

THE DAILY EXAMINER.

"This is true Liberty, when Free Born Men, having to advise the Public, may speak free."—EUPHRIDES.

SINGLE COPIES TWO CENTS

CHARLOTTETOWN, P. E. ISLAND, MONDAY, JULY 27, 1891.

VOL. 28.—NO. 56

NEW SERIES.

CALENDAR FOR JULY, 1891.

| Day | h | m | moon | high | low |
|-----------|----|----|-------|------|---------|
| Sunday | 18 | 49 | 0.57 | 8 | 9 15 32 |
| Monday | 19 | 49 | 1.22 | 9 | 0 31 |
| Tuesday | 19 | 49 | 1.55 | 9 | 47 29 |
| Wednesday | 23 | 48 | 3.18 | 11 | 10 29 |
| Thursday | 21 | 48 | 4.16 | 11 | 49 27 |
| Friday | 22 | 48 | 5.19 | 10 | 26 |
| Saturday | 22 | 47 | 6.25 | 0 | 24 |
| Sunday | 23 | 47 | 7.32 | 0 | 59 24 |
| Monday | 24 | 46 | 8.37 | 1 | 34 22 |
| Tuesday | 25 | 45 | 9.41 | 2 | 11 20 |
| Wednesday | 26 | 45 | 10.39 | 2 | 50 19 |
| Thursday | 26 | 44 | 11.48 | 3 | 37 17 |
| Friday | 27 | 44 | 12.50 | 4 | 35 16 |
| Saturday | 28 | 43 | 1.56 | 5 | 44 15 |
| Sunday | 29 | 42 | 3.0 | 6 | 51 13 |
| Monday | 30 | 41 | 4.07 | 8 | 0 11 |
| Tuesday | 31 | 41 | 5.27 | 8 | 55 9 |
| Wednesday | 32 | 40 | 6.36 | 9 | 46 7 |
| Thursday | 33 | 39 | 7.29 | 10 | 35 4 |
| Friday | 34 | 38 | 8.24 | 11 | 29 4 |
| Saturday | 35 | 37 | 9.1 | 11 | 20 2 |
| Sunday | 36 | 36 | 9.56 | 12 | 14 58 |
| Monday | 37 | 35 | 10.79 | 12 | 10 55 |
| Tuesday | 39 | 34 | 11.59 | 12 | 10 55 |
| Wednesday | 41 | 33 | 13.09 | 2 | 58 53 |
| Thursday | 41 | 32 | 14.11 | 4 | 2 51 |
| Friday | 42 | 31 | 15.25 | 5 | 18 49 |
| Saturday | 43 | 29 | 16.54 | 6 | 37 46 |
| Sunday | 44 | 28 | 18.00 | 7 | 50 44 |
| Monday | 45 | 27 | 19.03 | 8 | 45 42 |

John McLeod & Co

Best Value in Summer Overcoatings!
Best Value in Scotch Tweed Suitings!
Best Value in Trowserings!
WE HAVE A MAGNIFICENT STOCK OF THESE GOODS. Prices away down to suit the times.
Special attention is directed to our \$15.00 and \$18.00 WORSTED SUITS. This is fully 20 per cent. lower than we have ever before offered the same quality of goods.
TWEED SUITS from \$12.00 up. We defy competition. We guarantee first-class fits.

JOHN McLEOD & CO.,

Charlottetown, June 3, 1891. Merchant Tailors, Upper Queen St.

Painters' Supplies!
Mill Supplies!
Carpenters' Supplies!
Farmers' Supplies!

EVERYTHING IN THESE LINES.

CARRIAGE GOODS!

The Best Goods. The Lowest Price for Good Goods that the market affords. Goods bought right and sold low. Satisfaction guaranteed in every respect. Wholesale and Retail.

NORTON & FENNELL,

Charlottetown, May 28, 1891—2aw and wy City Hardware Store.

Seasonable!

EGYPTIAN EGG SHAMPOO AND SEA FOAM—A delightful, healthy, cleansing and cooling Toilet Preparation, equally as well adapted for Women's and Children's use as for Men's. Especially refreshing after bathing.

FLESH BRUSHES—all fibre—not injured by water.
BATH GLOVES, Rubber Bathing Hoods, Sponge Bags, Oiled Silk, Bay Rum, Cologne, Lavender, Florida and other Toilet Waters, Sponges, Pocket Combs.
STICKY FLY PAPER, Poisoned Fly Paper, Glass Fly Traps.

