

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, FRIDAY, MAY 18, 1888.

VOL. 22.—NO. 147.

The Daily Examiner

is issued every evening by

The Examiner Publishing Co.

From their office, corner of Water and Great George Streets, Charlottetown, Prince Edward Island.

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Advertising at moderate rates.

Contracts may be made for monthly, quarterly, half-yearly, or yearly advertisements, on application.

ALMANAC FOR MAY, 1888.

MOON'S CHANGES.

Last Quarter 2nd day, 7h., 34.6m., p. m., N. (below horizon.)

New Moon 10th day, 9h., 11.0m., p. m., N.W. (below horizon.)

First Quarter 18th day, 7h., 32.6, p. m., S. Full Moon 25th day, 6h., 27.6m., a. m., N.W. (below horizon.)

DAY OF WEEK Sun (Sun) Moon High Day's rises/sets rises (water) low h

DAY OF WEEK	Sun (Sun) rises/sets	Moon rises (water)	High low h	Day's rises (water) low h
1 Tuesday	4 50 7 2	0 16	2 28 14 12	
2 Wednesday	4 4 1 3	3 42	15	
3 Thursday	4 8 1 4	7 55	18	
4 Friday	4 7 2 14	6 12	20	
5 Saturday	4 5 8 3	4 2 7 18	23	
6 Sunday	4 4 9 3	7 8 9	25	
7 Monday	4 3 11 3	26 8 51	28	
8 Tuesday	4 3 12 3	53 9 27	34	
9 Wednesday	3 39 13 4	17 10 1	34	
10 Thursday	3 38 14 4	42 10 34	36	
11 Friday	3 37 15 5	5 11 6	39	
12 Saturday	3 35 16 5	41 11 40	41	
13 Sunday	3 34 18 6	19 12 44	47	
14 Monday	3 33 20 7	2 0 15	44	
15 Tuesday	3 32 21 7	53 0 52	49	
16 Wednesday	3 31 21 8	50 1 33	50	
17 Thursday	3 30 22 9	53 2 19	52	
18 Friday	3 29 24 11	0 3 12	53	
19 Saturday	3 28 25 10	4 20 57	57	
20 Sunday	3 28 25 1 23	5 59	59	
21 Monday	3 25 26 2 37	6 57	15 1	
22 Tuesday	3 24 27 3 54	8 2	3	
23 Wednesday	3 23 28 5 13	8 56	5	
24 Thursday	3 22 29 6 32	9 43	7	
25 Friday	3 21 31 7 49	10 28	9	
26 Saturday	3 21 32 9 0	11 13	11	
27 Sunday	3 20 33 10 4	11 59	13	
28 Monday	3 20 34 10 57	12 42	14	
29 Tuesday	3 19 35 11 42	1 28	16	
30 Wednesday	3 18 36 12 17	18	17	
31 Thursday	4 18 37 9 16	3 8 15 19		

DR. KELLY,

Physician and Surgeon,

OFFICE:

UPPER QUEEN STREET,

Four Doors Above Apothecaries Hall.

Ch'town, March 29, 1888—d 3m eod wky

L. ARTHUR & CO.,

COMMISSION MERCHANTS,

RECEIVERS OF

Mackerel, Butter, Cheese EGGS

Poultry, Potatoes, Fruit & Vegetables.

142, 144 Commercial Street,

BOSTON, MASS.

FOR

B-O-S-T-O-N

SUMMER ARRANGEMENT

THE PALACE STEAMERS

OF THE

INTERNATIONAL S.S. CO.

Leave St. John for Boston, via Eastport and Portland, every Monday, Wednesday and Friday, at 7.30 a. m.

Fare from Charlottetown to Boston, \$5.50, 2nd class; \$2.50, 1st class.

For tickets and other information apply to

G. A. STUART, F. W. HALE, P. E. I. S. N. V. Co.

or to your nearest Ticket Agent.

May 7, 1888—eod wky

AMES A. MORRISON. GEORGE MUSGRAVE

MORRISON & MUSGRAVE,

BROKERS

—AND—

Commission Merchants,

HALIFAX

Consignments of Island produce will receive prompt attention.

REFERENCES: Thomas Fyche, Esq., Cashier Bank of Nova Scotia, Halifax; George Macleod, Manager Bank of Nova Scotia Charlottetown.

WARREN & JONES,

TEA MERCHANTS,

71 EAST CHEAP AND 9 & 14 MINING LANE,

LONDON, ENGLAND.

Represented in Canada by MORRISON & MUSGRAVE, Halifax.

