

THE DAILY EXAMINER.

JULY 8, 1886.

Temperance and Prohibition.

The General Assembly of the Presbyterian Church of Canada has made the following Deliberance concerning the vice of intemperance:

DELIVERANCE.

1. That this Assembly records its profound gratitude to God for the signal success of Temperance principles during the past year, and its deep satisfaction with the unmistakable advance of Temperance and Prohibition sentiment throughout the land.

2. That this Assembly re-affirms the oft-repeated testimony of our Church to the effect that intemperance is a sin against God and a crime against society; its conviction that intemperance is a hindrance to the cause of Christ and a great social curse; and its earnest desire to see the evil exterminated by the preaching of the Gospel, the power of moral suasion, the education of the young in Temperance principles, and by such deadly blows as a vigorous and enlightened legislation alone can inflict.

3. That inasmuch as the Canada Temperance Act, wherever faithfully enforced, has greatly reduced the evils of intemperance, this Assembly recommends Presbyteries, Sessions and congregations to use all proper means to secure its adoption and rigid enforcement, not as an ultimate remedy for the evils of intemperance, but as a step towards the total suppression of the liquor traffic.

4. That whereas the said act has proved to be defective as to the means for enforcing it, this Assembly expresses gratitude to those provincial Governments that have already recognized their responsibility for the proper administration of the law, and further resolves to petition all Provincial Governments to appoint to this responsible duty a sufficient number of officers in full sympathy with the provisions of the Act.

5. That, in accordance with the recommendation adopted by the Synod of Montreal and Ottawa, this assembly, being fully convinced of the necessity of legal protection against the evils of the liquor traffic, expresses the hope that electors in their choice of members of Parliament will seek to elect able and good men, who are well known to be in full sympathy with prohibitory legislation.

The Patriot ought to be able to find in this deliverance of the General Assembly a justification of the Ministers of the Gospel who wrote and preached against certain of the Opposition candidates in the late election. Elders, too, might have taken the hint.

The British Elections.

The latest returns remove every doubt that Gladstone will fall under his Home Rule Bill. We may admire the courage and strength of the man; but it is evident that he is unable, and never will be able, to gain for Ireland the boon she asks. What then? Those who succeed him will find it a very hard matter to carry on the Government in presence of nearly a hundred well-trained Parliamentary obstructionists, to say nothing of the Gladstonians and the followers of Chamberlain, who never can act for any length of time in harmony with the Tories led by Salisbury. Something must be done, and that something must commend itself to the Irish leader, or there will be civil war. The prospect, it will be admitted, is sufficiently dark. We know too much of the character of Parnell to expect that he will abate his claims or cease to obstruct the business of Parliament until his end be gained; nor do we anticipate that Salisbury, haughty, stubborn and flushed with triumph, will be disposed to give way.

Gladstone's Bill was unscientific and in one or two respects contrary to the spirit of the British Constitution; but had he been returned to office, he might have mended it. Salisbury's alternative is coercion, but the Irish won't stand any more of that; and it isn't likely that either Salisbury or Parnell will adopt the scheme of Chamberlain or the scheme of Bright. From every point of view the situation is dark. We can only hope that the common sense of British statesmen will suggest some reasonable measure of compromise which will prevent the deluge.

The Opposition candidates attribute their defeat to the "Orange Circular." Suppose what they say to be true, it is a case of Haman dangling from the gibbet he erected for his enemy. The circular, gaining votes for Wise and Farquharson and ruining the prospects of the Government candidates in Belfast and New London, was a very proper thing; but used to catch votes for Sullivan and Ferguson, it was abominable. To the Patriot it makes all the difference in the world whose ox is gored.

Supreme Court.

July 7. Massey Manufacturing Co. vs. R. Philip Bagnall—Verdict for defendant. Morsom and Peters for plaintiff; McLean and Davies for defendant.

July 8. Sarah Ann McLeod vs. John R. McLeod and another, executors. McLean and Hodgson for the plaintiff; Davies and Hazzard for defendant. There are but three more cases on the docket and the court will likely adjourn this week.

The manager of the Metropolitan Detective Agency at Montreal has received a telegram from Ottawa, informing him of the capture there, by Detective O'Leary, of the Dominion police, of John Rogers, chief of a gang of counterfeiters who have so long and successfully carried on operations in Canada, Rogers, whose proper name is P. Johnston, belongs to Toronto, where, assisted by two sisters and his father, he manufactured counterfeit bills.

