

THE DAILY EXAMINER. SEPTEMBER 16, 1886.

Stone Cracking.

An injunction having been laid upon the working of the stone crusher in the jail yard, the stone now being laid on Queen Street was cracked by the prisoners. We suggest that the prisoners be kept at this healthful and useful employment. It is now held by the scientists that all crimes andascalities are the results of diseases of the mind; and it is quite certain that there is no medicine so good for the mind diseased as active work causing "sweat of the brow." Stone cracking is perhaps the best form in which this medicine can be given and besides the proceeds laid on our streets will be of lasting use and benefit to the public against whom the prisoners offend. Therefore let the prisoners have plenty of stone cracking.

Our Fruit Crop.

The fruit of this Province is larger and better this year than it ever was. All who possess orchards have fruit of their own in abundance. What is the cause? The season has been favorable, but not more favorable than many seasons in the past; the soil continues the same. The chief cause of the success of our fruit culture is the greater care shown in late years by our fruit growers in the selection, grafting and cultivation of the trees. It is now certain that fruit of splendid quality can be grown here, and many more of our farmers will, no doubt, take steps towards surrounding themselves with the luxuries which proceed from a good orchard.

In this connection we cannot condemn too strongly the robbing of orchards, which is still, despite our public schools, churches and all moral agencies, far too prevalent throughout the country. Many young persons seem to think it only a good practical joke to break down a man's fences and trees and rob his orchard; it is really one of the meanest and most annoying breaches of the eight commandment, punishable as any other thievery.

The Liquor Traffic in Charlottetown.

We hear bitter complaints concerning the results of the liquor traffic carried on in Charlottetown. Despite the law, the traffic is said to be almost if not quite as injurious as it was under the "license system" of evil fame. Some of our most talented young men are, it is declared, "going to the devil headlong"; while the strong wills of many who desire to live temperate and sober lives are gradually but surely giving way before the subtle influences of alcoholic poison. But the evil is not confined to Charlottetown. It is extending to the surrounding country. It is invading the homes of some of our respectable and independent farmers—who come to town and put up at drinking dens, get drunk and keep drunk till their money is spent, and then go home with sore heads and empty purses, full of good resolutions, no doubt, but only to have another "bout" the next time they repair to the town. We are told that this latter phase of the evil is increasing to such an extent that the good name of the town is seriously injured throughout our country districts. The people want to know why we won't enforce the laws of Charlottetown; and, while heaping curses upon the liquor dealers, they declare that there is something rotten in the state of our police department and our Stipendiary Magistrate's Court.

That this is the fact cannot be denied—i. e., on the ground that the police and the Stipendiary Magistrate are responsible for the enforcement of the law—and the Stipendiary Magistrate himself has said that they are. But we are not disposed to press this point; for, if the public conscience were as sensitive as it ought to be, the law would be enforced by the officials now in office or by others who would have taken their places.

What are we going to do about it now?—that's the question. The Canada Temperance Act will be the law here for another year yet. One of the great thinkers and writers of this century has said: "The indispensable condition of all free government and of all moral progress is submission to the law, which in a free state is combined with perfect liberty of discussion and unfettered use of the suffrage."

Shall we longer permit this "indispensable condition" to be absent from the free government of Charlottetown; or shall we allow the law to be violated to the ruin of souls and bodies, to the material loss of the community, and to the disgrace of the corporation?

The answer lies with the citizens themselves. If they care to have their laws respected, they will put the administrators of their laws on trial during the next three months; and if the officials continue to blink at violations of the law, they will take effective measures for getting rid of them at the end of the year. That the law has been openly violated so long is disgraceful enough; let the offending liquor dealers and the apologetic officials know, once for all, that a continuance in violation of the law will be at their peril. At the same time let every citizen show an active interest in the work the officials have in hand, and help them as much as possible.

Loss of the Annie Duncan.

THE CAPTAIN'S STATEMENT.

