

# THE DAILY EXAMINER.

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NEW SERIES.

CHARLOTTETOWN, P. E. ISLAND, THURSDAY, JULY 25, 1889.

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## The Daily Examiner

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### ALMANAC FOR JULY, 1889.

MOON'S CHANGES.  
First Quarter, 6th day, 1h., 46.3m., a. m., W., below horizon.  
Full Moon, 12th day, 5h., 49.3m., p. m., E., below horizon.  
Last Quarter, 19th day, 3h., 32.4m., p. m., N. E., below horizon.  
New Moon, 27th day, 7h., 48.0m., p. m., N. W., below horizon.

DAY OF WEEK	Sun rises	Sun sets	Moon rises	High water	Day's length
1 Monday	4 18	7 49	7 9	0 11	13 31
2 Tuesday	4 19	8 12	0 46	30	13 29
3 Wednesday	4 20	8 36	1 23	29	13 27
4 Thursday	4 21	9 00	2 00	28	13 25
5 Friday	4 22	9 24	2 37	27	13 23
6 Saturday	4 23	9 48	3 14	26	13 21
7 Sunday	4 24	10 12	3 51	25	13 19
8 Monday	4 25	10 36	4 28	24	13 17
9 Tuesday	4 26	11 00	5 05	23	13 15
10 Wednesday	4 27	11 24	5 42	22	13 13
11 Thursday	4 28	11 48	6 19	21	13 11
12 Friday	4 29	12 12	6 56	20	13 09
13 Saturday	4 30	12 36	7 33	19	13 07
14 Sunday	4 31	1 00	8 10	18	13 05
15 Monday	4 32	1 24	8 47	17	13 03
16 Tuesday	4 33	1 48	9 24	16	13 01
17 Wednesday	4 34	2 12	10 01	15	12 59
18 Thursday	4 35	2 36	10 38	14	12 57
19 Friday	4 36	3 00	11 15	13	12 55
20 Saturday	4 37	3 24	11 52	12	12 53
21 Sunday	4 38	3 48	12 29	11	12 51
22 Monday	4 39	4 12	1 06	10	12 49
23 Tuesday	4 40	4 36	1 43	9	12 47
24 Wednesday	4 41	5 00	2 20	8	12 45
25 Thursday	4 42	5 24	2 57	7	12 43
26 Friday	4 43	5 48	3 34	6	12 41
27 Saturday	4 44	6 12	4 11	5	12 39
28 Sunday	4 45	6 36	4 48	4	12 37
29 Monday	4 46	7 00	5 25	3	12 35
30 Tuesday	4 47	7 24	6 02	2	12 33
31 Wednesday	4 48	7 48	6 39	1	12 31

## BEER BROS.

FASHIONABLE GOODS---LOW PRICES.

**IT PAYS TO BUY YOUR DRY GOODS**

**Millinery**

**BEER BROS.**

**Childrens' Hats,**

**5 Cents, 10 Cents, 20 Cents.**

**NEW STYLES**

Arriving Weekly.

Charlottetown, June 14, 1889—cod

## LONDON HOUSE.

Midsummer Goods!

**DENTS' KID GLOVES,** JUST OPENED.

**NEW PRINTS,** A Fine Lot Just Opened.

**NEW HOSIERY,** JUST OPENED.

**BOYS' STRAW HATS,** SELLING CHEAP.

**LADIES' STRAW HATS,** One of the Best Stocks in the City.

**Mens' Summer Underclothing,** A LARGE VARIETY.

**Mens' Linen Coats** A LARGE VARIETY.

**Carpets--Brussels, Tapestry, Scotch** A Large Variety, Best Patterns.

**Mattings, Floor Cloths.**

**Carriage Wraps, Lace Curtains.**

## HARRIS & STEWART,

SEASONABLE, CHEAP, GOOD.

