

The Daily Examiner

SEPTEMBER 14, 1885.

Fumigation.

SOMETIME ago, THE EXAMINER called the attention of our Postal officers to the advisability of fumigating letters from Montreal. Late advices from that city state that smallpox is still very bad there; and if so, the expediency of acting on our suggestion remains the same. The fumigating process would necessarily occasion a little trouble and a little delay. But an ounce of prevention is worth a pound of cure.

Free Trade Strikes.

THE latest intelligence from Great Britain is that the twenty-five thousand spinners who struck at Oldham nearly two months ago are about to succumb to the terms of the millowners. It is said that during the strike these operatives have sold the greater part of their household goods and are now on the point of starvation. If they had submitted to the curtailment then they would have been better off, but, following bad advisers, they struck, and now must finally submit. A strike involving 10,000 operatives in the jute mills of Dundee, Scotland, is announced to have ended in acceding to the demands of the employers. The cause was a reduction of wages, which were already almost below the living point—wages which average 50 per cent. below those in New England being reduced 10 per cent. additional in order that production may be reduced so that their surplus goods may be sold in our markets. The Boston Journal remarks on these facts: "Our free trade champions are silent about these troubles and these forced reductions of wages, and continue to tell us that if we had free trade wages would be just as high in this country."

The Riel Case.

UNLESS a respite be taken on the execution of Mr. Riel will take place on Friday next. But THE EXAMINER'S Ottawa advices state that there will probably be an appeal to the Privy Council and a month's delay in carrying out the sentence of the Court. To this course, no objection can be taken. The friends of the doomed man have the power to test to the utmost the rights of the Court by which he was tried; and it is but right that they be afforded an opportunity to do so. As the Montreal Gazette says:—"To hang Riel and then discover that the Court which tried and sentenced him was not legally clothed with jurisdiction, would be more than awkward."

It is not likely that, in the meantime, a strong feeling in favor of Riel will—as is no doubt hoped—be developed. The man has erred too greatly to obtain the sympathy of any number of reasonable and law-abiding citizens; even his French Canadian friends of the better class feel that he deserves no special interposition of the clemency of the Crown. It is significant that Judge Dubuc, of the Supreme Court of Manitoba, pleaded his friendship for Riel as a reason why he should not give judgment in Riel's case. But had he been called upon to do so, he says, "I would have done my duty regardless of the bitterness the position would have occasioned me, as judge of my brother, or of him whom I adored as one." And at the conclusion of an interview on the subject Judge Dubuc said, "I may say just here, most emphatically, that whatever justice may have existed in the grievances of the half-breeds, I do not sympathize with, and I cannot but deplore the act of taking up arms against the Government. The constitution is broad, and surely grievances could have been redressed without fighting."

This is, we believe, the sentiment of the French-Canadian people; and though some of them may deplore the fact that the crime of Riel is punishable with death, they are not likely to blame the Government overmuch if the law of the land is allowed free course in his case. That the law should be evaded, simply because a criminal belongs to this race or that religion, and that the sentences of our courts may be interfered with from motives of political expediency, is ridiculous, and not to be tolerated for a moment.

—The Montreal Gazette says: The Public Accounts of Canada to date indicate a deficit for the current fiscal year, and unless a turn in the state of trade occurs it cannot well be averted. As compared with a year ago the revenue for July and August fell off \$800,000 while the expenditure increased nearly \$1,000,000, making a difference of some two million dollars on the transactions of July and August. The expenditure has been largely swelled by payments on account of the Northwest expedition, and may continue for a month or two to occur on a gradually modifying scale.

—At a banquet given in his honor by the St. James Club, Montreal, the Hon. Thomas White said:—"My own conviction is—I don't mean to say by any means that I have always been able to act upon it, but I think if public men could carry it out it would be a great blessing—that on the public platform and in Parliament no man should ever say in any public controversy that which he would be afraid or ashamed to say, as a gentleman, or of his opponent in private life."

—We record to-day the departure of Mr. James Stanley,—one of our quiet, unassuming, Christian fellow-citizens—universally respected and endeared to all who had the pleasure of his personal acquaintance by the kindness of his life and the unflinching integrity of his heart. His was an almost instantaneous translation from weariness and suffering, to the rest of the blessed here and the day breaks and the shadows flee away forever. "Precious in the eyes of the Lord is the death of the saints." We extend to Mrs. Stanley and family, our tenderest sympathy in the hour of their bereavement.