Capt. James Power, of the ill-fated Annie Duncan, accompanied by the crew, arrived home last evening in the steamer St. Lawrence. To an EXAMINER representative, who called upon him at his residence shortly after arrival, Capt. Power gave the following account of the wreck:—

The schooner Annie Duncan, with a crew of four, including myself, left Glace Bay, C. B., on Wednesday, the 8th inst., at half-past six o'clock in the evening, with a cargo of slack coal for Mr. George Coombs, of this city. The wind was west and the weather fine. At eight o'clock same night we arrived off Flint Island, and at twenty minutes past ten were off Scatarie Light. At eleven o'clock, owing to the heavy sea prevailing, I ordered the gaff tropsal and flying jib to be taken in. At midnight I called the watch, tried the pumps and found that there was no water in the vessel. The mainsail was then taken in and single-reefed. The jib was also taken in, and while the bonnet was being taken off, one of the seamen, who had gone down into the fore-castle for a mousing, came rushing up and told me that the vessel was half-full of water. I could not believe the statement and went down to the fore-castle myself to investigate. On arrival there I found that the water was about a foot deep over the fore-castle floor. This would be about twenty minutes from the time we had tried the pumps and could not find any water. We wore round as quickly as possible and made sail for Scatarie—about ten miles distant. We started the pumps again, but no matter how hard we pumped the water gained on us, and we soon saw that all attempts to free the vessel were in vain. We stood by her until one o'clock on Thursday morning, at which time her bow was completely under water, and we could not get into the fore-castle. We launched the boat, which was hanging on the davits, and with a few small articles, all we could save, got on board. There was a pretty rough sea running at the time but it did not interfere much with the boat as we lay alongside waiting to see the last of the Annie Duncan. After waiting for about a quarter of an hour we saw her go down. Our next thought was for ourselves. We had a long and hard journey before us, there being a stiff breeze with a heavy sea running. Among the articles saved were a compass and ship's light, and I set a course for Scatarie Light. We had proceeded but a short distance when a heavy sea boarded the boat, knocking the lee oar from the hands of the mate and washing it overboard. I then took the remaining oar and thought to scull around and get the lost one, but soon found that I could not do so, owing to the heavy sea. I then gave the mate the remaining oar, but he did not have it long when another sea boarded the boat and wrested it from his grasp. We were then truly in a sad plight. Almost ten miles from land, without an oar to propel the boat, and the sea washing over us, our position was not an enviable one. We were at the mercy of the waves, and drifting with the wind and tide. I next rigged a sail, with a gun and one of the slats taken from the bottom of the boat for a mast, and a blanket which one of the sailors had fortunately saved, for a sail. We also took the slats out of the bottom of the boat and used them for paddles. Our progress was necessarily slow, having to keep the boat's beam to the wind all the time, and it being only by the most strenuous exertions that she could be kept afloat at all. Several times the sea dashed over the boat, half-filling her, and we were kept bailing out continually. In this way we kept on until within about three miles of Scatarie Light House, when the wind hauled round to the north and the water became smooth. We then took down the sail, as it was no further use to us owing to the slacking of the wind, and for the remaining three miles paddled her in with the boat slats. The last three miles were the most severe, as owing to the primitive means of locomotion at our disposal, it required the hardest of hard labor to get a move out of the boat at all. At ten o'clock we landed at Scatarie Light House, thoroughly exhausted. We were there kindly received and made as comfortable as possible by the keeper, Mr. Brown, an old sea captain. We remained with Mr. Brown until nine o'clock on Friday evening, when we left for Sydney, C. B., in a conveyance provided by the light-keeper at the expense of the Government. We journeyed all night, in the midst of a pelting rain and high wind, arriving at Sydney at 5 o'clock on Saturday morning. At nine o'clock I went to the Custom House, taking the seamen with me. I told the story of the wreck and asked for assistance in reaching home. As a result of my representations the three seamen were sent to a boarding house, and I was told that nothing would be done for myself. The customs authorities telegraphed the department to see what they would do, and the reply was to the effect that the seamen were to be given five dollars each. They got the five dollars, which sum was about sufficient to purchase tickets for Pictou Landing, leaving nothing for their board. Fortunately I had a little money and could pay our expenses home—about \$17. We arrived at Pictou Landing at nine o'clock Tuesday, and crossed over in the St. Lawrence Wednesday.