## PERKINS & STERNS

ARE SHOWING A BIG STOCK OF

**Newest Parasols and Umbrellas,** BEST VALUE

**Kid, Lisle Thread and Silk Gloves,** TO BE FOUND

**Lace Mitts, in all colors;** IN THE CITY.

**White and Colored Muslins.**

**Big Bargains in English Millinery.** THIS LOT

**Big Bargains in Straw Hats.** MUST BE

**Big Bargains in Feathers & Flowers.** CLEANED OUT

**Job Lot of Men's and Boys' STRAW HATS, very cheap.**

**DRY GOODS of all kinds, at Prices that cannot be beaten anywhere.**

**PERKINS & STERNS.**

Charlottetown, July 3, 1889—dy & wky

### Local and Other Items.

**MACQUEL.**—Halifax fisheries bureau reports of the 20th say that "hook and line men find good work off Nail Pond, P. E. Island."

**BALDNESS** ought not to come till the age of 55 or later. If the hair begins to fall earlier, use Hall's Hair Renewer and prevent baldness and grayness.

**IN TROUBLE.**—Otto S. Weeks, barrister, of Halifax, has been arrested charged with attempting to murder one Annie H. Killam, by discharging a loaded revolver at her on the 2nd July last. Weeks is also charged with assaulting his nephew, William Henry Weeks, by striking him with his fist. He was yesterday admitted to bail in two sureties in the sum of \$4,000 jointly.

**BAD SIDEWALKS.**—The sidewalk on Grafton Street, particularly that between Parsons and Hughes' corners, is in a very bad condition and should be attended to at once. And the plankways on several other streets throughout the city are in a similar condition. We trust that the Street Committee will shortly be able to see their way clear to do some further work on the sidewalks.

**SAVED FROM THE SEA.**—The barque Lady Nairn, Richards, of Georgetown, P. E. I., arrived at Buenos Ayres on the 9th June, having on board the master and crew of 15 men, saved from the barque Staffa, of Liverpool, G. B., which ship foundered in a hurricane on the 29th May, in mid-ocean. The crew were saved with great difficulty, and Captain Richards deserves much credit for the noble manner in which he saved the crew from grave peril.

**VERY GOOD SCORES.**—The Canadian Team which won the Kolapore cups at Wimbledon, made the following scores:  
Armstrong, G. G. F. G. .... 91  
Ogg, W. F. B. .... 89  
Ashall, Q. O. Rilles. .... 88  
Wilson, 33rd. .... 87  
Rogers, P. W. Rilles. .... 87  
Mitchell, 13th. .... 84  
Weston, 66th. .... 84  
McVittie, 10th. .... 77  
Total. .... 688

**HAD YELLOW FEVER ON BOARD.**—The Norwegian barque Sagedalen arrived at Point du Chene on Saturday night. The crew came on shore and mixed with the people, though it was afterwards learned that two men had died during the voyage from Rio Janeiro, it is supposed of yellow fever. One of the men died June 5th, the other June 7th. All the men were sick, but the others recovered. It is now 35 days since all traces of the malarial disappeared, and, as disinfectants were freely used, it is not thought there is any danger. As a precaution, however, the matter has been reported to the authorities. The captain is liable to a heavy fine for not signalling on arrival. Custom Collector Binney goes over to Shediac to-day.—*Moncton Times.*

**THE WOMAN WINS.**—A recent New York despatch says: Mrs. Patrick O'Dowd, of Jersey City, is a thrifty, robust woman, with a worthless husband. Every night for the last 10 months Mr. O'Dowd has come home drunk and abused her. She has the marks of his fist and a stick all over her arms and broad back. A few nights ago he beat her extraordinarily hard, and she had him locked up. In a police court next morning, however, she withdrew her charges against him, after he had sworn on the Bible to observe these rules, which she had written on foolscap paper in a big hand: "He must agree to be home every night at 9 o'clock. He must agree to make a living for me. He must take the pledge and keep it. He must promise never to strike me again under any circumstances. He must earn at least \$9 a week and give me \$6 of it." After kissing the Bible, Patrick kissed Mrs. O'Dowd, and they left the court together.