Oct. 24, 1887—

SUCCESS!

Kid Gloves!

FOUR STUD.

Just Opened, 50 Dozen above celebrated brand of Kid Gloves, New Stud Fastening, Colored Stitch Back,

ONLY 80 CENTS A PAIR.

STANLEY BROTHERS,

BROWN'S BLOCK.

Ch'town, April 21, 1888.—eod & wky.

1888. ANNOUNCEMENT. 1888.

The Popular Standard-Bred Trotting Stallion

HERNANDO, 9281,

RECORD 2:37 1-3 ON A HALF-MILE TRACK.

The Fastest Record ever made in a Race on Prince Edward Island.

BAY STALLION, 16 hands high, weighing about 1200 lbs., bred by Gen. T. Withers, Fairlawn Kentucky.

Sire, Almont, 33, sire of Fanny Witherspoon, 2.16, and 32 others in the 2.30 list, besides 27 sons that have sired trotters, and 19 daughters that have produced trotters.

Dam, Jenny Clay, by American Clay, 31, sire of the dam of Sir Walter, Jr., 2.18; Garnet, 2.19; Ambassador, 2.21, etc.; 2nd dam by Morgan Rattler, 3rd by Membrino Chief, 11, 4th by Gano, 5th by Potomac, etc.

For full pedigree, history and particulars get Hernando's 1883 Circular.

HERNANDO has won every competition in which he was ever entered. His stock are fame prize-winners, and sell young for higher prices than those of any other horse in Lower Canada.

By good judges and writers he has been pronounced in comparison with ALL Stallions in Lower Canada.

"The Prince of the Collection," and "The Noblest Roman of them all."

HERNANDO will make the Season of 1888 as follows:

SUMMERSIDE—May 7 to 12; May 23 to June 2; June 11 to 16; June 23 to 29; July 9 to 14; July 23 to 28.

CHARLOTTETOWN—April 30 to May 5; May 21 to 26; June 4 to 9; June 18 to 23; July 2 to 7; July 16 to 21.

TERMS—Twenty-Five Dollars for the Season, or Thirty-Five Dollars for insure.

The above route will be adhered to as closely as health, weather and other conditions will permit. Mares from a distance will be received and cared for at moderate prices. Send for Circular.

W. A. NOONAN, in Charge.

May 7, 1888—dy 1m wky 3m

Charlottetown Boot & Shoe Factory.

WITH Improved Premises, Experienced Workmen, New Lasts, Better Leather, we now turn out NEATER, BETTER FITTING AND WEARING BOOTS than ever. Every Pair Warranted.

FOREIGN MAKE.—We import from Canada and the United States the latest styles in Ladies' and Gents' Boots, Shoes, Slippers and Rubbers. Buying in large quantities, for cash, it enables us to sell cheap. You do not require a heavy purse when dealing with us.

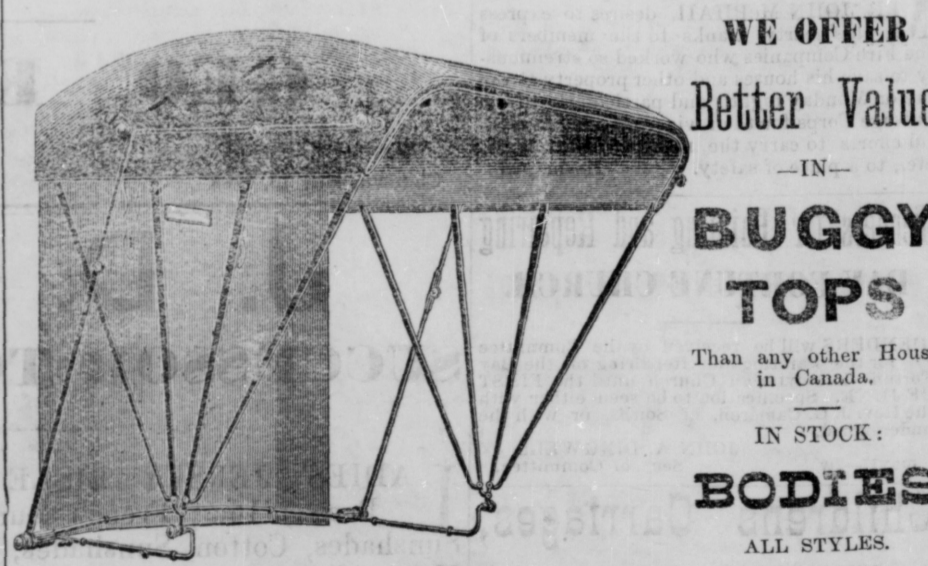
SHOEMAKERS, ATTENTION!

