

THE DAILY EXAMINER.

OCTOBER 14, 1887.

Wrizzling.

The editor of the Patriot may be under the delusion that his reply on railroad extension is ample and satisfactory.

Yet this same luminary in the bedimmed galaxy of Gritism, after his election in Belfast—gained by the assurance that he would "stop the railroad"—did, after his return, secure the construction of the branch lines, although not stipulated for in the original contract.

It is a well-known fact that the supporters of the original scheme were, on returning to their constituencies, elected by good majorities in striking contrast with the attempt of the editor of the Patriot who, having practiced such gross deception towards the people of Belfast, was relegated to private life.

The editor of the Patriot is somewhat vague in reference to the "big grab" schemes supposed to be burked by the Haythorne-Palmer Government; his utter roddesty and "discretion" prevents him adding his cognomen.

In a humble way he admits that the Summerside station has been misplaced to satisfy the financial greed of several Grit supporters, and suggests "a moderate expenditure" as the panacea to obviate the inconvenience.

The opinions of the people as to the relative status of the two political parties has been, and is constantly being expressed, and although the editor of the Patriot may wince and indulge in peculiar antics, which can only create amusement tempered with pity, the fact remains that the Liberal-Conservative party is the pioneer of progress, and to that Administration are the eyes of the intelligent, unprejudiced and progressive people of Canada turned.

The Halifax Herald says:

The exports from Halifax to the United States for the past quarter were among the largest in the history of the port, aggregating some \$400,000.

Yet the Grits say the country is "going to the dogs."

MINISTER McLELLAN'S re-election in Colchester is assured. Our Mr. L. H. Davies is to stump the county in support of his opponent!

The Irish Literary and Benevolent Society of St. John are endeavoring to get Sir Thomas Grattan Emond and Arthur O'Connor, M. P., to visit that city.

REV. JAS. CARREHERS occupied the pulpit of St. Andrew's Church on Sunday. In the morning his theme was, "Learn of Jesus," and in the evening "Life." Both were scholarly and able discourses, and he held his audience in wrapt attention from beginning to end.

The Latest Railway Disaster.

SOME TERRIBLE TALES OF SUFFERING.

OUR telegraphic advices a few days ago contained a brief account of the great railway disaster near Kout, Indiana, as a result of which an entire train was wrecked, about thirty people killed and many wounded—some fatally.

The engineer of the ill-fated train tells the following story: "We passed No. 49 at Boon Grove on time. No. 49 pulled out of the station in less than two minutes behind us, when it should have waited much longer. When we were well away from town we could see her lights a little way behind. We were not running very fast because we had broken an eccentric strap, and were running but one pair of wheels, having been forced to disconnect the other pair, which were running loose. Of course the accident held the speed down a little, but I had no idea the engineer of No. 49 would have any difficulty in keeping off our heels. The last time I looked behind there was ample room between us. We stopped at Boon Grove water tank and were not there a minute before they struck us."

Several of the passengers have arrived at Chicago and have been interviewed by the reporters. One of them, W. A. Duncan, of Syracuse, says that quite a number were burned before his eyes. A little Bohemian boy hemmed in the wreck, saw his father, mother and two sisters roasted. The boy is dying. A doctor on the train saw his wife and daughter cremated while he was powerless to help.

One gentleman from Taunton, Mass., on his way home, says he was sitting in the first car asleep with his head on a satchel. He heard a frightful crash, and the car seemed to be shattered to pieces. The next I knew, he says, I found myself almost buried in the ruins. They seemed to keep piling up. I tried to extricate myself and found I was near a window. All around were cries and groans. The blackness made it fearful. I didn't seem to be hurt beyond a bad shaking up. I called for help out of the window and some man helped me out. I then helped to get others out. A little while after the whole thing took fire and we were forced to give up working bit by bit and let it burn. At one place there were two or three women all together, and we tried to get them out. They were shrieking all the time in a manner to freeze one's blood. I worked as long as I could, but could not get them out. The fire came all around them and finally silenced their screams. To hear their desperate cries as the fire came nearer and nearer and finally reaching them was simply appalling. The wreck burned to the trucks, there being no facilities to extinguish the fire. A carload of the injured were taken eastward in the forenoon.

