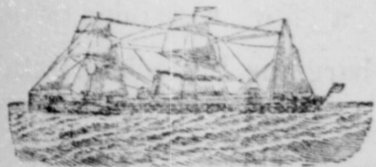
The New York Post says: The condi-
tion of the money market is illustrated by
the two time loans payable in gold made
within the last four days. One of the loans
is of \$200,000 at 5 per cent, payable in seven
months. The amount of the other was so
large that the broker declined to tell the
figures because he said they would indi-
cate the parties to the transaction. This
loan was made at 4 1/2 per cent. At the
time 5 per cent was the ruling rate and it
was not easy to get large sums at that.
The broker who made the loans says his
clients preferred 3 1/2 and 5 per cent, with
the gold clause in the notes to 6 per cent.
on notes payable in currency. He de-
clared there were persons with large
amounts of money to lend who preferred
the gold guarantee to a few thousand dol-
lars additional interest in ordinary money.

Enquiries among bankers and brokers
did not reveal any general lending of
money at such low rates on gold, but they
showed a general desire to secure an agree-
ment for gold payments of loans.

A leading banker said the large gold
exports recently and the agitation about
free silver coinage are the causes of the
willingness to take a lower rate of interest
to secure payment in gold.

The desire for gold payments for mort-
gages loans appears to be growing, too. A
prominent life insurance company will
make none other than gold loans now.

Halifax and P. E. Island.



S.S. FASTNET,
A. H. CREWES, COMMANDER.

WILL sail from Halifax every Monday,
at 10 p. m., for Charlottetown, call-
ing at Canso, Arichat, Hawksbury, Port
Hastings and Souris. Returning, will leave
Charlottetown every Thursday afternoon,
calling at same intermediate ports with the
exception of Souris.

For Freight, etc., apply to
W. W. CLARKE, Agent.

Charlottetown, June 20, 1891—dy

NASAL BALM

SOOTHING, CLEANSING,
HEALING.
Instant Relief, Permanent
Cure, Failure Impossible.
Many so-called diseases are
simply symptoms of Catarrh,
such as sneezing, loss of voice,
redness of throat, hoarseness,
etc., etc. If you are
troubled with any of these or
other symptoms, you have
Catarrh, and should lose no
time procuring a bottle of
NASAL BALM. Be warned in
time, neglected cold in head
leads to Catarrh, followed
by consumption and death.
Sold by all druggists, or sent
post paid, on receipt of price
50 cents and 21 by express
FULTON & CO., Brockville, Ont.

CATARRH

BRIGHTON BREWERY,
CHARLOTTETOWN, P. E. I.

ESTABLISHED 1846.

WE have just opened our Vaults of
STOCK ALES, brewed in October,
November and March, especially for Summer
use, and of extra quality and flavor.

We keep constantly on hand Ales brewed
from the best Island Barley and English and
American Hops, at prices lower than any-
thing ever imported.

The quality of our Ale will compare favor-
ably with English or the best imported.

MORRIS & HYNDMAN.

P. S.—We do not sell our Casks. They
are numbered and branded, and parties buy-
ing or shipping them will be prosecuted.

M. & H.

July 8—Call Island pra 1m