

THE DAILY EXAMINER.

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NEW SERIES.

CHARLOTTETOWN, P. E. ISLAND, FRIDAY, JUNE 7, 1889.

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ALMANAC FOR JUNE, 1889.

MOON'S CHANGES.
First Quarter, 6th day, 3a., 49.1m., p.m., S. F.
Full Moon, 13th day, 9h., 45.7m., a.m., N.,
below horizon.
Last Quarter, 20th day, 3h., 22.6m., a.m., SE.
New Moon, 28th day, 4h., 41.1m., a.m., N.E.

DAY OF WEEK	Sun	Moon	High	Day's
M	rise	sets	water	length
1 Saturday	4 17	8 6	2 24	15 20
2 Sunday	5 17	7 16	0 30	21
3 Monday	6 16	5 14	1 7	23
4 Tuesday	7 15	4 16	1 47	25
5 Wednesday	8 14	3 21	2 31	27
6 Thursday	9 13	2 28	3 22	27
7 Friday	10 12	1 47	4 26	26
8 Saturday	11 11	1 17	5 40	25
9 Sunday	12 10	1 2	6 54	23
10 Monday	1 9	1 17	7 57	22
11 Tuesday	2 8	2 30	8 50	20
12 Wednesday	3 7	3 39	9 39	18
13 Thursday	4 6	4 41	10 25	16
14 Friday	5 5	5 45	11 11	14
15 Saturday	6 4	6 50	11 57	12
16 Sunday	7 3	7 56	12 43	10
17 Monday	8 2	9 0	1 30	8
18 Tuesday	9 1	10 7	2 17	6
19 Wednesday	10 0	11 15	3 4	4
20 Thursday	10 59	12 24	4 20	3
21 Friday	11 18	1 33	5 5	2
22 Saturday	12 37	2 42	6 36	1
23 Sunday	1 56	3 51	7 15	0
24 Monday	3 15	5 0	7 54	0
25 Tuesday	4 34	6 9	8 33	0
26 Wednesday	5 53	7 18	9 12	0
27 Thursday	7 12	8 7	9 51	0
28 Friday	8 31	8 56	10 30	0
29 Saturday	9 50	9 45	11 9	0
30 Sunday	11 9	10 34	11 58	0

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ROOM PAPER! ROOM PAPER!
Trade With Us and Save Money.
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Charlottetown, May 20, 1889—ly & wky

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5 MILES under all circumstances, and over all kinds of roads, and have comfortable and dry feet all the time when I buy my footwear at
GOFF BROS.

Charlottetown, June 5, 1889—cod wky

Shipment of Fat Cattle, Sheep, Cuts, Potatoes, &c. from Cardigan Bridge.

On Wednesday, the 5th inst., the schr. Annie T. McKie, McKie master, sailed from Cardigan Bridge for St. John's, Nfld., with the following cargo: 30 head cattle, 30 sheep, 1,100 bushels of oats, shipped by Jas. E. McDonald, Esq. The cattle shipped in this vessel were a very fine well-finished lot, among which were animals fed by Alex. Smith, New Perth; George Moar, Georgetown; Royalty; Malcolm McLellan, Narrows Creek; Oswald Gordon, Roseneath; Walter Gordon, Brudenell; John Stewart, Lot 51; James McAulay, St. Peter's; Wm. Gordon, Brudenell; Alex. Hamilton, New Perth; Michael Power, Summersville; P. Brothers, Lot 66; Ronald McCormack, Lot 55, Wm. McMillan, Summersville, and others.

On Thursday, the 6th, the schr. Annie, LeBlanc master, cleared for St. Pierre, Miq., from Cardigan Bridge, with 26 head fat cattle, 20 sheep, 7 fat pigs, 550 bushels potatoes and eight cases eggs, shipped by Jas. E. McDonald, Esq. The cattle in this cargo were fed by Martin Sinnott, Morell; Andrew Lannan, Lot 66; John Hughes, James Phelan, P. McCarthy, J. Murphy and Buchanan, of Morell; N. Nicholson and M. Nelson, J. Mustard and others of Pisiquid, Lot 52, and included some very fine animals.

In the two cargoes, the heaviest animal was Alex. Smith's registered Durham bull, that weighed 1,830 lbs. It was a pity to see so fine a thoroughbred animal leaving the Province.

Eastern Notes.

AN INTERESTING BATCH FROM ONE OF THE EXAMINER'S CONTRIBUTORS.

Capt. Wm. McLaren, of Georgetown, has been appointed Captain of the S S Stanley, and left for Pictou via Charlottetown, on Thursday, the 6th inst. Capt. Pouliot, of Gaspe, takes charge of the schooner Critic, which is being fitted out at Georgetown for the fishery protection service.