Among the wounded was Joseph McCoal, of Boston. His injuries are internal but his recovery is possible. He says: "I was in the passenger coach next to the last car on the train. Just before midnight I went into the smoker just ahead and chatted for an hour. I came back to the coach with a young man who sat near me. Just as I stretched myself to go to sleep, and before I had closed my eyes, an awful crash came. I could feel myself thrown violently forward to the top of the car, and then became insensible. On the way up I realized that all was confusion, canes, valises and lamps were in the air about me. I must have regained consciousness in a very short time. When I awoke all was darkness in the car. The shrieks and piercing wails of agony almost deafened one's ears. In the end of the car from me a stove was overturned and the flames were just starting to spread. There was some sort of a new gas lamp in the car with reservoirs reaching one to the other, and the flames leaping up the sides, and in less time than I can tell it, the gas was burning the whole length of the car over our heads. I was wedged in between the seats, and watched the fire slowly creep upon me. It was a terrible sight. In the end of the coach near the fire I could see a lady caught between the seats, and as the fire crept across the car, she was soon enveloped, and then in agony burned before my eyes. Just across from my seat I noticed shortly before the accident, a father, wife and daughter. I saw them crushed together and burned. Just as the flames were blazing a foot or two away from me, a man pulled me into the aisle and said, "Come to the window." He must have mistaken me for some one else. For a moment he looked closely at my face, and then dropped me, and hurried through the window, with an expression of disappointment. I painfully crawled after him in safety.

The reporters have had considerable difficulty in getting at the bottom of the accident, owing to the secretiveness of the railway officials and employees, who appear to have suddenly become deaf and dumb.

The Journey of a Lunatic.

FROM ST. JOHN TO ST. STEPHEN, THENCE TO THE MIRAMICHI.

Charles Holmes, who escaped from the Lunatic Asylum a short time ago, by tearing up a plank in the yard and crawling out under the fence, arrived at his home on the Little Southwest about two weeks ago, says the Union Advocate. After his escape from the asylum he was tracked as far as St. Stephen, where all traces of him were lost. Holmes lost his way and had evidently much difficulty in finding his way back home. He came by the Fredericton road to Derby, where he took the Williamstown road for the Northwest. His methods of travel were very secret. He would remain in the woods during the day and travel during the night. The only time he is reported to have been seen was on the Williamstown road in the dusk of the evening before the day on which he arrived home, when he took to the woods immediately upon being observed. He seems to have been in constant dread of being recaptured, and took every means to escape observation. While at home he remained in the house only during the night, and carried a sharp axe with him wherever he went. He would leave the house immediately after breakfast in the morning and go to the woods, where he would remain all day.

After his arrival home word was sent to the authorities at the asylum, and last Wednesday keeper Cooper came up to Newcastle, and in the evening, accompanied by two men from town, proceeded on the Northwest to recapture Holmes. They went to his house early in the morning. After a while Holmes

made his appearance, coming down a ladder from a room above and carrying an axe with him. The men stood in waiting ready to capture him as he emerged from the door, but Holmes, who was constantly on his guard, caught sight of them sooner than they expected, and, turning quickly, retreated up the ladder which he pulled up after him, and fastened down the hatch. Two hours elapsed before he again made his appearance, coming down to get his breakfast, but not before being assured that no strangers were below. He still carried the axe with him, which his brother tried to induce him to put down, but which he refused, raising it above his head in a threatening manner. His brother then managed to get behind him and grab him by the arms, when the officers rushed in and seized him. Holmes fought desperately, and it was some time before the handcuffs could be put on him. He was finally secured and brought to town. On the way down a large sheath-knife was taken from his pocket. On Friday he was taken back to the asylum. John McBride, who escaped from the asylum some weeks ago while at work in a field connected with that institution, was taken back at the same time. In the asylum Holmes is said to be very quiet and docile.

Despotism.

The despotism of the great powers, as manifested in their dealings with their smaller neighbors, was well illustrated in the recent altercation between Germany and Bulgaria. It will be recalled that a Rutchuk journal had charged a German vice-consul with improper conduct, to which it ascribed his recall. It appears that the statement of the newspaper was without foundation and, as soon as the real facts were known, an apology was published by the editor. But the German Government did not deem it advisable to let the matter end there. The scandals in connection with the vice-counsel had, it is true, been freely talked of before La Bulgarie printed them. The recantation followed as soon as they were authoritatively declared to have no basis in fact. But unfortunately the newspaper was, as its name implies, an organ of the Bulgarian Government. It was the latter, indeed, that ordered the prompt insertion of the apology for the rash indictment. Under ordinary circumstances, such an apology might have been thought a full atonement for whatever mischief might have been caused. But the German authorities determined to make an example of the petty state, only a few years released from serfdom, that had dared to insult their officers abroad. The German minister at Constantinople requested the Porte to allow a war ship to pass through the Dardanelles so as to insist on satisfaction from Bulgaria. In its humiliation, the Government of the principality went so far as to suppress the offending paper and prosecute the editor, and Germany was only satisfied when the utmost self-abasement of which a state can be capable had been gone through by the Bulgarians. The incident makes two things clear. In the first place, it shows the utter sham of the so-called independence of those small states which depend for their existence on the good will of the great powers. In the second place, it reveals the cowardice of the latter which adopt a bullying tone towards a weak neighbor for an offence which, if committed by one of themselves, would be hardly taken notice of at all. An international court of appeal is needed for nothing more solely than for the protection of the smaller states.