CUSTOM SOLE LEATHER by the Side, 24 cents per lb. Kip, Grain, French Calf, Kid and Goat. Awls, Welts, Shoe Thread, Heel Ink, Dressing, Pegs, Pincers, Hammers, Wax, Bristles, Nails, Eyelets, English Tops, &c. As we have to keep these articles for our own use, and buying them in large quantities, we can afford to sell cheaper than any in the trade.

GOFF BROS.,

Successors to Dorsey, Goff & Co.

February 28, 1888.—eod & wky



A FULL AND COMPLETE STOCK OF

CARRIAGE GOODS

OF EVERY DESCRIPTION.

GENERAL HARDWARE and MILL SUPPLIES.

NORTON & FENNEL,

City Hardware Store.

Charlottetown, March 5, 1888.

—1888—

BOSTON DIRECT,

—BY THE—

Boston, Halifax and Prince Edward Island Steamship Line.

THE ONLY DIRECT LINE WITHOUT CHANGE.

Charlottetown to Boston.

THE stanch and commodious Steamships CARROLL and WORCESTER, having been thoroughly refitted and put into first-class condition in every particular, will, during the Season of 1888, run as follows, commencing with

The Carroll, on Saturday, 5th May.

One of these vessels will leave Boston for Charlottetown every SATURDAY, at noon; and Charlottetown for Boston every THURSDAY, at 6 o'clock, p. m.

Excellent Passenger Accommodation! Low Rates!

FARES—First-class Passage Berth in well-furnished Cabin, \$5.50; Steerage Berth, \$3.50. Lowest rates for Freight, which is always carefully handled.

CARVELL BROTHERS, Agents, Charlottetown.

HARRISON LORING, Managing Director and Treasurer, Lewis Wharf, Boston.

Ch'town, May 3, 1888—pat sun jour

IMPORTED from France in 1854. Registered in the Percheron Stallion Book, France, Vol. No. 435; and in American Stallion Book, Vol. 4, No. 3784. Will stand for the season at Stable back of Mr. John Fraser's forge, Grafton Street, excepting when he goes to Eddon, which will be every second Tuesday evening by boat, remaining until Thursday evening, returning by boat.

He will also go to Capaul, by boat, every Saturday morning, returning by evening boat.

TERMS—Fifteen Dollars for the season, secured at time of service by note payable till 1st of December.

BENJAMIN HEARTZ, W. S. MCKIE, D. HENDERSON, Groom.

May 10, 1888—dy eod 2w wky

RARE OPPORTUNITY.

When some seventy sail, Off Cape Ann—schooners so pretty and white—

Were caught in the hurricane out in the night,

Between North Cape and East Point light;

They tried their best to round the cape,

But the seas ran high, and the gale so strong,

Most foundered, and strewed the coast along.

I remember myself seeing several men picked up one after another after being washed ashore. That is but one case of what is called stress of weather, from which there is no escape. Then take the case of a man taken sick at sea. Under the treaty of 1818 you could not land him; you must take him away apart to some other country for a doctor, and the man dies in the meantime. I do not think, if those cases were put properly before the people of Canada that they would have assented to any such treatment of foreign fishing vessels, and I say, as far as this treaty is concerned it is in that respect nothing more than an act of humanity on our part. But we are told again with regard to this question of fishing vessels being allowed to go in and out of our harbors that we allow them to do what? To trade? If a vessel flying the American flag comes in with cargoes of cotton or sugar she can buy whatever she wants. Now, they are allowed to come in and purchase not what a fishing vessel can buy, but necessary supplies to take her on her home voyage. Every vessel is allowed to come into the harbors of Canada without reporting to the customs official if she does not stay longer than 24 hours. At one time, such was not the case when we had light dues, harbor dues and other tolls to collect; but it is not so now. If an American fishing comes in to buy supplies, she merely buys the necessities she requires, and goes away, and there is nothing more about it. It is to be imagined that the masters of those vessels, who own them, and who have the earnings of a lifetime perhaps in one-fourth of the venture, will run the risk of losing his vessel for the purpose of doing what? Of trying to evade the law, knowing full well that behind them their own Government will not protect them, in breaking the law—knowing full well that if they break the law their ship will be seized and confiscated. Still we are told that if we let those vessels come in for supplies that they should not be allowed to tranship their cargoes. When I was a younger man I used to hear lawyers giving legal opinions freely, and one day I asked a legal friend of mine why he, a lawyer, gave his opinion in that way for nothing. "My dear fellow," he said, "a lawyer's opinion is not worth anything unless he is paid for it." We are asked by what manner of means are we to know that a vessel is in distress when she comes into harbor? The hon. gentleman may take it as a given fact that the master of a fishing vessel with 10 to 20 men on board