WATSON'S DRUG STORE.

Charlottetown, July 11, 1891.

A HAPPY UNION.

"What a boon it would be to the Medical Profession if some reliable Chemist would bring out an Extract of Malt in Combination with a well Digested or Peptonized Extract of Beef, giving us the Elements of Beef, and the Nutritious and Stimulating portions of Malt."—So wrote the late eminent J. MILNER FOTHERGILL, M. D., London.

Ale and Beef Peptonized

IS THE IDENTICAL COMBINATION AS SUGGESTED ABOVE.

ALE and BEEF PEPTONIZED is endorsed by leading Physicians.
ALE and BEEF PEPTONIZED is the only Food combined with a Mild Stimulant.
ALE and BEEF PEPTONIZED for weak and delicate Women and Children.
ALE and BEEF PEPTONIZED for weak and delicate Women and Children.
ALE and BEEF PEPTONIZED for loss of energy and want of appetite.
ALE and BEEF PEPTONIZED for indigestion and kindred troubles.
ALE and BEEF PEPTONIZED is an aid to Digestion.
ALE and BEEF PEPTONIZED is a Nutrient, a Tonic, a Digestive, a Mild Stimulant.

PRICE 25 CENTS—At Your Druggist's—PRICE 25 CENTS.

MANUFACTURED BY
THE CANADA PEPTONIZED BEEF AND ALE CO., Ltd.,
HALIFAX, N. S.

July 17, 1891—dy m w f & w k I yr

Seaside Hotel,

RUSTICO BEACH, P. E. I.

THIS beautiful and well-known Summer Resort will open for Guests and Visitors on JULY 1st. Terms moderate. For particulars address
JOHN NEWSON & CO.,
CHARLOTTETOWN.

June 24, 1891—2m

Child Killed at Souris.

THE CORONER'S INQUEST.

The Evidence and the Verdict

The following is a summary of the evidence taken at the inquest held on view of the body of Donald Francis Cheverie, the child killed on the railway track at Souris on Wednesday last:

Bibian Cheverie (sworn)—I was at the window home, and looking out saw the train stop. It was facing west. I saw nothing of the deceased child until I came out and saw it in its mother's arms. I thought, as the train stopped, there was an accident. I saw no children on the railway track to-day. I do not consider it an unusual thing to see children on the railway track about here. I have always, when home, felt a care to look if children were clear of the track when trains are passing. I knew the engine was in to-day, and had to go back, but did not know at what time. To-day I was busy, and not suspecting that anybody was on the track, I did not think of looking before the engine came along. I heard it coming, but paid no attention to it until I saw it suddenly stop.

Benjamin McEachern (sworn)—About half-past three o'clock, local, on the 22nd July, inst., I was on the hand car following engine No. 10 in command of Nicholas Watson and fireman Joseph Millman, bound from Souris station to St. Peter's. I was about seventy yards behind. The engine was, I would say, running at the usual rate of speed. I heard the driver reversing it, and looked ahead and saw a child sitting on the track between the rails opposite Lawrence Cheverie's (Sen.) house. The child was about 70 yards ahead of the engine. The only alarm I heard was the reversing of the engine. Although its speed was very much checked, it kept on its course until within a few feet of the child, when I lost sight of the child. A moment afterwards I saw it picked up by Mrs. Lawrence Cheverie, jun. off the track at the rear of the engine. I saw it was mutilated and apparently dead. The body of the child now lying dead is the one I saw picked up off the track by Mrs. Cheverie. I often see children on the railway track. The engine that went out when this accident occurred was a special one that came up to Souris to turn and coal up. Another engine had been to Souris the same day for the same purpose, and had gone out a short time before. Such engines do not run on advertised time. Engine driver Watson did all in his power, so far as I could judge, to bring his engine to a stand. When he succeeded in stopping it, he jumped off and came to where the child had been, and said to me: "I couldn't help it. I reversed my engine and done everything I could to prevent it." I believe that he was perfectly sober. I have never known him to drink liquor, and have known him for the last seventeen years. He bears the reputation of being a strictly temperate man.

Catherine Fitzpatrick (sworn)—I am wife of Daniel Fitzpatrick, and reside at Souris. In the afternoon of this day, the 23rd July, I was visiting Mrs. Lawrence Cheverie, and standing at the door I heard an engine coming from the way of the station. Mrs. Cheverie said her child was on the track and ran towards it. I did not see the child myself, but I waved my hand to the men on the engine. I was excited and don't know whether they saw me waving to them or not. I saw the child in the mother's arms immediately afterwards. It was apparently dead. The body lying here dead, is that of the child picked up.