**HORSE BREEDING.**—The Amherst Record says: It is no credit to the farmers of Cumberland that they cannot supply the demand for horses for general purposes at home. Since navigation opened last spring, about sixty horses have been brought here from P. E. Island, and sold at prices which, presumably, have given the P. E. Island farmer and the dealer fair profits, and paid the cost of transportation. With facilities equal to those of their brethren across the strait, we ought, not only to raise our own horses, but, like them, export large numbers yearly to the United States. There appears to be a steady demand for carriage horses of good size, style and speed, and also for active draught horses. We have enterprising horsemen who have expended large sums in providing facilities for producing such animals, and there is every reason why the stock-raiser should embrace the opportunity.

The Presbyterian College of Montreal and the Pianos and Organs of Messrs. Willis & Co.—The largest and most perfect Pedal Reed Organ ever built in this Dominion stands in the magnificent David Morrice Hall, Montreal, for the use of the Presbyterian College. It was presented to the college by the well-known munificent donor, Mrs. Fairie, of Erskine Church, Montreal; tested by the highest musical authorities of Montreal; of the Presbyterian, Anglican, Methodist, Baptist and Roman Catholic Churches, and pronounced perfect. The Organ was purchased from Messrs. Willis & Co.

**DIED.**  
At Fairfield, on the 7th inst., after a lingering illness of consumption, which she bore with Christian patience, Mary Jane, second eldest and dearly beloved daughter of Charles and Margaret Campbell, aged 18 years and 6 months. R. F. P.  
A precious one from us is gone,  
A voice we loved is still'd;  
A place is vacant in our home,  
Which never can be filled.

### To Dakota and Back.

NO. VII.

At 10 p. m. on May 17th, I left Wabpton, Dak., by the St. Paul, Minneapolis & Manitoba railway, arriving at St. Paul at 7.25 next morning. Except for about forty miles beyond Minneapolis, I had no opportunity of seeing the character of that part of Minnesota lying between that city and the Dakota boundary, as I travelled in both directions during the night. On the morning of the 18th I left St. Paul by the St. Paul and Duluth Railway for Hinckley, a lumbering town in Northern Minnesota, about midway between St. Paul and Duluth. I tarried two days at this point with Mr. Peter Gavin, formerly of Alberton, whose family joined him a few days previously. Mr. Gavin has a good position in the office of one of the most extensive lumber firms in that section of the west. The prettiest summer resort I saw on my trip was Ramley Park, at White Bear Lake, twelve miles out from St. Paul, on the St. Paul and Duluth road. It is a lovely spot, and is to St. Paul what Lake Minnetonka is to Minneapolis—the objective point of thousands of citizens who seek a place of recreation during the leisure hours of the summer season. Between St. Paul and Hinckley, on the line of the St. Paul and Duluth Railway, there is some good cultivated country, but the road runs in great part through the forest primeval. The only towns of any note through which the road passes are Rush City and Pine City. I bade adieu to my friends in Hinckley at noon on May 20th, and on the same evening left St. Paul on the home-stretch by the Chicago, Rock Island and Pacific Railway to Chicago. This is rather a roundabout way of travelling between these two points, being over 100 miles longer than by the Chicago and Northwestern Railway. Leaving St. Paul in the evening, I saw but little of the country, as darkness closed down soon after we left Minneapolis. The only object of interest I noticed besides the waterfalls, immense flouring mills and grain elevators of Minneapolis before night set in, was the location of the State Fair Grounds and Trotting Park at Hamline, about midway between the two cities. The best shows in the Northwest are annually held here, as well as some of the most successful trotting meetings. I obtained a view of some of the exhibition buildings when passing the grounds. They appeared to be commodious and well finished structures, and no doubt admirably adapted to the purposes for which they are used. The morning of May 21st found us at Cedar Rapids, Iowa, a town of considerable importance. The Iowa soil is a rich black loam, and corn, which was then just high enough to be seen in rows, appeared to be the principal crop. Grass was far advanced, and fall wheat out in full head. From Cedar Rapids to Davenport, a large town on the Mississippi, which river forms the eastern boundary of the state, the Rock Island Road runs through a magnificent agricultural country. There is a wealth of tree culture, though an absence of forest. There are no great treeless stretches under cultivation, as are to be seen in almost every agricultural district in this province. Most Island farmers, it appears to me, make a great mistake by not leaving more trees standing. Besides being useful for purposes of shade and shelter, a few well kept trees add materially to the appearance of the landscape, especially when growing around the homestead, the usually bare look of which is thereby greatly relieved. Between Davenport and Rock Island, on the Illinois side of the river, the Mississippi is crossed by a fine bridge, constructed at a cost of over a million dollars. The river is not wide at this point; the current is rapid, and the water muddy. Between here and Chicago there are several towns, some of considerable importance. Moline, adjoining Rock Island, on the Mississippi, has large manufactures of plows and farm wagons. Joliet, forty miles from the Chicago end of the line, is also a manufacturing town. In fact every western town has its manufactures of some kind or other, that whole country being a vast line of mechanical as well as agricultural industry. The character of the country through northern Illinois appears to be much the same as Eastern Iowa. I was amply repaid for taking the longer route from St. Paul to Chicago, by being enabled to see 250 miles of the finest agricultural country in the older settled parts. I also made a good connection for the east at Chicago as if I had taken one of the shorter competing routes, the greater portion of each of which runs through Wisconsin. Between Rock Island and Chicago, a distance of nearly 200 miles, there is a double track. The road runs for a long distance on the flats beside a small stream, and on the other side of the track are high stone bluffs, of a light yellow color. Here and there along this part of the line there are steam factories, where this stone is manufactured into cement.