The steamer William is loading potatoes at Montague Bridge for Messrs Kelly and Wightman.

Bishop McIntyre, of Charlottetown, held a confirmation service in Georgetown on Thursday forenoon, and at All Saints Church, Cardigan Bridge, on the afternoon of the same day, when great numbers of young persons were subjected to the "laying on of hands."

Among the recent converts to the Roman Catholic Church is Dr. A. Allan, of Cardigan Bridge, son of the Rev. Mr. Allan, Presbyterian minister of Covehead.

Mr. John J. Morrison, book-keeper for A. A. Macdonald Bros., Georgetown, has gone on a visit to friends in Providence, Rhode Island.

Rev. A. E. Burke paid a hurried visit to Georgetown on Wednesday the 5th inst. He is enthusiastic in praise of the western end of the Province, and says that there is the finest land in the Province. Wheat has been grown for years—almost generations—up there, without manure, and all that is wanted is public works to make it flourish like the "hay tree." He says that an excellent quantity of lime-stone can be obtained under the cliffs at Morningside, but that a harbor prevents it from being mined. Father Burke is a "hustler," and will do good work in the western end of Prince County.

Capt. Mal. Macdonald has removed his dwelling house in Georgetown back some 30 feet from the street, and intends having it remodelled and greatly improved. The space in front of the house is to be devoted to flowers and plants.

Daniel and George Macdonald, of New Perth, lost a fine Brown Stout filly foal the other day. It seems that the mare, a Challenger, was in pasture with some young horses, when one of them kicked the foal and broke one of its legs. In consequence, the foal had to be killed, as it would hardly ever be good.

John G. Scrimgeour, Cardigan, lost a valuable cow last week, that got its leg broken, and had to be killed.

F. G. Boyer, Georgetown Royalty, also met with a serious loss a short time ago. It appears that a fine three year old colt of his was upon the bridge leading into the second story of his barn, one day, when from some cause it backed over the edge, which was unprotected with any railing, and, falling on a plough that had been left out, was so seriously injured that he died two days afterwards.

Accidents are hard to guard against in farming as well as in our businesses.

ANOTHER FAILURE.—Mr. L. H. Morreau, a Louisville, Que., merchant, has left for the States, leaving numerous creditors. The Banque du People is in for \$18,000 and the Bank of Nova Scotia for a small amount.

IN LUCK.—By the death of an uncle in New York, a Mrs. Doherty, the wife of a Kingston, Ont., letter carrier has become heir to a part of a fortune aggregating two million dollars.

HAVE SUCCEEDED.—Ottawa advises state that the members of St. Bartholomew's Church, New Edinburgh, who objected to Rev. Mr. Hamington's ritualistic practices, have succeeded in a body and joined the Reformed Episcopal Church.

KILLED BY LIGHTNING.—A few nights ago while a man named Kessler, belonging to Leavenworth, Ind., was returning from Leavenworth to his home, lightning struck his wagon in which were seated five persons beside himself, instantly killing his wife and so severely shocking a lady named Cline that she has become insane. The wagon was shattered, and one of the horses was killed.

Persons wishing to improve their memories or strengthen their power of attention should send to Prof. Loissette, 237 Fifth Ave., N. Y., for his prospectus post free, advertised in another column.

THE VALLEY OF DEATH.

Condition of Things in Johnstown and Vicinity.

JOHNSTOWN, Pa., June 5.—Where Johnstown's principal stores stood on Friday, are now pitched 1,000 tents. Under this shelter is accommodated the militia and thousands of workmen trying to clear the streets of the city. William Flynn, of Pittsburg, arrived this morning and at once took charge of the laborers. He says it will take 10,000 men 30 days to clear the ground up so that the streets will be passable, and the work of rebuilding may be re-commenced. Over 100 men were all day engaged in the effort to clear the narrow passage from the death bridge upward through the sea of debris that blocks the Conemaugh for nearly half a mile. Dynamite was brought into requisition at frequent intervals. The heaviest timbers were demolished, and the fragments permitted to float downward through the centre arch. At nightfall the clear space above the bridge did not exceed 60 feet in length and 40 feet in width. Fully 25 acres are to be cleared, and the task seems an interminable one. Many conservative minds recommend the use of the torch. They are not among the sufferers. When such counsels are heard by wives, children, sisters or brothers of those who rest beneath the mass of debris the suggestion of cremation meets with objection. In deference to the unreasoning mandate of grief, the clearing of the river by the means of dynamite and derricks is persisted in. The progress to-day is hardly discernible. Ere two more days have elapsed there is but little doubt that the emanations from the putrid bodies will become so frightful as to drive the hardest workman from the scene.