The Chignecto Ship Railway.

The Chignecto ship railway, which is about to be built by an English company across the seven miles wide peninsula of Nova Scotia and New Brunswick, between the Gulf of St. Lawrence and the Bay of Fundy, will be the first railway of its kind in the world, and will be built on plans similar to those of Captain James B. Eads for the Tehuantepec road. The saving in distance to vessels engaged in the trade to be benefited by the work is estimated as follows:—

Gaspe to St. John, N. B.	429 miles
Gaspe to Boston	200 miles
Esquimaux to St. John	433 miles
Charlottetown to St. John	400 miles
Charlottetown to Boston	220 miles
Pictou to St. John	340 miles
Pictou to Boston	170 miles

It is apparent that so important a saving in distance, and also in danger, for the Cape Breton and Nova Scotia coasts are strewn with wrecks, will justify the construction of the road even for the present volume of traffic. If the road proves to be a good one, and is capable of safely and quickly transporting the largest ocean steamers, it is not improbable that the Canadian Pacific will make St. John's its Atlantic port, reaching there via the Short Line and the New Brunswick railway. This will require very little construction and no very expensive purchases. It is estimated by Mr. Corthell, who is associated with Captain Eads, that the cost of operating the Tehuantepec railway will not exceed one tenth of a cent per ton per mile. At this rate, or even a much higher one, on the Nova Scotia road, a profitable business can be done at a charge of 25 cents a ton for the transfer. The company, which is under the presidency of Lord Brasenose, has secured Mr. Fowler, an engineer of good repute in England, to superintend the work of construction, and has made a contract with a London syndicate to supply the necessary funds, and a year may see the line in a position to begin business. Several gentlemen interested in the Tehuantepec scheme are to watch the progress of construction in the hope of getting hints that may serve them in good stead if ever the larger work gets beyond the paper stage of existence.

The British Harvest for 1885.

The mean of the estimates of the crops for 1885 in the British Islands, as calculated by the London Economist, gives a harvest about on a par with that of 1884. The yield of the Irish harvests is still in some uncertainty, but as respects the others it appears that the wheat crop is not so good as that of last year, barley and oats are about the same, the vegetable crops are not so good, hay is better and potatoes less prolific.

These estimates are not official, but they probably foreshadow the actual results with much correctness. As however, they were made before the 27th August, and since that date no severe and general storms have swept over the British Islands to interfere with the work of securing the harvests, it is probable that the actual yield of the crops will be rather better than it was then expected to be.

Prices for Wheat.

Though the entire crop of wheat for the year 1885 is estimated at but \$357,000,000 bushels, a smaller aggregate than in any previous year since 1876, it should be remembered that we had an enormous wheat crop last year, leaving a considerable surplus above the amount required for consumption. Also that a large advance in prices has already occurred. Wheat is now ninety-nine cents per bushel, against sixty-nine cents in December, an advance of forty per cent. above the lowest point. To-day's price of wheat is nearly up to the average for the past ten years, which is something that can be said of very few other classes of merchandize at the present time.

Literary.

"Heads and Faces, How to Study Them," is the title of a work now in press by the Fowler & Wells Co., 753 Broadway, New York. All claim to know something of How to Read Character, but very few understand all the Signs of Character as shown in the Head and Face. This work is to be a manual for the people, containing 200 large octavo pages and nearly 200 illustrations, and sold for only 40 cents. This will be ready in a few days, and the same house has in press for early publication several other works more or less in their special lines.

HUNGRY—AND MEAN.—An invited guest who attended a picnic at Stilesville, N. B., received a note from a resident of Stilesville as follows:

"I am sorry to have to inform you that you never paid me for those potatoes. I dug a peck and a half of those potatoes, washed and boiled them and drew water out of a deep well. I worked all the evening for you over a hot stove; my bill is one dollar. Settle now and have no more trouble."

The Montreal Times says the gentleman who received this note is innocent of any such extravagance. He thinks it is a shame the committee do not settle their picnic bills—especially for the potatoes they consumed.

LADIES' WINTER JACKETS, by Perkins & Sterns. 31 e o d—sept 14

The Puritan and Genesta.