Christiana Cheverie (sworn)—I am the mother of the child now lying dead. He was seventeen months old. I saw him last alive about half-past three this afternoon. He was then sitting on the railroad, between the rails opposite my father-in-law's house. He would be about 33 yards from our door. I heard the engine coming and ran towards my child. I got to within six or eight feet of him, when the engine passed over him. I found the body on the rail after the engine passed, face downwards, dead. I carried it into our house. The child was old enough to be able to walk, and on this day strolled away from home alone. I saw him on the railway track opposite our house yesterday. He was sitting down playing on the track. He went there by himself. I took him home when I saw him. I knew the engine was at the station, but did not know when it was to go out. I did not hear a bell ring nor a whistle blow. I cannot say whether the engine driver tried to stop or not. I judged him to be running at the rate of the usual morning express train. One of the train hands came to me after I had carried the child into the house and asked if it was hurt. I told him my little boy was dead.

James McCormack (sworn)—In the afternoon of the 22nd July I was going up to Souris River with a horse and wagon. I went by Chapel Street. I was not aware that there was an engine in. My little boy, who was with me, said there was an engine going out just as I was opposite Dr. Muttart's gate. I stopped there until it had passed the crossing. I heard no whistle. I cannot say whether the bell rang or not. I thought the engine was running faster than the regular train goes. The crossing I refer to is the crossing on Chapel Street. I did not see a trolley with the engine going out, but before I passed the track I saw a trolley passing toward the station. When I was at the crossing I saw the engine at a stand still down near where the child was killed.

Daniel Conway (sworn)—I am a section-man on the P. E. I. Railway. I was at the station, or very near it, on the afternoon of July 22nd, when engine No. 10 left. There was no whistle blown, but there was a bell rung when it left the station, as is usually done on departure of trains. I was sitting

on the front corner of the trolley when the engine started. I took hold of the link of the engine with my hand. I did so to give us a start. I don't think the driver or fireman saw me holding the link. I let the link go at the end of the switch. As I only intended to give the trolley a start, I let go when I thought I had speed enough on it. I did not let go because I thought the engine was running too fast.

Charles Cheverie (sworn)—I am brother to the father of the deceased child. In the evening after the child was killed I met Daniel Conway, section-man. I heard him saying to my brother that he was compelled to let go the engine because of its running so fast. When I heard Conway say this there were present, besides my brother, Angus McLellan and John McPhee.

Angus McLellan (sworn)—I remember the day the child was killed. I do not remember seeing Daniel Conway that evening, and did not hear him saying he had to let go of the engine on account of its running so fast. I was in my house when the engine went out—heard it run past on the rails, my house being right alongside the track.

John McPhee (sworn)—On the evening of the day when the child was killed, I saw Daniel Conway and Lawrence Cheverie standing talking near Cheverie's house. I was about seven feet from them. I could sometimes hear them and sometimes not. I paid no attention to what they were saying. I did not hear Conway say that he had to let go the engine because it was running so fast.


Joseph Millman (sworn)—I am fireman on No. 10 engine of P. E. I. Railway, and was acting in that capacity on the 22nd July inst. This engine left Souris station on that day about 2.30 p. m., bound west. I rang the bell on leaving and kept ringing it until the driver sung out to hold up the engine. There were with me on the engine Nicholas Watson, engine driver, and Daniel Koughan, brakeman. We were then between the crossings. Koughan was at the time at the brake and immediately went to assist him. I saw nothing on the track until I looked out at the side. I did my utmost in assisting to stop the engine. There is a curve on the track between the two crossings. I could not see a child on the track from where I was standing in the cab. I saw the place where the child was picked up. We were about two and a half lengths of our engine from that spot when we put on the brakes. There is a down grade there on that curve, and I do not think it was possible to stop the engine sooner than we did. The brake on our engine or tender is the common hand brake. There is no air brake on it. I drank no liquor that day nor do I drink liquor.