The Annie Duncan was built at Seven Mile Bay, P. E. I., in 1876, and was consequently but ten years old. She was owned jointly by Capt. Power and Mr. David Webster, and was valued at \$1,600. She was not insured. The crew consisted of James Power, Charlottetown, Captain; Frank Walsh, St. John's, Nfld., mate; Charles Nicholson, Charlottetown, and Simon Burke, Lower Montague, seaman. Owing to their hurried departure from the sinking schooner, neither the Captain nor crew saved much. The captain saved a chest containing some clothes, a few books, a double-barrelled gun, and a weather-glass, whilst he lost quadrant, spy-glass, charts, bedclothes, bedding, and a lot of other articles. The mate saved his bed-clothing and what he stood in while the other two saved but the clothes they had on. We sympathize with all concerned in their loss.

New Suitings and Overcoatings received today at D. A. Bruce's.

A few barrels damaged Flour, at \$3.50 per barrel—first-class total.—A. H. B. Macgowan, Auctioneer.

Liberal-Conservative Convention.

A Convention of Liberal-Conservative delegates was held at Alberton on the 13th inst., for the purpose of nominating a candidate to contest the First Legislative Council District of Prince County at the approaching election. A large number of delegates were present, representing every Polling Division in the District, as follows: James H. Davison, John C. McCarthy, Oniseme S. Bernard, Thomas P. Bernard, Charles Dalton, Michael J. Ready, George Conroy, George Harper, James J. Morrissey, Laughlin McLeod, Patrick Doyle, Benjamin D. Waite, Hubert Gaudet, Henry Casey, John Wade, Rufus Buote, James Doyle, Thomas Kennedy, Michael Gavin, Thomas McGrath, Peter Brodyerick, Michael Morrissey, John T. Weeks, James E. Birse, James Cunningham, Hon. Peter Gavin, John L. Woodman, John P. Brennan, George R. Montgomery, Patrick Cunningham, Daniel O'Brien, Thomas E. Hogan, Robert Ellis, Felix Gaudet, Charles Dunn, Athanas Bernard, Jeremiah Blanchard, Alfred Wedge, Prosper Gallant, Joseph Gallant, William Callaghan, Lawrence Doyle, James Palmer, Angus Shea, John McAllister, Michael Ellworth, Peter Doyle, Lot 7; Thomas Doyle, J. R. Ramsay, Angus McKinnon, Doyle McKinnon, Lot 10; James Kilbride, Joseph Kilbride, Edmund Ramsay, Tyne Valley; Hugh McDonald, Francis Dougherty, Port Hill; Archibald McInnis, Lot 14; Dugald McInnis, Stephen McKinnon, Hon. Joseph O. Arsenault, Matthew Gallant, Egmont Bay; Bruno Perry, Anand Gallant, John McNally, Angus McLellan, Sylvanus E. Gallant, Ensiele Peters.

The Convention was called to order by appointing William Callaghan, Esquire, chairman, and the undersigned as secretary. It was proposed by Thomas P. Bernard and seconded by Edward Ramsay that James Barclay, Esq., be a candidate, which, being put to the meeting, was unanimously carried. Mr. Barclay in a neat speech accepted the nomination, thanked the Convention for the confidence reposed in him, and would take the unanimity of the Convention as a good omen of his success at the polls. He was always in favor of abolishing the Council, pure and simple, and denounced all amalgamation and other schemes, as deceptive and only intended—by their promoters—to deceive the electors and thus retain their seats. Short speeches were also delivered by Hon. Joseph O. Arsenault, Hon. P. Gavin, E. Hackett, M. P., and others, all expressing themselves strongly in favor of abolishing the Council. The Hon. P. Gavin proposed, and J. Blanchard seconded, that the Convention should insist upon the maintenance of the three-mile limit rule is not at all strange, when it is taken into account that our Government, on the coast of the United States, insist upon the maintenance and the enforcement of precisely the same regulation.

Whereas, The Legislative Council entails a large annual expenditure on this Province, and the experience of other provinces of the Dominion has taught us that the public business can be carried on efficiently and well with one Legislative Chamber.