PARTICULARS OF THE UNSUCCESSFUL ATTEMPT OF FRIDAY.

At 9 o'clock, when the judges' boat arrived at Tompkinsville, the Genesta also was underway, heading for the narrows under her jib. Her white-jacketed crew were soon aloft, and the cutter's mainsail was hoisted in a few minutes. The easterly winds which prevailed Thursday left a heavy ground swell, which rolled in over the bar and the west bank, making itself felt, as the yachts under sail made their way through the channel to Scotland lightship. The Genesta's new bowsprit was admired by the yachtsmen, while the Puritan's mainsail, which had been extensively patched, showed no difference in its setting. By 10:30 o'clock several steamers and over a score of yachts assembled near the start. The wind was blowing a fresh breeze from the eastward. The tide was about one quarter ebb when the preparation signal was given at 11:40, followed by one to start at 11:35, the judges' boat lay with her head to the northward, one-eighth of a mile from Scotland lightship, and the course was E. by N., 20 miles to leeward or windward and return. The Puritan lay bare when the signal was given, while the Genesta lay near the imaginary line ready to ship over in a moment. By excellent management, Captain Crocker sent the Puritan across the line first in handsome shape, 4 minutes after the whistle was blown, the Genesta following six seconds later, and leeward about 200 yards. The sea was quite heavy during the first hour of the race, and the Genesta showed her good weatherly qualities to advantage by running away from the white aloop. Her first tack was made at 12:41, when she was apparently half a mile ahead of the Puritan, and heading N. E. by E. for Rockaway Beach. She only crossed the Puritan's bow by about 30 lengths, and went immediately about at 12:44. The Puritan kept on the starboard tack until 11:10, when she came about with the Genesta E. then under her lee. The wind was falling, then under the Genesta, and when, at 11:18, she set her sprit topsail, the Genesta set her club topsail. After a long stretch to the starboard the Puritan tacked again at 3:10, the Genesta following five minutes later. The boats both carried the same sail, mainsail, club topsail, foretopsail and jib. Now the Genesta took in her foretopsail and set the smaller one while on the tack. The Puritan made a short stretch on the port tack, at 3:10 giving about again at 4:20. At this time the stake boat, 3 miles to windward, was just visible, but the wind being light, although the swell was still quite heavy. There was but little chance for the yachts to finish. The Genesta set her big club topsail at 4:40, and went about to port. The Puritan had been slowly but surely 'eating' her way to windward of her antagonist, and was now a good mile ahead of her. At 5:15 both went about again, while over a hundred craft, all patiently waiting the coming of the racers at Outerbank. The Puritan tacked for it at 6:23, when the Genesta was yet nearly two miles to seaward with not wind enough to fill her sails. The Boston boat rounded the mark at 5:39, while a chorus of Italian whistles from a flotilla of steamers greeted her. A moment later her spinnaker was broken out to port, making a beautiful picture as she slipped away over the now almost glassy surface of the undulating swell towards the brilliant sky in the west. The committee, finding it impossible to sail the race in seven hours, took the Genesta in tow while the tug Scandinavian was sent to bring the Puritan into the Horseshoe.

A LARGE STOCK of Blankets and Flannels, very best value, at Perkins & Sterns'. sept 14—31 e o d

Summerside Exports.

SUMMERSIDE, Sept. 10.	
Shipped per steamer Princess of Wales, Cameron master, for Point du Chene:	
25 cases eggs	\$ 90 00
2 hrs mackerel	16 00
3 horses	450 00
	\$556 00
By same steamer on the 11th:	
21 cases eggs	\$ 82 00
8 hrs sounds	318 00
1 brl potatoes	1 00
100 lbs flour	3 00
870 lbs leather	328 00
	\$ 732 00
By same steamer on the 12th:	
6 horses	\$ 520 00
1750 lbs cheese	710 00
200 sheep	390 00
1000 lbs leather	436 00
31 brls codfish	150 00
175 sheep pelts	70 00
	\$1776 00

SHIP NEWS.