NEVER SEEKS A HARBOR

unless he is compelled to through stress of weather or from want of supplies. Every hour of fishing weather is worth money to him; he must be on the ground while there is fish to catch, and as the crew shares in the venture as well as the captain, if a man is lazy and not willing to work he is very soon put ashore. Every day adds to the expense of the vessel. Every man on board is interested in having his time turned to the best advantage, and every father on board is anxious to have his earnings to his credit, when the cargo is discharged. But the hon. gentleman says that the vessel has the right to come in to be discharged? If she loses her masts or main boom or sails, or springs a leak, or goes on a rock, she must be discharged, unless she can get on to a marine slip. All these things the custom house officer is cognizant of.

NOTICE.

ALL AMOUNTS due the estate of HARRIS & STEWART must be paid at once to the undersigned, at the office of the London House, or they will be sued for.

F. W. MOORE, Assignee.

Ch'town, March 29, 1888.

THE FISHERIES QUESTION.

Exhaustive Speech on the Fisheries Treaty

BY HON. SENATOR HOWLAN.

(Continued.)

We also have the opinion of the leader of the opposition in this House. But a change has come over the spirit of his dream, and when I laughed at one or two of his remarks, I thought I would be annihilated, because I dared to offer an opinion. But as the hon. gentleman went along, he showed clearly he did not understand the question he was speaking about, or if he had studied it out, he had not such a knowledge of it as to form a correct opinion. He then went on to find fault with another portion of the treaty. Last year we refused to allow American fishing vessels to remain in our harbors more than 24 hours without reporting to the custom authorities. This year we have allowed it, and I am very glad of it, and I think it is a very proper thing under all the circumstances; but what are we told? We are told that if we allow them to come in through stress of weather that they will fish inside of the three mile limit and do all sorts of illegal acts. To me it is begging the question to say that a fishing vessel will come into harbor under pretense of stress of weather. The hon. gentleman does not know what "stress of weather" means; he has lived too long on the placid waters of the Ottawa to know the real meaning of stress of weather. In the Gulf of St. Lawrence heavy gales of wind come up without a moment's notice, and it has always seemed to me to be very hard to see a fishing vessel off the harbor with the certainty of being blown out to sea, and not allowing her to take refuge.

A FEW YEARS AGO

we had what was known as the Yankee gale, which strewed 250 fishing vessels along the coasts and caused the loss of a great number of lives; still the hon. gentleman would allow these fishermen to go to a watery grave rather than permit American fishing vessels to enter port on distress of weather. I was surprised at the fact, and the only way I could account for such a view was the hon. gentleman's total ignorance and want of knowledge of the subject he was speaking of. The result of the gale of 1853, to which I referred a moment ago was that 75 out of 250 fishing vessels, for want of shelter in stress of weather were strewed along the coasts, and I will read you what was said by one of the poets of Prince Edward Island—

"In that wild gale,

When some seventy sail,

Off Cape Ann—schooners so pretty and white—

Were caught in the hurricane out in the night,

Between North Cape and East Point light;

They tried their best to round the cape,

But the seas ran high, and the gale so strong,

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I remember myself seeing several men picked up one after another after being washed ashore. That is but one case of what is called stress of weather, from which there is no escape. Then take the case of a man taken sick at sea. Under the treaty of 1818 you could not land him; you must take him away apart to some other country for a doctor, and the man dies in the meantime. I do not think, if those cases were put properly before the people of Canada that they would have assented to any such treatment of foreign fishing vessels, and I say, as far as this treaty is concerned it is in that respect nothing more than an act of humanity on our part. But we are told again with regard to this question of fishing vessels being allowed to go in and out of our harbors that we allow them to do what? To trade? If a vessel flying the American flag comes in with cargoes of cotton or sugar she can buy whatever she wants. Now, they are allowed to come in and purchase not what a fishing vessel can buy, but necessary supplies to take her on her home voyage. Every vessel is allowed to come into the harbors of Canada without reporting to the customs official if she does not stay longer than 24 hours. At one time, such was not the case when we had light dues, harbor dues and other tolls to collect; but it is not so now. If an American fishing comes in to buy supplies, she merely buys the necessities she requires, and goes away, and there is nothing more about it. It is to be imagined that the masters of those vessels, who own them, and who have the earnings of a lifetime perhaps in one-fourth of the venture, will run the risk of losing his vessel for the purpose of doing what? Of trying to evade the law, knowing full well that behind them their own Government will not protect them, in breaking the law—knowing full well that if they break the law their ship will be seized and confiscated. Still we are told that if we let those vessels come in for supplies that they should not be allowed to tranship their cargoes. When I was a younger man I used to hear lawyers giving legal opinions freely, and one day I asked a legal friend of mine why he, a lawyer, gave his opinion in that way for nothing. "My dear fellow," he said, "a lawyer's opinion is not worth anything unless he is paid for it." We are asked by what manner of means are we to know that a vessel is in distress when she comes into harbor? The hon. gentleman may take it as a given fact that the master of a fishing vessel with 10 to 20 men on board