Nicholas Watson (sworn)—I am an engineer on the P. E. I. Railway, and had charge of No. 10 Engine on the 22nd July inst. We left Souris station that day at 2.27 p. m., standard time. I came from St. Peter's that day with the engine for the purpose of leaving Souris station the fireman did his duty in ringing the bell. It used to be customary to blow a whistle for off-brakes on starting, but that rule is not followed now. The rule is to ring the bell on approaching crossings. The bell was kept ringing that day until we passed the first crossing—when I called to the fireman to apply the brake which he did together with the regular brakeman, Koughan. My reason for giving the order was that I saw a child ahead on the track. At the same time I reversed the engine and gave her time to stop. I was on the look out from the cab, and knew nothing of a trolley being connected to engine in any way. We were running at ordinary speed in such circumstances. I consider that I was not running any faster than I had a right to run. When I first saw the child ahead it was about forty yards from me. I first thought it was a piece of paper, but when it straightened up I knew it was a child. It was sitting on the ballast between the sleepers inside of the rails. It was close to the outside rail of curve. When I came within ten feet of the child I lost sight of it as the engine obscured it. The engine ran only a few feet past the child when it came to a stand. I jumped off the engine and ran back and saw a woman with the child in her arms. She said her child was killed. I then went back to the station to notify Mr. Clarke, the agent. We then both went back to the house and saw the child. It was dead. I did all in my power to stop the engine when I saw the child, and if the child was my own I could do no more to save it. Why I could not identify the object at first to be a child because of its being in a stooping position. I did not drink any liquor on that day, nor have I been in the habit of drinking any liquor for the last nineteen years.

VERDICT.

That Donald Francis Cheverie, being a child seventeen months old, stayed upon the railway track near its home unknown to its parents in the afternoon of July 22nd, 1891, and was accidentally run over and killed by Engine No. 10 of P. E. I. Railway, which was outward bound from Souris Station at the time.

The ecclesiastical commissioners of England have published the full returns of the property and revenues of the English Church. The gross aggregate income amounts to £5,753,557, of which £5,469,171 is derived from ancient endowments, and £264,386 from private benefactions, since 1703. The incomes from lands, tithes and other sources of the episcopal sees produces a gross total of about £93,000. The cathedral and collegiate churches have an income of £192,460, the whole of it from ancient endowments. The holders of ecclesiastical benefices received the gross income of nearly £4,000,000 from ancient endowments, and £272,605 from private benefactions since 1703. The ecclesiastical commissioners have £1,247,827, out of which they are obliged to pay £950,000 yearly. Of this sum £597,000 is paid to incumbents as augmentation grants, the remainder going to bishops, cathedrals and arch-deacons. In 1832 there were 10,718 parochial cures, with an income from all sources of £3,251,159. The number of the cures now is 13,979, with a gross income of £4,213,622.



The Cod
That Helps to Cure
The Cold.
The disagreeable
taste of the
COD LIVER OIL
is dissipated in
SCOTT'S
EMULSION
OF Pure Cod Liver Oil with
HYPOPHOSPHITES
OF LIME AND SODA.
The patient suffering from
CONSUMPTION,
BRONCHITIS, COUGH, COLD, OR
WASTING DISEASES, takes the
remedy as he would take milk. A perfect
emulsion, and a wonderful fish product.
Take no other. All Druggists, &c., 1.00.
SCOTT & BOWNE, Billerica.

CHEESE.

IN STORE:
10 BOXES NEW CHEESE,
5 " OLD "
FENTON T. NEWBERRY.
July 19—guar 31

ELECTION

UNDER provisions of an Act of the General Assembly of the Province of Prince Edward Island, made and passed in the fifty-fourth and fifty-fifth years of the reign of Her present Majesty Queen Victoria, Chapter Ten, intitled "An Act to Amend the City of Charlottetown Incorporation Act," and to decide as to its adoption or otherwise.
In pursuance of the provisions of the above recited Act, I, the undersigned, Thomas Heath Haviland, Mayor of the said City of Charlottetown, do hereby give PUBLIC NOTICE that I have nominated and appointed

Wednesday, 12th day August
next, A. D. 1891,

as the day for the PLEBISCITE VOTE to be taken upon the said Act, and that the same will be taken at the several places following, that is to say:

- In Ward No. 1, at or near Fire Engine House on King Street, between Great George and Prince Streets.
- In Ward No. 2, at or near the house of the late Thomas Connolly, opposite Mr. R. Hearty's Warehouse Sidney Street, between Great George and Prince Streets.
- In Ward No. 3, at or near the Market House, corner of Kent and Queen Streets.
- In Ward No. 4, at or near the new City Hall, corner of Kent and Queen Streets.
- In Ward No. 5, at or near the carriage shop of Carroll & McLeer, corner of Easton and Great George Streets.