I reached Chicago at 1.35 p. m., on May 21st, and left for the east at 3.25 same afternoon, by the Chicago and Grand Trunk Limited Express. Wishing to visit Kalamazoo, which is twelve miles off the line over which I was travelling, I laid over at Vicksburg, a small town 150 miles from Chicago, which point I reached soon after eight o'clock.

Between Chicago and Western Canada there are two through lines of railway, the Chicago and Grand Trunk to Port Huron, and the Michigan Central to Detroit. I can, of course, only speak of the line over which I passed, but I have no hesitation in recommending the former road to the favorable consideration of parties contemplating a trip West. The Limited Express going East makes fast time, stopping only at the principal stations along the line. The train hands are courteous and attentive, and the car accommodation all that could be desired. The palace sleeping and parlor cars run on the trains of this line contain all the latest improvements that modern genius has so far planned for the comfort and convenience of

travellers, while the dining car service is second to none. Another commendable feature of the train service on this popular line is that through coaches are run from Chicago to Toronto and the other principal Canadian cities, without change. The scenery through the fine agricultural and fruit-growing State of Michigan is quiet but picturesque.

**MACKEREL SEINE AND BOAT FOR SALE.**—One Mackerel Seine and Boat, nearly new and in good condition, all complete and ready for the water. Seine, 185 fathoms by 11 fathoms deep; Boat, 36 feet keel. Price very low.—E. H. NORTON, Charlottetown.

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### LETTERS TO THE EDITOR.

#### A Pitiful Tale.

Sir,—Just before entering the ferry boat at Southport to cross over to Charlottetown a few days ago, I happened to step into the ferry house and there fell into conversation with an old man, who informed me that he had charge of that building, and that he lights the fires, keeps them going, sweeps the rooms, accommodates travellers, is at his post from 6 a. m. to 10 p. m., from the opening to the close of navigation, and receives for these duties, faithfully performed during this period, the munificent sum of \$25! I confess I was astounded at this revelation emanating from the old man, and felt curious to know what system of economy he pursued in order to subsist on this scanty pittance. His predecessor in office discharged the same duties for the same pay. He, too, had the same pitiful tale to tell. His looks, his mien, his clothing, all gave evidence of the correctness of his story. The \$25 was his only income. The shaking, shivering, hungry form, clothed in a threadbare cast-off suit, proclaimed to the passer-by "man's inhumanity to man." Let this stain on the fair fame of P. E. Island be wiped out by paying the poor old man in charge of the ferry house a salary sufficient to buy food and clothing.