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unless he is compelled to through stress of weather or from want of supplies. Every hour of fishing weather is worth money to him; he must be on the ground while there is fish to catch, and as the crew shares in the venture as well as the captain, if a man is lazy and not willing to work he is very soon put ashore. Every day adds to the expense of the vessel. Every man on board is interested in having his time turned to the best advantage, and every father on board is anxious to have his earnings to his credit, when the cargo is discharged. But the hon. gentleman says that the vessel has the right to come in to be discharged? If she loses her masts or main boom or sails, or springs a leak, or goes on a rock, she must be discharged, unless she can get on to a marine slip. All these things the custom house officer is cognizant of.

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Ch'town, March 29, 1888.

and reports. He knows that if a vessel comes in in trim, with her sails and rigging all in order, it is to land a cargo. If she has no cargo on board, he knows at once she is on a mischievous trip, and she is placed under surveillance, and if she does not report to the Customs House before 24 hours elapses she is liable to seizure. But I was amazed by the hon. gentleman from Halifax when he said in his speech on the Address that the \$1.50 per ton which was paid by the American fishermen on their vessels, permitting them, he said, to come within the three mile limit and thereby get six hundred or eight hundred barrels of mackerel, necessarily placed the fishermen of Canada in a false position. He told us even that the American fishermen did not value the inshore fisheries; that they considered them useless, and that if we were to open the whole of this delimitation to them over the Maritime Provinces, not one American fisherman would go inside of it. At the same time he has told us that for \$1.50 per ton an American fisherman could come in and take six hundred barrels of mackerel, on which he would pay no duty, while our fishermen would have to pay a duty of \$2 per barrel.

HON. MR. POWER.—I did not say that.

HON. MR. HOWLAN.—I cannot help that. I did not make the speech, and here it is in the official report on the table:

"But the *modus vivendi* proposed by the British plenipotentiaries after the treaty had been signed is more objectionable by far than the treaty itself. It provides that for a period not exceeding two years, the American fishing vessels shall be allowed to purchase bait, ice, seines, lines and all other supplies and outfits, to tranship their catch and ship crews; most important privileges, which will enable the American fishermen to compete with our fishermen in our own waters; and what is the consideration we receive for that two year's grant? It is a license fee of \$1.50 per ton. Canada has had experience of license fees already. In 1869 and 70 we had those licenses, but they were found so unsatisfactory that the Dominion Government refused to continue that system any longer. It was then found that as a rule American fishermen did not pay the fees, and—supposing they now pay—a duty of \$1.50 per ton would amount, on an ordinary fishing schooner of 80 tons, to \$120; and the same schooner, if she were fortunate in her venture, would probably catch—if she were after mackerel—from 600 to 800 barrels of fish, the duty on which would be from \$1,200 to \$1,600, so that while the Americans under the present arrangement pay only \$120 license fee, our fishermen pay only on what that vessel caught an immensely larger sum. In the case of codfish the disproportion would be almost in the same ratio."

HON. MR. POWER.—If my hon. friend will excuse me, he said that the license was to allow the American fishermen to come inside of the three-mile limit, but the treaty does not say so.

HON. MR. HOWLAN.—Then what do you pay \$1.50 per ton license for?

HON. MR. POWER.—The *modus vivendi* says that for certain purposes that license shall be paid, but it does not include the going inside of the three-mile limit. The hon. gentleman had better read the Treaty.

(To be Continued.)

Hope River Notes.

The season being late this year, farmers are vigorously pushing their work just now.

Our new Hall was opened early in the winter with a lecture delivered by the Rev. Angus McDonald, of Rustico.

A Farmers' Club was then soon organized, and did some