PORT OF CHARLOTTETOWN.
ENTERED.
Sept 11—Rosane, Duguay, Tracadie, N. B., cedar posts, etc.
Sept 12—Confederate, Forrest, Pictou; Pholine, Marshman, Buctouche, boards; Petite Riviere, Trenholm, Baie de Verte, do; Onward, Cain, West Caps, 595 cases lobsters.
Sept 14—U and I, Landry, Marble Mountain, limestone; Ottawa, King, South Bar, Sydney, coal; P. L. G., Anderson, Pictou, do; Oselle, Copp, Baie de Verte, 640 cases lobsters.
Sept 12—Alphine, Udelle, Labrador, 550 brls herring.
CLEARED.
Sept 11—Str Nellie Wise, Flanders, Chatham, mdse, etc.
Sept 12—Confederate, Forrest, Pictou, bal; Morning Star, Power, Pictou, bal; Onward, Cain, West Cape, salt, etc; Petite Riviere, Trenholm, Baie de Verte, bal; Rustic, Park, Tidnish, bal; Rosane, Duguay, Tracadie, bal.
Sept 14—P. L. G., Anderson, Pictou, bal; Oselle, Copp, Baie de Verte, bal.

OTHER PORTS.

Summerside, Sept 10—ent, seh Richard Thompson, Walsh, Pictou, coal; Margaret Jane, McDonald, do, do; as Miramichi, Baquet, Quebec, mdse. 12—Mary Mac, Ferguson, Shediac, mdse. 10—old, Margaret Jane, McDonald, Pictou, bal. 11—Mary Ellen, Constant, Miramichi, mdse; Kate, Walsh, Pictou, bal; Carrier Dave, Allen, Pictou, do. 12—Richard Thompson, Walsh, Pictou, bal; as Miramichi, Baquet, Charlottetown, mdse.

G. H. HASZARD, Printer, Bookbinder,

AND IMPORTER AND DEALER IN ALL KINDS OF ENGLISH AND AMERICAN

STATIONERY, SCHOOL-BOOKS, & C.

JUST RECEIVED, THE FOLLOWING LINES OF FASHIONABLE STATIONERY:—

The Crazy Edge Correspondent Cards, with ENVELOPES to match.

OPALESANTE CARDS, with ENVELOPES. A Large and Beautiful Assortment of Memorandum Pocket Books

If you want something that will please in every way, call and see my stock.

THE PERFECT MUCILAGE BOTTLE. This is a real gem and will always give satisfaction.

ENVELOPES! ENVELOPES! by the Box of Half or quarter Thousand, in all Sizes and Qualities

Writing and Copying Inks, in CARTER'S, STAFFORD & TORIAY'S are the Standard Inks and are the Best.

WEDDING STATIONERY.

I always keep in stock a large line of the Latest and Best Styles of Wedding Stationery, Ball Programmes and At-Home Cards, and will print at short notice all kinds of Visiting and Wedding Cards.

G. H. HASZARD, BROWN'S BLOCK, QUEEN SQUARE.

Ch'town, Sept. 12, '85.

G. H. HASZARD, Commissioner's Office, FISHERY REFUND.

BROWN'S BLOCK, QUEEN SQUARE. DOES BOOKBINDING in all its branches and at moderate prices. We do not pretend to be the only ones in the city that can do Gilt Edges, but also if you want

A HANDSOME GILT SIDE, as well as Gilt Edge on your "Picturesque Canada," or any other kind of book, bring it to

G. H. HASZARD. Ch'town, Sept. 12, '85.

NOTICE.

ALL claims for labor not paid on the SHORT LINE RAILWAY, in 1883, against MacDonald, Stewart and Maxwell, will please forward orders to someone authorized to draw their money, or to the Contractors at New Glasgow.

NOTICE.

TENDERS are hereby called for Lighting the Streets of the city of Charlottetown for a term of one or more years; contract to commence at the expiration of the present contract with the Gas Company.

EDWARD M. ARCHIBALD, Shipping and Commission Merchant,

ST. JOHN'S, N. F.

Ample wharfage, yardage, and storage room. Consignments solicited. Liberal advances made on receipt of consignments. Sept. 9, '85—tl dec 31

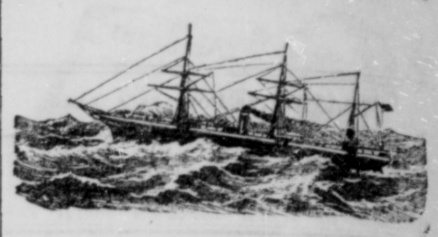
CARD.