Therefore Resolved, That in the opinion of this Convention, no candidate should be returned at the approaching election who will not pledge himself to reduce the expense of legislation by the abolition of that body.

An organization was then formed by appointing committees in each polling division of the district to forward the interests of the party in future elections. A vote of thanks was then tendered the chairman for his able conduct in the chair, to which he suitably replied. The Convention then dispersed. It was generally conceded that the meeting was the most largely attended, and the most unanimous ever held in Prince County. Yours truly, JAMES H. DAVISON.

The City Council.

The City Council met last evening. His Worship Mayor Haviland presided, and all the Councillors, except Councillor Morris, were present. The proclamation and returns of the late civic election were read, as also was the certificate from Chief Justice Palmer that the Mayor-elect had been duly sworn in. After the usual preliminary business Councillor Horne presented a petition from certain residents of Ward 5, relating to certain repairs necessary on a pump in the ward. The prayer of the petition was granted. Councillor A. A. McLean presented a petition from the truckmen of the city, praying for a revision of the load scale, and suggesting that the scale presented by them be adopted by the Council. Councillor A. A. McLean was appointed to draft a by-law in accordance with the petition, and he gave notice that he would introduce said by-law at the next meeting of Council. Council adjourned.

Another Fine Importation.

The American Cultivator of the 4th inst. says: "Prince Edward Island breeders are constantly adding to their stock animals bred from the most fashionable trotting stallion One of the recent importations there is the chestnut stallion Westlawn, now in charge of Mr. B. L. Woodside, of Summerside, P. E. I., and it is safe to say that no breeder in that section can show a richer combination of speed producing strains than those from which this wiry, steel and whalobone sort of fellow is bred. His sire, Woodlawn, was by Hero of Thorndale; he by Thorndale (2.22 1/2) sire of Edwin Thorne (2.16 1/2) and other fast ones, from Heroine, full sister to Volunteer and Sentinel, being by Rysdyk's Hambletonian, from the famous Lady Patriot. Thorndale was the fastest son of Alexander's Abdallah. His dam was the world renowned Dolly, dam of Director (2.17) and Onward (2.25 1/2). Dolly was by Mambribo Chief, her dam being from Diomed and pacing stock. The dam of Woodlawn was the famous old Waterwitch, by Pilot, jr., and one of the best of his daughters. She was the dam of Mambribo Gift, the first stallion to trot in 2.20, also of Viking (2.20 1/2) and Bonnie Scotland (2.22 1/2) the latter being by running bred Scotland. The dam of Westlawn is Minnie West, by Allie West (2.25) sire of the famous pacer Jewett (2.14), and other fast ones; he by Almont. The dam of Minnie West was by Mambribo Patten, out of Fanny Wright, the dam of Little Girl (2.36 1/2).

POTATOES.—A peculiar worm is in some localities preying upon the potato crop. The worm is fully half an inch long, and exists in great numbers. They bore into the potato and eat out all the substance, leaving nothing but the outer covering. We were shown a potato grown by Mr. Farrell, Wolfville, inside of which was found 35 of these worms.—Agriculture, N. S., (October).

Value of the Inshore Fisheries.

The Boston Herald of the 11th inst. says: "The reports gathered from all points by the American fish bureau contain some interesting facts bearing upon the mackerel catch of this year, as compared with that of preceding seasons. According to the statement furnished, the total amount of mackerel landed at all the ports during this season up to the 9th of September was 42,805 barrels. Last year, for the same period, it was 252,606 barrels; in 1884, 263,750 barrels; in 1883, 102,203 barrels; in 1882, 275,873 barrels. This immense falling off in the catch may be due in part to a small supply of this fish all along the north Atlantic coast. But we imagine that the larger part of the decrease can be attributed to the fact that the mackerel were to be found chiefly inside of the three-mile limit, and that as American fishermen were prevented, under the present conditions of the Canadian fishing regulations, from pursuing their vocation in these waters, they were accustomed from obtaining what was their accustomed quantity of fish. If we are not altogether mistaken, this exhibit is in complete variance with the assertions put forth eight or ten months ago by those interested in the Gloucester fisheries when the question of arranging a new fishing treaty with Canada was under consideration. It was at that time asserted that the mackerel fishing on the shores of Canada was hardly worth the asking, and that our fishermen were quite as well off without the proposed privileges as they would be if the light of these collected data, the assertions then so freely made do not seem to have been well founded; for, apparently, the exclusion from the shore fisheries is telling disastrously upon this important American fishing interest. This, we believe, sustains us in the argument we advanced, that while Canada, under the Halifax treaty, obtained advantage altogether disproportionate to those which we secured, the government of that country did possess certain rights which we could well afford to obtain at the price of reasonable concessions. That the Canadians should insist upon the maintenance of the three-mile limit rule is not at all strange, when it is taken into account that our Government, on the coast of the United States, insist upon the maintenance and the enforcement of precisely the same regulation."