The Steamer Merrimack.

HER FIRST TRIP TO THIS PORT—SHE GOES AGROUND AT LOW TIDE NEAR RIFLEMAN REEF, BUT ESCAPES UNINJURED AND ARRIVES SAFELY IN PORT—VISITED AND ADMIRRED BY LARGE NUMBERS OF LADIES AND GENTLEMEN—HER PASSENGER LIST.

This splendid steamship, which is this season to supplement the Carroll and Worcester between Boston and this port, arrived here yesterday afternoon. The Merrimack left Boston on Saturday last, at half-past one o'clock, with a cargo of general merchandise and 310 passengers. She arrived in Halifax at nine o'clock Sunday evening, but did not dock until four o'clock Monday morning. After discharging cargo and passengers she left at 10 o'clock for Port Hawkesbury, where she arrived at daylight next morning. The cargo and passengers were landed as quickly as possible, and at 10 o'clock same day she left for Pictou, where she arrived at half-past two same afternoon. The passengers and cargo for that port were disposed of, a supply of coal taken on board, and the services of Pilot Monroe secured to bring the steamer to this port. Pictou was left at half-past seven Tuesday night. After about an hour's sail, and twelve miles had been covered, the ship came to anchor as it was storming heavily. She remained at anchor until three o'clock Wednesday morning, when the journey was resumed. There was a slight fog prevailing during the early part of the morning, which evidently misled the Pilot, causing him to make a grievous error of judgment and go upwards of two miles out of his course, in doing which he ran the steamer aground on a mud bank, near Rifleman's Reef, a few miles east of Point Prim. At the time of the grounding Captain Crowell was standing in the wheel-house door, and felt the ship graze. He immediately realized what was the matter, sprang to the bells and sounded for the engines to be reversed. This was done immediately, before the Pilot—who was apparently in a worse fog than the steamer—realized that she was aground. The Capt. remonstrated with the Pilot for his carelessness in allowing the ship to ground, and the Pilot said he could not understand the matter at all as he supposed she was sailing smoothly along in her regular course. A boat was immediately lowered and soundings taken. It was ascertained that one side of the steamer had grazed the mud bank and she had grounded at low tide, also that she would float as soon as the tide would rise. Owing to the manner in which the steamer had struck the bank, and the low tide, she had listed somewhat, and a keedge anchor was thrown out from the port quarter in order to keep her from going farther upon the bank. About half-past one o'clock, after the tide turned flood and the ship had righted, the anchor was raised, the engines reversed, and she backed off into deep water—uninjured. She then proceeded on her way and arrived in port about 4 o'clock, but owing to her large size and the varying current, considerable difficulty was experienced in docking her, and it was not until almost 6 o'clock that this was accomplished and the passengers landed.

The Merrimack is a handsome ship and her model was much admired by the large number of people who assembled on the wharf to welcome her to this port. As soon as she had been docked and her passengers landed, a number of ladies and gentlemen went on board and were courteously shown through the steamer by the officers. The accommodation is excellent, the saloons and staterooms being magnificently furnished and the appointments first-class in every respect. Following are the names of the officers:

Captain—Gustavus Crowell. Chief Officer—R. E. Blachford. Second Officer—H. C. Hendricson. Purser—C. D. Stone. Assistant Purser—Harry Loring. Chief Engineer—John Sandall. Assistant Engineer—Isaac McChesney. Second Assistant Engineer—M. Minor. Chief Steward—Thomas O'Brien.

The following passengers were for this port: Mrs. D. A. McHenry, Jessie McHenry, Annie McHenry, Bridget Shea, Susan Macdonald, Anna B. Cameron, Maggie Macdonald, Hattie Murphy, Mary Chiverie, Mrs. L. M. Bradling, jr., Mrs. Macdonald, Miss Stuart, Emily McNeill, Miss Macdonald, Miss McLeod, Mrs. R. Yates, Mary Miller, Miss Watkins, Maggie McDonald, Miss McKay, Mrs. Hugh Campbell, Christy McKinnon, Maggie McKinnon, Mary Fitzgerald, Maggie Lepage, Ely L. Lepage, Lulu Coles, Ida Chink, Bessie Reid, Mrs. Gasper and child, Mary A. Duffy, Mr. D. McCarthy, Mrs. Peake, Mrs. McKenzie, Emma Smith, Mr. G. F. Woolston and family, Mr. A. S. Blaney, Mrs. L. M. Reynolds and wife, Mr. S. Kelly, Mrs. Kelly, J. E. Sinclair, C. R. Knapp and wife, Mrs. W. H. Whiting, Flora McDonald, Jennie Smith, Mrs. J. McKinnon, Mrs. M. E. Dolan, Geo. Gunn, Ed. Saunders, John Campbell, Thomas Dunphy, Hugh Varven, A. E. Young, C. C. Ginn, Mr. C. Reid.