Boston Markets.

BOSTON, Oct. 10. EGGS—Receipts for the week, 192 boxes, 6 barrels, 9,814 cases; last week, 24 boxes, 101 barrels, 9,124 cases. Choice fresh stock has been in steady good demand, with prices ruling a shade firmer than last week. Strictly extra Eastern are still scarce, and sell readily at 22c. Best marks of P. E. Island, Nova Scotia and New Brunswick are selling well at 21c.

POTATOES—Receipts have been large this week and demand has been slack. There is still a good deal of inferior stock on the market that has to be sold at easy prices. Eastern Rose and Hebrons have to be very extra to bring full quotations. B. E. Island receipts have been quite heavy, generally green and more or less rotten, and selling for the most part at \$1.75 to \$2 per bbl.

FISH—The market has been quiet as a whole, with no material change in prices, but the tendency is, as a rule, in buyers' favor. Codfish continue in full supply and have a moderate sale. Pollock are firm at \$6. Box herring have been selling very well and are steady at quotations. A cargo of Labrador fat split herring has arrived, and sales are reported at \$5 per bbl. Receipts of shore mackerel continue pretty full and prices are easy, but Nova Scotia and P. E. Island arrivals are rather light.

HOTEL ARRIVALS.

RANKIN HOUSE. Oct. 13.—Geo T Moncton, New York; A McFarlane, Montreal; E G Watt, do; Geo H Grundey Toronto, Ont; A J Painchaud, Quebec; J W Richards, Bideford; M J Kavanagh, Boston. Oct. 14.—M McDonald, Georgetown.

OSBORNE HOUSE. Oct. 13.—H McEwen, Mt Stewart; J M Noonan, S'ide; F W Freeze, Sussex; Mrs. Montgomery, Halifax; C D Fraser, do; J Wharton, New York; W Mutch, Eldon; Miss Montgomery, S'ide; Mrs C McKenna, North Sydney; J P Brennan, Alberton; Miss Jennie McKinnon, Boston; Mrs Alex. Moore, do.

SHIP NEWS.

PORT OF CHARLOTTETOWN. ENTERED. Oct 12.—Swallow, Scott, Wallace; Bounty, McLaine, Pictou; Prospect, McMillan, Wood Islands.

Oct 13.—Maggie F, Martell, Cow Bay; Arizona, Lohnes, Glace Bay; Cora, Thorp, Pictou.

CLEARED. Oct 12.—Swallow, Scott, Amherst; Mary Covell, Chapman, Buctouche; Zetland, McAulay, Pugwash; C Pearl, Bourke, Mabou, C B; Rustic, Cox, Baddeck, C B; Charlie, Malone, Tignish. Oct 13.—Prospect, McMillan, Wood Islands; Petite Riviere, Trenholm, New London; Cora, Thorp, Pictou; Scotia, Pennie, Vernon River Bridge; Bounty, McLaine, St Peter's; stmr Carroll, Brown, Boston.

OTHER PORTS.

Ent 12.—Commodore, McKay, Pictou, coal, Clid, 12.—Fred G Cox, McConnell, Demersara, 12,339 bushels oats, \$5.24; brig, M B Daly, Laurus, for Demersara, 9,670 bushels white oats, \$3.84; brig, Ida Maid, Purdy, Demersara, 14,120 bushels oats, \$4.60.

TELEGRAPHIC NEWS.

[SPECIAL DESPATCHES TO THE EXAMINER.]

The Foreign Labor Question.

NEW YORK, Oct. 13. The Federal law against the importation of foreign laborers under contract, is to be tested by a suit against the Church of Holy Trinity, which engaged Rev. E. Walpole Warren of England, as rector. Rev. Mr. Warren came here on Sept. 25th. John S. Kennedy, President of St. Andrews Society, is much interested in the case. A Scotch farmer named Cummings, who was not permitted to carry out in this country a contract entered into in Scotland, immediately began correspondence with the Treasury Department, claiming that the legal aspects of the Cummings cases were much alike, and arguing that action be taken against the clergyman. Assistant Secretary Maynard replied that the Secretary had no authority to arrest and return an alien of prohibited class who had been permitted to land, but that the Alien Act makes it the duty of the District Attorney of the district in which the Act was violated to prosecute a person, partnership company or corporation violating the same. United States District Attorney Walker therefore decided to prosecute the suit for \$1,000 penalty against the Church of the Holy Trinity.