PITTSBURG, June 5.—With the first break of daylight, two thousand men were again at work levelling the tangled drifts of debris, and again the scene began of bodies being dragged from the wreckage and taken to the morgue and thence hurried to the cemetery. One gang of men went to work on the ground between the Cambria Iron Works and the Johnstown station of the Pennsylvania road. The spot was formerly a bank which rose about thirty feet above the stream. It is believed that buried beneath the great heaps of sand and mud will be found the bodies of seventy-five or one hundred people who were swept to death while heroically striving to rescue the shrieking passengers on roofs and other materials, as they were driven past on the angry flood. The backing by the water away from the huge pile behind the stone bridge carried away the embankment and swallowed up men and boys and even women who stood upon it. Right over where they are supposed to be the ground has been travelled by thousands of feet in the last few days, with anywhere from one foot to twenty separating them from the bodies beneath. Capt. Peter Fitzpatrick, of Cambria City learned to-day that his two little boys, supposed to be dead, were safe eight miles down the river, where they were carried on the roof of a house, and rescued.

JOHNSTOWN, Pa., June 5.—W. C. Fraser, vice-president of the First National Bank, and a prominent citizen, said this morning that the statement that people had been given timely warning was not true. "We had not the slightest warning," he said. "It was upon us and death and devastation were right before us before we could realize what had happened. Such a thing as giving notice of such a catastrophe would be impossible."

JOHNSTOWN, Pa., June 5.—Although workmen were scattered all over the waste places to-day, the heavy work was done on the Point district, where a couple of hundred mansions lie in solid heaps of brick, stone and timbers. Here the labors of the searchers were rewarded by the discovery of a corpse about every five minutes. As a general thing the bodies were mangled and unrecognizable unless by marks or letters on the persons. In every case decomposition had set in. Supt. Kirk, of the Pittsburg dynamite company, said he would not attempt to loosen the wreckage by dynamite. It is full of dead bodies that would be terribly mangled if dynamite were used. He will employ small cartridge, shattering heavy timbers occasionally. A keeling menace to life and health lies in the bed of the Conemaugh for 300 yards above the Pennsylvania railroad bridge. When the drift accumulated against this adamant structure hundreds, some say thousands, of bodies were imprisoned under the debris. It extends across the river 400 feet and twice that distance up the stream. Flames burned the top of the huge pile and left a foul sediment to act as a sieve for the Conemaugh. Hundreds of half-burned corpses were taken off the place. Every timber held others and the strongest machinery was required to liberate them. Dr. Kirk has decided that the bodies will rot before half are reached. In this manner when the waters surged against the big stone bridge they were repelled and formed a vent through the embankment of wreckage piled up against the bridge and the flood was turned into a new channel leaving the old bed a receptacle for the drift.

JOHNSTOWN, Pa., June 5.—Investigation shows that there is no truth in the report from Phillipsburg, Centre County, of the great loss of life and recovery of 243 bodies.

THE SUMMER TIME TABLE.—For the convenience of the public we condense the hours of departure and arrival of trains (local time):
FOR THE WEST.
7 and 9.45 a. m.; 4.30 p. m.
FROM THE WEST.
10.35 a. m.; 4 and 8.10 p. m.
FOR THE EAST.
7.30 a. m. and 4.15 p. m.
FROM THE EAST.
10.20 a. m. and 7.15 p. m.

FIRE.—Morden, Man., had a fire on the morning of the 5th, destroying property to the value of \$12,000. There was only \$1,100 insurance.

Cronin's Private Papers.

LETTERS THREATENING HIM WITH DEATH WERE AMONG THEM—ALEXANDER SULLIVAN STILL CLOSELY WATCHED.

According to Chicago advices there was an important conference in Chief of Police Hubbard's office a few nights ago. Besides the Superintendent there were present Mayor O'Grady, Luther Luffin Mills and W. J. Hynds (representing the Cronin investigating committee), State Attorney Longnecker and several detectives connected with the case. Lawyer Mills reported the result of his examination of Dr. Cronin's private papers. The reading of his report created a decided sensation, and the Chief of Police sent out a fresh detail of detectives on half a dozen clues revealed for the first time. Among the doctor's private papers were several threatening letters, some of them signed "The Committee of Seven of the U. B." The letters "U. B." are the initials of the United Brotherhood, better known as the Clan-na-Gael. This document warned the doctor that his "course in interfering with the secrets of the Order, divulging or proposing to divulge the doings of its officials," and his "persistent persecution of trusted officials, which is the outgrowth of jealousy," had led to a "grave crisis," and that, unless immediately stopped with "full retraction and reparation," he would meet the "same fate that had overtaken every enemy of the cause." This letter purports to have been written with human blood, but the fluid is undoubtedly red ink.