We wish the Merrimack every success.

Anecdote About Gladstone.

Many and interesting are the anecdotes told about Mr. Gladstone and not the least noteworthy is one told by Adam Badeau in his new work "Aristocracy in England," in which he says: "On another occasion, some years later, he (Gladstone) was good enough to ask me to breakfast. It was on the morning of a day when there was to be a great debate, which he was to lead; the result might decide the fate of a momentous measure, and either retain him in power or overthrow him. He had at table a party of ten, only two of them ladies and one of those his daughter. Among the other guests were a distinguished divine, an ecclesiastical architect, or architectural ecclesiastical, I forget which, the liberal son of a duke, a member of the House of Commons, and so on. We sat at breakfast an hour and a half, but not a word was said about politics, not a reference was made to the debate in the evening. The principal subject discussed was the revision of the New Testament, which had just been given to the world. The prime minister was extremely interested in this scheme. He is learned in Greek, as every one knows, and quoted the original text freely. He was entirely opposed to the revision as a substitute for the older version, and offered to pay \$5 that it would never be authorized to be read in the churches. I was amused to hear him offer a wager and on such a theme, and said so to his daughter. She told me she had never known him to make a bet but once before, and that was that Disraeli would be a peer before his death."

A Melancholy End.

A CLEVER CANADIAN COMMITS SUICIDE—HIS SINGULAR LETTER.

Richard Jones, an English-Canadian, formerly connected with the Canadian Pacific Railway, Montreal, with Michigan Central, Canada Southern, Grand Trunk and various Western roads, committed suicide in Chicago on the 3rd inst. He was considered in railroad circles one of the most expert railway accountants in America. He left the following letter, addressed to a friend:

"Dear Charlie,—Goodwin promised to leave \$3 that he borrowed from me at the hotel, but did not do so. Will you tell him to pay Hallowed, between State and Wabash, forty cents, and Newell twenty-five cents; that, I think, covers my whiskey bills. I will my course to some medical institution for them to try and find out why the mental and physical machinery of my system did not pull together. With kind regards to the boys who tried so hard to make a bad egg good, I am, there is death as well as in life, Dear Jones."

LETTERS TO THE EDITOR.

Can It Be True?

SIR,—A few days ago the Patriot (?) informed the loyal people of Prince Edward Island that their representative (Mr. L. H. Davies) in the Dominion House of Commons had been elevated to a Vice-Presidency in the Young Liberal's Association, during the convention at Montreal. This is an honor of which he may be proud, that is, if he and the Grit party to whom he belongs are governed by the spirit of the neighboring Republic. But I, as one, must differ with the ex-Governor in lauding our loud-spoken representative, when taking into consideration the report of that convention, as contained in the New York Herald of the 3rd inst., which reads as follows:—

"The Young Liberals convention resumed the debate on Canadian Independence at its sitting in presence of a full attendance of delegates, who expected that the vote could be taken without delay, but the number of speakers who claimed the floor was such that it became evident that no other question could be brought before the convention if the discussion on the independence of Canada was to be persisted in. It was therefore resolved unanimously to adjourn the debate to the next convention, although the majority of the delegates present favored independence."

Was the debate adjourned to the next convention to give our loyal and patriotic representative, the newly elected Vice-President, a chance to open the flood-gates of his intellect and convey to that disloyal Association his views on the question of our severance from the British Empire? If such is the case, let all loyal men in this Island look upon Louis Henry Davies with suspicion, and treat him as he deserves. Perhaps he has not accepted the honor (?) conferred. But I am of opinion his vanity will lead him to anything, and as the question of our fisheries, which our neighbors now feel sore about, may be looming up in the way of another commission, he may wish to be on hand.

Yours, &c., EX-LIBERAL.

SIR,—I beg leave to call the attention of the city authorities to the existence of a nuisance on the east side of Queen Street, near Dorchester, in the form of two curs that are continually biting and snapping at people who pass that way on business.

Yours truly, CITIZEN.

Ch'town, July 8, 1886.

Progress of Canada.