General Boulanger Again.

PARIS, Oct. 13. The Republique Francaise urges the government to apply rigorous military regulation to Gen. Boulanger if it is true that he accused Gen. Ferron of plotting against him.

The Petit Journal raised the question whether Gen. Boulanger ought not to be prosecuted. It is rumored that the Cabinet to-day discussed the question whether Boulanger shall not be removed from the command for statements made to reporters attacking the Government.

General Caffarel's Sentence.

PARIS, Oct. 13. The council of generals which was appointed for the purpose of trying General Caffarel on the charges preferred against him of selling civil decorations, has pronounced the accused guilty of habitual misconduct.

The Mitchellstown Shooting.

DUBLIN, Oct. 13. The Inspector-General of Constables has issued an order suspending the execution of the Coroner's warrant for the arrest of Inspector Brownrigg and others against the verdict of murder rendered at Mitchellstown yesterday, pending an appeal to quash the verdict of the jury.

Yacht Lost—Crew Drowned.

WINNIPEG, Oct. 13. The yacht Nettie, of Port Arthur, has been wrecked near Welcome Island, and those on board, six in number, have been drowned. Among them are Mr. Murray, of London, Eng., Mr. McKinnon, Mr. Fox and his son, of Fort William.

More Gold in Australia.

WASHINGTON, Oct. 13. Consul Smith has reported to the State Department the discovery of rich deposits of gold near Port Adelaide, Australia. Two thousand men have gone to the mines, and large amounts of gold have been obtained.

Relief Troops for Halifax.

HALIFAX, Oct. 13. Troopship Himalaya arrived to-day from England via Gibraltar and Bermuda with relief troops for this garrison. She will remain ten days.

The Cruiser Houlette Sold.

HALIFAX, Oct. 13. The fishery Cruiser Houlette has been purchased by Capt. Grant, of Victoria, B. C. and will be engaged in the Alaska seal fishery.

Weather Bulletin.

TORONTO, Oct. 14—10 a.m. Moderate to fresh winds; partly cloudy or cloudy, with local showers; stationary or higher temperature.

APPLES.

BY Auction, MONDAY, October 17th, at 11 o'clock, at Rooms, Queen Street.—1 Carload Choice No. 1 Apples, comprising Gravensteins, Kinks, Ribston Pippins, Colverts, Jonestines, &c. All Choice Fruit, direct from growers. A. MCNEILL, Auctioneer.

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Another Arrival of New Goods.

BY LAST STEAMER TO HALIFAX,

Perkins & Sterns

Have added more NEW GOODS to their already large stock of this Season's Importations.

Another Lot of New Cloths, Another Lot of New Silks, Another Lot of New Dress Goods, Another Lot of New Trimmings.

Additions to all Departments and Everything Marked VERY CHEAP.

Perkins & Sterns

Oct. 14—dy & wky

BEER BROS.

Novelties in Dress Goods, Novelties in Mantles, Novelties in Wool Goods, Novelties in Fur Goods, Novelties in Fancy Goods.



FALL AND WINTER.

Colored Moire Plush, Colored Checked Plush, Colored Fancy Plush, Colored Plain Plush.

Dress Goods! Dress Goods! Dress Goods! Dress Goods!

BEER BROS.

EXHIBITION WEEK

AT THE

LONDON HOUSE.

Our Exhibition of Fall and Winter Goods

this year is large and attractive.

HARRIS & STEWART

SUCCESSORS TO

GEO. DAVIES & CO.

Ch'town, Oct. 3, 1887.—wky

CLOTHING FOR 1887-88

FALL AND WINTER

Overcoatings, Meltons, Worsted, Venetians, Tweed Suitings

Worsted Suitings, Worsted Trowsering, Tweed Trowsering.

We are better prepared than ever before to turn out First-class Work at short notice. We guarantee FIRST-CLASS CLOTHES, and cheaper than any other house in the Trade.

JOHN MACLEOD & CO.,

Merchant Tailors and Gents Furnishing Store, (Roger's Building, Queen St., next door to J. D. Macleod.) Ch'town, Sept. 29, 1887—ed & wky