Several letters, evidently written in a disguised hand, are presumably from the same pen.

He is called by some of them a "disturber," in another he is branded as a "traitor," while in a third he is stigmatized as a "Tory spy and a London ex-Times reporter of Irish-American secrets." Some letters show foreign postmarks, and some are of a friendly character, signed by well-known Irish-Americans and Irish-Canadians, advising Dr. Cronin to withdraw his charges against prominent members of the Clan-na-Gael and to "conciliate his feelings towards those interested in the cause of Ireland with whom he had differed on matters of policy." The friendly letters are signed in the usual way with the names of the writers. The anonymous threatening letters give no definite clue to the identity of the writers except in the handwriting.

That the police suspect Alexander Sullivan in connection with the Cronin murder is no longer doubtful. He is under the watchful eyes of detectives day and night. Just why he is suspected Chief Hubbard declines to say.

When the World correspondent called at Mr. Sullivan's office the suspected man and his lawyer, A. S. Crude, were conversing together. Mr. Sullivan refused to make any statement in connection with the murder and the charges laid at his door beyond saying that he would talk when the proper time came, and didn't care what his enemies said about him. He expressed indignation but no alarm, at the free use of his name in connection with the crime.

The part which "Major" Sampson, a Chicago crook, well known to the police, played in the Cronin tragedy, is particularly interesting, as tending to strengthen the claim that a conspiracy against the life of the doctor existed. He told Mr. Conklin that an officer had offered him \$100 to kill Dr. Cronin. Sampson's intimacy with Starkey has been plainly demonstrated. A detective said "Suppose these men on their trial try to save themselves by giving states evidence? Whom will they implicate? They don't know who set them to do it. They got a secret order, and that's all they know. Their story would sound very fishy on the stand, and it would not have much weight in court. The chances are that both men will be hanged. Perhaps that is what the ringleaders in the affair want. With the tools out of the way there would be but little danger of any subsequent action."

Horse Notes.

[FROM THE "JOURNAL"]
Mr. Usher, of the Ship Railway, has, with the assistance of Mr. J. B. Russ, purchased five very fine cart horses. Three of them were really superior animals. He left for home with them on Tuesday morning, by the St. Lawrence. The lot included two Barretts, one Brown Stout, and two Challengers.

Mr. Jas. B. Donalds, of Addison, Me., left for home Monday morning, with six horses, which he purchased during a stay of several days here. It was his intention to buy a car load, but he found prices too high. Mr. Donalds made many warm friends during his stay in Summerside, who will be glad to welcome him back here at any time. Mr. Donalds took a great fancy to Mr. Gourlie's new horse Balston, and we understand made that gentleman an offer of something like \$2,000 for him. The offer was declined with thanks.

Trotting will take place at the Summerside Driving Park on Dominion Day, when purses amounting to \$120 will be offered in three classes. The track is in grand condition this season, and as there is likely to be a good number of entries, a fine day's sport is guaranteed.

[FROM THE "FARMER"]
Mr. P. Baker shipped seven horses last Tuesday for the Ship Railway contractors, five of which cost \$1,000. They are fine animals. Mr. Baker informs us he has shipped over 40 horses since the boats began running this spring.

NO REASON FOR CHANGE.—According to a Washington despatch Edward Bean, of Hartford, owns a farm, one portion in Canadian territory, the other in the United States territory. The custom has been when he sold cattle in the United States to assess the duty upon the animals produced from stock on the Canadian side. Assistant Secretary Tickenor has informed the collector of customs at Portsmouth, N. H., that there is no reason for change in the present practice.

SPECULATION.

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

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Oct. 24, 1887—

Charlottetown Driving Park and Provincial Exhibition Association.

A SECOND CALL of 30 per cent. (\$30 a share), upon the subscribed stock of the above Association, payable on or before 15th June next, has been ordered by the Directors. Shareholders will oblige by paying the same to me at the office of Warburton & Smallwood, Cameron Block.

A. B. WARBURTON,
Secy.—Treasurer.
may 8—d w t l dt

P. J. FORAN,

Spring is coming, joyful Spring!
A splendid stock to us does bring
Of nobby Cloths for Gents to wear,
At prices that would make you stare.

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Our Worsteds recommend themselves,
Customers who have bought will tell.

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Charlottetown; March 29, 1889—cod wky

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Charlottetown, Jan. 31, 1889