The Hamilton Spectator in an editorial article on Dominion Day gives the following sketch of Canada's progress:

"To-day Canada enters upon the twentieth year of her existence as a Dominion. It is not necessary to again go over the figures proving how great has been her growth in less than a fifth of a century. It is enough to say that her territory has expanded from 450,000 square miles to 3,500,000; her population has grown from 3,000,000 to 5,000,000; her revenues from \$15,000,000 to \$32,000,000; her railways from 4,000 miles to 12,000; her foreign commerce from \$131,000,000 to \$200,000,000, while her manufacturing and other industries have more than kept pace with her growth in these directions. The general government has, since Confederation, expended \$151,000,000 on great public works, and the separate provinces have liberally followed its example. Except the United States no country in the world has so large a railway mileage, in proportion to population as Canada, and it is doubtful if even the United States can beat her. We have the longest continuous line of railway in existence, and to-day a train which started at the Atlantic tide-water will probably reach tide-water on the Pacific. That great work, the most stupendous railway feat ever undertaken, has been practically accomplished in five years. Nearly the whole of it has been built through a wilderness, where, except at isolated points, not a white man lived, but now a hundred towns and villages have sprung up along its line, and ten thousand people are passing over it each month to take up homes on the vast and fertile plains of the Canadian Northwest."

Farewell Sermon.

BY REV. D. D. MOORE, OF SHEDDIAK METHODIST CHURCH.

The largest congregation ever witnessed in the Methodist church, at Shediac, assembled last Sunday evening to hear the farewell sermon of Rev. D. D. Moore, in which the rev. gentleman made the following references: Paul's farewell to the Ephesian church, Review of Distinctive Doctrine, Adornment, Modification by faith, Pastoral Relationship, Relationship to the Church. He impressed upon his hearers the need of one Lord, one faith and one baptism, saying as long as minds differ there will be Low church, and High, Catholics and Protestants—adding: If a man is only honest he may not be relegated to hell. He then very ably reviewed the church work, showing nearly 150 conversions and the addition of 49 members. Mr. M. will be greatly missed in the community as his energy and skill has endeared him to all. During his pastorate he has succeeded in cancelling a large debt on the church and now leaves it free of incumbrance. Mr. M. takes charge of Carmichael street church, St. John, and we sincerely hope his unremitting efforts will prove as successful there as here.—Moncton Paper.

A Melancholy End.

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SHIP NEWS.

PORT OF CHARLOTTETOWN.

ENTERED.

July 6—Alert, LeLacheur, Glace Bay; Morning Star, McLeod, Shemogue; ss Coban, Fraser, Montreal.

CLEARED.

July 6—Isabella, Ganson, Newcastle; Leading Star, Stevens, Pictou; Mary D. Langille, Wallace, Robbie Godfrey, Cook, do; Rustic, Cox, Glace Bay; Morning Star, McLeod, Shemogue; ss Coban, Fraser, Pictou.

OTHER PORTS.

Summerside, July 6—Eat sch Lodi, Green, Pictou, coal; ss Miramichi, Baquet, Pictou, stores. 6—Cld, Phantom, Kennedy, Cocagne, bal; Sturgeon, Stewart, Crapaud, Ium; ss Miramichi, Baquet, Montreal, lobsters and stores. 7—Kate, Walsh, Pictou, bal; Lodi, Green, do, do.

REFRIGERATORS.

NORTH POLE REFRIGERATORS, Oil Stoves, for sale low.

SIMON W. CRABBE.

Ch'town, July 8, 1886—2wks 2aw

Our July Bargain.

A COFFEE POT

—AND—

A POUND OF FRESH ROASTED AND GROUND COFFEE

—FOR—

36 CENTS.

FOR JULY ONLY

WE WILL SELL

A NICE COFFEE POT,

worth 36 cents, and

A Pound of 24-Cent Coffee,

with a Printed Receipt for making

nice Coffee.

ALL FOR 36 CENTS

60 Cents' Worth for 36 Cents.

FOR JULY ONLY.

Don't Miss this Bargain

BEER & COFF.

Ch'town, July 6, 1886.—2aw & wy

GRAND

EXCURSION.

Special Trains to the Souris Tea.

ALL who want a good day's sport should go to the Souris Tea, on

Wednesday, July 14th, 1886,

and meet a Committee determined to make them happy.

A Special Train will leave Charlottetown for Souris at 7.05 a. m., Standard Time; will connect with the Express Train from Georgetown at Mount Stewart; returning, will leave Souris at 4 p. m., Standard time.