Pitiful the sorrows of the poor old man, Whose trembling limbs have borne him to your door, Whose days are dwindled to the shortest span, Oh, give relief and Heaven will bless your store.

July 25, 1889. ARGUS.

#### Careless Delivery of Freight.

Sir,—The careless delivery of freight is so an unusual occurrence to the people of East River. It is not good to a person's advantage to have goods shipped to Hickey's Wharf and have them landed on Haggarty's, Cranberry, etc. If the persons at present in charge of the Heather Belle are unfit to perform their duties, they should at once be discharged and competent persons employed in their stead.

Yours, &c.,  
TRADER.  
East River, July 23, 1889.

#### A Murderer in London.

CAUGHT RED-HANDED.  
A despatch from London to the New York World (July 20) reports: "Towards midnight the life of another woman was attempted close to Castle alley. A woman and man were seen to approach a dark portion of the thoroughfare, near the old gate, east station. The pair did not remain long on the corner before the woman was heard to cry, 'No, I won't.' The remark was addressed to a dark man of medium height, with a slouch hat and of foreign appearance. The man seized her, dragged her a short distance, hung her upon the curbstone and produced a dagger.

"Screams of 'Jack the Ripper' and of 'murder' attracted crowds of men and women from all directions. Among the first arrivals at the scene were several members of the local vigilance association, which has resumed work. Before the man had time to get far he was seized, and a dreadful struggle ensued. He had a long knife in his hand, and it was some time before he could be deprived of it. Eventually it was taken from him. Even then his fight for liberty was of a most determined nature. In the midst of the fray the woman crawled away. Police whistles were heard in all directions. A great number of officials, both of the city and metropolitan force, appeared on the scene. When the police reached the spot the man was cut and bleeding profusely from wounds inflicted by the crowd, who had raised the cry of 'Lynch him!' and were throwing all kinds of missiles at the prisoner. Under a strong escort of police he was got to the police station, where he was charged. In reply he said 'the woman robbed me.' When asked why he drew the dagger, he replied that he had done so in self-defence. He said he was a sailor, and gave a Scotch name, adding that he had arrived from South Shields a week ago. When asked where he was on the morning of July 17, he could not say. He did not know where he had stayed while in London. A small knife was found in his possession, together with his seaman's discharge papers.

"It is not at all likely that the man arrested is the genuine Jack the Ripper. This man seems to be simply a common murderer, or a reckless sailor filled with liquor. His method was not that of the scientific Jack, and none of the circumstances of the case indicate that this attempted murder had any connection whatever with the Jack the Ripper series."

## MARVELOUS MEMORY DISCOVERY.

Only Genuine System of Memory Training. Four Books Learned in one reading. Most wonderful and carefully prepared. Every child and adult greatly benefited. Great inducements to Correspondence Classes. Prospectus, with opinions of Dr. Wm. A. Hammond, the world-famous Specialist in Mind Diseases, Daniel Greenleaf Thompson, the great Psychologist, J. M. Buckley, D. D., editor of the Christian Register, A. J. Richard Proctor, the Scientist, Horace W. W. Astor, Judge E. B. Judd, P. H. Quinn, and others, sent post free by Prof. A. LOISELLE, 237 Fifth Ave., N. Y.

## MORRISON & MUSGRAVE, BROKERS

Commission Merchants, HALIFAX

Consignments of Island produce will receive prompt attention.  
REFERENCES: Thomas Fyvie, Esq., Cashier Bank of Nova Scotia, Halifax; D. C. Chalmers, Manager Bank of Nova Scotia, Charlottetown.

## WARREN & JONES, TEA MERCHANTS,

1 EAST CHEAP AND 9 & 14 MINING LANE, LONDON, ENGLAND.  
Represented in Canada by MORRIS & MUSGRAVE, Halifax  
Oct. 94, 1887—