D. R. STRICKLAND has returned to the Island and has opened an office for the practice of his profession in Newson's Block. Ch'town, Sept 9, 1885.

ST. PETER'S GIRLS' SCHOOL WILL BE RE-OPENED On Monday, 14th instant, AT 10 O'CLOCK,

Under charge of MISS ROSA DESBRISAY, to whom application may be made for particulars. Sept. 2nd, 2wks

HALIFAX LINE.



S. S. "ULUNDA."

CHARLOTTETOWN TO HALIFAX VIA QUEBEC.

Saturday, 3rd October.

Lobsters, Oysters, Oats and other cargo carried at moderate rates. FARES: Charlottetown to Havre, \$40 including stateroom and meals. Return, 60. Charlottetown to Quebec, \$9.00. FENTON T. NEWBERY, Agent. Sept. 14th, '85.

HALIFAX LINE.

The new, beautiful Clyde-built iron steamers "DAMARA" and "ULUNDA" are appointed to sail as under.

Charlottetown to Boston via Halifax.

Thursday, 17th September, at 4 p. m.

Boston to Charlottetown, via Halifax.

Wednesday 30th September, at 4 p. m. REDUCED FARES.

Charlottetown to Boston. Saloon Cabin, \$8 including stateroom berth. After Cabin, \$9.

Charlottetown to Halifax. Saloon Cabin, \$4 including stateroom berth. After Cabin, \$3.

These splendid fast steamers have superior passenger accommodation. For Freight and Passage and further information apply in Boston to A. C. LOMBARD'S SONS, 53 State Street; in Havre to E. F. J. QUET; in Halifax to J. WOOD, or here to FENTON T. NEWBERY, Agent. Sept. 14, 1885.

Pickling Vinegar and Spices, English Malt, White Wine,

CIDER VINEGARS, CHOICE QUALITY.

BEER & GOFF. Sept. 41, 1835.

WANTS, LOST, FOUND, & C.

LOST—A Bunch of Keys. The finder will be rewarded on leaving them at the EXAMINER office. sept 14

TO LET—For six months, from 1st Nov., a furnished House, with use of horse and cow. Apply at this office. sept 12

TO LET—One-half of a new House, near McKinnon & McLean's Foundry. Apply to Patrick Farmer. sept 12 pd

WANTED—Board and Lodging, with private sitting room, for a gentleman and his wife. Enquire at this office. sept 11

LOST—A Brooch. The finder will please leave it at THE EXAMINER office. sept 9

FOR SALE—A piece of Land, 85 by 47, situated on Great George Street, near Post Office, building on same worth about \$500. The whole can be had for \$1350 by applying at EXAMINER office. sept 9 lmo

BOARDERS—Two or three gentlemen or Boarders—A female find comfortable accommodation by applying to Mrs. William Kennedy, Brick House, Hillsborough Park. sept 9 tl

WANTED—A young man as Clerk in Boot Store—Dorsey, Goff & Co. sept 9

WANTED—A female Servant, able to make herself generally useful; she must know how to cook and come well recommended. Address: "St. Dunstan's College." sept 4 twks

WANTED—A Boy, about 14 years of age, as a Clerk in a general store; must be well recommended. Apply at THE EXAMINER office. sept 3 tl

WANTED—A servant for general household work in a small family. [aug 31]

BOARDERS can be comfortably accommodated in a private family, with parlour, dining and bedrooms; situation healthy; terms moderate. Apply at THE EXAMINER office. sept 5

WANTED—Immediately a Cook and Housemaid. Good reference required. Apply at the EXAMINER OFFICE. sept 24

ROOMS TO LET—Suitable for offices or Sample Rooms. Enquire of W. B. Boreham, Grafton Street. sept 14 tl

HOUSE TO LET—Pleasantly situated on Prince Street, containing eight rooms; rent moderate. Apply to Peake Bros. & Co. jly 9 tl

TO LET—The top flat of store at P. G. Fraser's corner. Apply to Dorsey, Goff & Co. jun 24

TO LET—The Dry Good Store on Queen Street, lately occupied by Mr. James Stewart. Apply to M. Stevenson. sept 25 tl