And at the said Election, the Poll will be opened at nine o'clock in the forenoon, and continue open until five o'clock in the afternoon of the same day.

DESCRIPTION OF WARDS.
Number One shall comprise all that part of Charlottetown which lies south of Dorchester Street, and the parcel of land formerly known as the Military Barrack Ground.
Number Two shall comprise all that part of Charlottetown which lies south of Richmond Street and north of Deane Street.
Number Three shall comprise all that part of Charlottetown which lies south of Grafton Street and north of Richmond Street.
Number Four shall comprise all that part of Charlottetown which lies north of Fitzroy Street and south of Grafton Street.
Number Five shall comprise all that part of Charlottetown which lies north of Fitzroy Street, including the Common of the said Town.

QUALIFICATION OF ELECTORS.
Sec. 19 of 51 and 55 Victoria, Chapter 10—
1st. "Any person entitled by law to vote for Mayor of the said City at the last Civic Election."
"Or any person who shall have paid the tax which entitles him to vote at any time before he acquires his polls his vote under this Act."

MANNER OF VOTING.
Sec. 11 of 51 and 55 Victoria, Chapter 10—
1st. "Each elector offering himself at his proper poll shall vote at the said POLL, THE ACT" or "A GAINST THE ACT," and his name shall be written in the Poll Book under an appropriate head."

[L. S.] T. HEATH HAVILAND,
Mayor of the City of Charlottetown.
H. M. DAVISON,
City Clerk.
Mayor's Office, Charlottetown,
July 20, 1891.
July 21—dy 121 wky 21

J. PIGOT, Paris, Sole Proprietor.

LESSIVE PHENIX

Makes Hard Water Soft.
Makes White Clothes Whiter.
Makes Flannels Soft and Clean.
Makes Fruit Stains Vanish.
Makes Tin Like Silver.
Makes Paint Like New.
Makes Glassware Brilliant.
Makes Earthenware Spotted.
Makes Windows Like Crystal.
Makes Baths and Sinks Clean and Bright.
THE ONLY ARTICLE THAT WILL CLEAN ZINC.
For sale by Grocers and Druggists Every where. Factory in Montreal.
EVANS AND SONS, Sole Agents.
July 1—dy 6m



NASAL BALM
SOOTHING, CLEANSING, NEVER FAILS.
HEALING.
Cures, Failure impossible.
Many so-called diseases are merely symptoms of Catarrh, such as headache, loss of vision, nasal discharge, sneezing, itching and burning, general feeling of debility, etc. If you are troubled with any of these or Catarrh, you should lose no time in procuring a bottle of Nasal Balm. Be warned in time, neglected Catarrh leads to consumption and death. Sold by all druggists, or sent post paid, on receipt of price 50 cents and \$1 by addressing FULTON & CO., Brockville, Ont.

Lorne Hotel, Tracadie Beach.

ROOMS at this House can be had on application to Mr. C. A. Hyndman, Brighton. Parties going there must take their own Bed, etc. You can put in a good time for a little money this summer at this place. July—1m pd

EXECUTOR'S NOTICE.

ALL persons indebted to the Estate of James Crockett, late of Charlottetown, P. E. I., deceased, are hereby notified and requested to pay the amount of their respective indebtedness to the undersigned forthwith, and all persons having claims against the said Estate are also notified and requested to furnish an account of any such claims, duly attested, to the undersigned within one year from the date of the first publication of this notice.

WM. R. BOREHAM,
Executor.

BRIGHTON BREWERY,

CHARLOTTETOWN, P. E. I.


ESTABLISHED 1846.

WE have just opened our Vaults of STOCK ALES, brewed in October, November and March, especially for Summer use, and of extra quality and flavor. We keep constantly on hand Ales brewed from the best Island Barley and English and American Hops, at prices lower than anything ever imported.

The quality of our Ale will compare favorably with English or the best imported.

MORRIS & HYNDMAN.
P. S.—We do not sell our Cask. They are numbered and branded, and parties buying or shipping them will be prosecuted.

M. & H.
July 8—all Island pres 1m



SHARE'S
TRADE MARK.
BALSAM
OF HOREHOUND AND ANISEED FOR
CROUP, COUGHS,
AND
WHOOPIING COUGHS
AND
COLDS.
OVER 40 YEARS IN USE.
PRICE 25¢ PER BOTTLE.
ARMSTRONG & CO. PROPRIETORS
St. John, N. B.