SHIP NEWS.

PORT OF CHARLOTTETOWN.

ENTERED. Sept 15—Willoughby, Lantz, Point Prim; str Colan, Fraser, Montreal; Bounty, McLaine, Pictou, coal. Sept 16—Foan, Richards, Grand River, 177 bbls mackerel; Mary Jane, Thistle, Shediac, 30,000 feet lumber; str M A Starr, Ferguson, Halifax, misc; R Munn, Bourke, Pictou.

CLEARED. Sept 15—Industry, Davies, Pictou, 1,192 bush oats; Willoughby, Lantz, Point Prim; str Colan, Fraser, Pictou; John Tilton, Warren, do. Sept 16—str M A Starr, Ferguson, Halifax; R Munn, Bourke, Pictou, 22 sheep, 22 head cattle.

WANTED.

VESSELS to carry lumber between P. E. Island and Pokenouche, N. B. Eight feet of water on bar. Rates, \$2 per M. O. D. TURNER & CO. Sept. 16—41 pd

Bank of P. E. Island, in Liquidation.

NOTICE is hereby given that a Dividend of TEN PER CENT (being dividend No. 5) has been declared payable on and after this date. Creditors may obtain cheques for same by calling at the office of the Liquidators. For Bank of Nova Scotia, GEO. MACLEOD, Mgr., CHAS. C. GARDINER, L. C. OWEN, Liquidators. Ch'town, Sept. 15, 1886—61

NATAL DAY.

Grand Opening of the "Old London." THE Subscriber, having fitted up the "Old London" with the view of making a specialty of the OYSTER TRADE, and having furnished one of the best OYSTER SALOONS in the Province, is prepared to open on the 15th inst. when he will supply the public with OYSTERS, in any manner conceivable—Raw, Steamed or Fried by the barrel, bushel or pint. On the Oysters procured at the "Old London" you can bet your life and be sure to win. Sold at a very small advance on cost. They must be handed, even at a loss, every hour of the day and night. Rely on the "Old London" you might. Remember the "OLD LONDON," three doors west of Osborne House, Water Street. JOHN JOY. Sept. 15, 1886—cod tf

AT AUCTION.

AT Rooms, FRIDAY, 17th inst. at 2 o'clock, p. m.—Lot second-hand Parlor, Drawing-room, Bedroom and Kitchen Furniture, Book Case, Card Table, Feather Bed, Blankets, Mattresses, Bedding, Carpets, Cook Stove, 3 Parlor Stoves, Pictures, Crockeryware, Glassware, &c., &c. —ALSO—1 Parlor Set, walnut and haircloth (new). 1 splendid new Organ, by Kern. A. H. B. MACGOWAN, Auctioneer. Sept. 13—21 mon tu thr

STEAM MILL FOR SALE.

I WILL Sell at Auction, on THURSDAY, Oct. 14th, on the premises, the SOURIS STEAM MILL. The Plant is in first-class order, and consists of Forty (40) Horse-power Boiler and Engine, 60-inch Rotary (tail iron), Shingle and Box-board Machine, Planer and Matcher, Stave Saw, Jig Saw, Box-board Satcher, Cheese-box Cover Rounding Saw, Small Rip-and-cut Saw and Table, Taper-ground Rotary Saw for cheese-box stocks, Shafting, Pulleys and Belting, Pipe Dies and Tongs, &c., &c. This Mill has a large custom trade and is conveniently situated, having a siding from the railroad. The Mill, Plant, Building and Land will be offered en bloc, and if not sold the Machinery will be sold in lots to suit buyers. Terms at sale. C. C. CARLTON, Auctioneer. August 21—24w vt 100

NEW AUTUMN GOODS.