Railway fares from Charlottetown, Georgetown and intermediate stations by special trains good to return same day.

Charlottetown, leave 7.05 a. m., 75c; Cometary, Royalty Junction and York, 70c; Suffolk, Bedford, Tracadie and Scotchfort, 60c; Mount Stewart, St. Andrews, Douglass, and Dundee, 60c; Lot 49, Morell, Marie, Midgell, 50c; St. Peters, Five Houses, Ashton, 40c; Selkirk, Rollo Bay, Bear River, 30c; New Zealand, 25c; Harmony, 15c; Georgetown, 75c; Brudenell, Cardigan, Perth, 70c; Baldwin, Peakes, Pisquid, 60c.

Tea Tickets, 25 cents each, will be sold at all stations and by conductors in conjunction with railway tickets.

Return tickets at one first-class fare will be issued from Charlottetown and intermediate stations by regular morning trains on the 13th, good to return up to and including 14th.

JOHN A. McDONALD, Secretary.

Souris Elect, June 23, '86—cl tea pat

LONDON HOUSE.

JULY.

WE will offer, at Reduced Prices, this month, the following Goods:—

Straw Hats. Feathers and Flowers, Dolmans, Light Summer Prints.

LOW PRICES TO CLEAR.

HARRIS & STEWART, SUCCESSORS TO GEO. DAVIES & CO.

Ch'town, July 6, 1886.

A GREAT SUMMER RESORT.

THE SEASIDE HOTEL,

RUSTICO BEACH, P. E. I.

HAS been much improved this season, and will be open for Guests and Visitors on or before JULY 10th.

TERMS:—Moderate. The Proprietors will spare no pains to make this the finest summer resort in the Province.

JOHN NEWSON & CO. Ch'town, June 15, 1886.

D. A. BRUCE

Wants to Have His Say—that is:

YOU cannot get a Suit of Clothes the same quality of material and workmanship in P. E. Island, Cheaper than from us.

We have a reputation for getting up FIRST-CLASS WORK, that none of our competitors can attain to. There is no better quality of Cloths manufactured than what we are showing. Stock, one of the largest you ever saw in this city.

Having three Cutters and a large staff of Workmen, we can give you prompt attention.

\$500 WORTH OF READY-MADE CLOTHING.

of our own manufacture, many suits of which were made to order and not called for, but are now SELLING AT COST. We have

An Immense Stock of Hats, selling rapidly, because buyers can save from 12 1/2 to 20 per cent. when they purchase from us. Best Hats you ever saw for 50 cents.

GENTS' FURNISHINGS.

Collars, Coats, Ties, &c., Unsurpassed in Style.

Prices were never as Low. Don't forget this when comparing with quotations from other establishments this year.

D. A. BRUCE,

72 QUEEN STREET.

Ch'town, June 23, 1886—eod & wy

BOOTS! BOOTS!

LATEST STYLES—FINEST FINISH.

WE are opening a great variety of BOOTS, SHOES and SLIPPERS to be sold Cheap for cash.

Our Boots and Shoes are bought in large quantities for cash, in the lowest markets, which enables us to give the best value in the trade—no trouble to show goods.

Our own manufacture of Boots and Shoes are celebrated throughout the Island, and are in great demand. Ask your storekeepers for our make of Solid Leather Boots.

SOLE LEATHER, wholesale and retail, cheap for cash.

DORSEY, GOFF & CO.

Ch'town, June 17, 1886.

STRICT ATTENTION

to Business, Honesty and Square Dealing, and paying Cash every time, is what has placed

L. E. PROWSE

to the front of all competitors, in CLOTHING, HATS, &c.

He does not advertize to sell goods at cost, but he guarantees to sell from 10 to 25 per cent less than those who do advertize to sell at cost.

He does not try to deceive the people by making a big blow and offering paltry rewards, but tries to do things right and has the goods to back him up in what he advertizes.

He has now about 6,500 HATS and \$4,000 worth of CLOTHING, which he guarantees to sell from 10 to 25 per cent less than any house in the trade. A lot of this Clothing was bought less than half price, and will be sold less than half price.

He does not ask the people to believe his advertisement until they see his prices; he knows then they will believe, and knows that the goods and prices back him up every time.

All goods freely shown, or sent to any part of the town.

Please don't forget to call.

L. E. PROWSE,

Sign of the BIG HAT, 74 Queen Street.

Ch'town, May 7, '86—eod wky