FIRST INSTALLMENT

PERKINS & STERNS'

New Plushes, New Velveteens, New Mantles, New Fur Capes, New Fur-lined Cloaks

A Large Stock Knitting Yarns very Cheap.

NEW PLUSH, FELT, AND STRAW HATS.

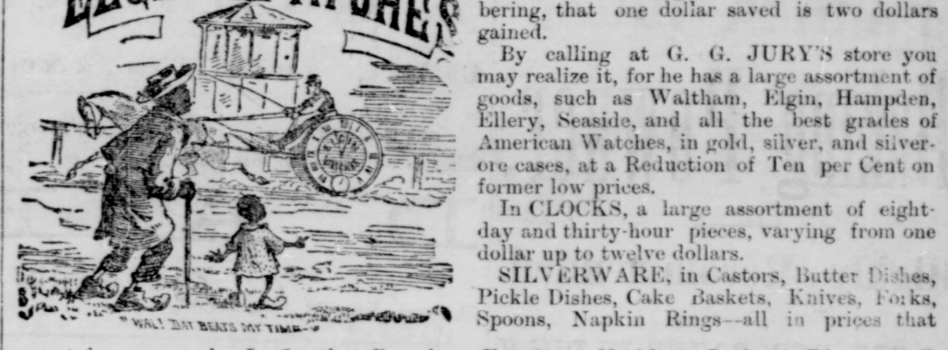
Mantle Cloths, in Bouche, Kyrle, Ottoman, Frieze, Astrachan, &c

A Large Stock BLACK DRESS GOODS as Cheap as Ever.

New Colored Dress Goods and Trimmings.

PERKINS & STERNS.

Sept. 16th, 1886.



A FACT well worth knowing, and also worth remembering, that one dollar saved is two dollars gained. By calling at G. G. JURY'S store you may realize it, for he has a large assortment of goods, such as Waltham, Elgin, Hampden, Ellery, Seaside, and all the best grades of American Watches, in gold, silver, and silverson cases, at a Reduction of Ten per Cent on former low prices. In CLOCKS, a large assortment of eight-day and thirty-hour pieces, varying from one dollar up to twelve dollars. SILVERWARE, in Castors, Butter Dishes, Pickle Dishes, Cake Baskets, Knives, Forks, Spoons, Napkin Rings—all in prices that cannot be surpassed. In Jewelry, Brooches, Ear-rings, Necklets, Lockets, Rings of all kinds from fifty cents upwards, and a lot of Novelties too numerous to mention. Special and personal attention given to the Repair of Watches, Clocks and Jewelry. Work done promptly and guaranteed.

G. G. JURY, North Side Queen Square (opposite New Post Office), Charlottetown. Sept. 16, 1886 1 aw & wky

James Paton & Co.

ARE now showing a choice lot of NEW GOODS, direct from London, and marked at Low Prices for Cash.

New Millinery Goods, New Feathers and Flowers, New French Dress Goods, New Cashmeres and Merinos, New Mantle Cloths, New Plain and Fancy Worsteds, New Ladies' Jerseys, New Burtons, Frillings, Laces, &c., New Plushes and Velvets, New Silk and Satins.

New Goods of Every Description arriving daily till our whole Fall Stock is Completed.

JAS. PATON & CO., Successors to W. A. WEEKS & CO., MARKET SQUARE. Ch'town, Sept. 15, 1886.

NORTH BRITISH & MERCANTILE FIRE & LIFE Insurance Company.

ESTABLISHED, 1809.

TOTAL ASSETS \$29,484,019.

Every description of property insured at current rates. Policies issued by the undersigned.

FRED. W. HYNDMAN,

AGENT FOR P. E. ISLAND, Corner Queen and Water Streets. Ch'town Sept. 11, 1886—4m 100