

SAD AND FATAL ACCIDENT. MAN DROWNED.

This morning about five o'clock two men—Edward Blackburn and Peter Doiron—put out in a boat to take the line of the steamer Bonavista, which was being docked at Peake's No. 3 wharf.

Blackburn, the man who was with Doiron in the boat, says that when the anchor was being dropped the stock struck the bow, causing it to careen, and Doiron went overboard, never rising.

Mr. Patone, first officer of the steamer, made the following statement to an EXAMINER representative: About five o'clock this morning, as the Bonavista was coming up to the wharf, two men—Doiron and Blackburn—put out in a boat to take the steamer's line.

Doiron was a blacksmith by trade, and had been in the employ of Peake Bros. & Co. off and on for some years past. He was about 28 years of age, and was married. A wife and two children survive him.

As soon as possible after the steamer leaves this afternoon an effort will be made to recover the body.

St. Peter's Mission.

The attendance at the mission service on Saturday evening was naturally smaller, but the church was crowded last night. The subject of both sermons and after address on Saturday was the Holy Communion.

CLOSING SERVICES.

At 7.30 p. m., Evensong, Final Address, Renewal of Baptismal Vows and Solemn Te Deum. There will be an offertory at this service to defray the expenses of the mission.

Notes and Comments.

About six hundred persons called at James Paton & Co's store on Saturday evening to see and hear the gramophone. This fact is an incontestable proof of the value of advertising in THE DAILY EXAMINER.

We have to announce to-day the death of George Hooper, Esq., one of our oldest and most respected citizens. Mr. Hooper had, lately, been a great sufferer. He was on the verge of four score years. Yet his strength was such that he was able to keep the dread messenger at bay for several months past.

The Westminster Ledger, commenting on the curious feat of the census in decreasing the rural population of the Westminster district from 13,917 in 1881 to 13,674 in 1891, asserts strenuously that the census is wrong and that the population has increased instead of decreasing.

A fondness for fast horses is held by the Michigan Methodist conference to be incompatible with ministerial professions, no matter how successful one may be in bringing souls into the church.

News Notes.

Red Fyfe wheat yielded 51 bushels to the acre on the experimental farm at Brandon, Man., this year.

Fires are destroying property in north-eastern Minnesota at the rate of \$700 an hour. Pine City is in danger, and five hundred men are at work fighting the flames.

The next civil service examinations all over Canada take place on the tenth of November. Forms must be applied for before October 15th, and returned October 31st.

The ladies of Charlottetown admit that we are showing the largest variety of Boys' Youths' and Gents' Overcoats, Ulsters, Cape Overcoats and Reefers ever shown in Charlottetown, also the cheapest. Call and see for yourself.—James Paton & Co.

RACES AT SOURIS.

A GOOD DAY'S SPORT ON THE NEW DRIVING PARK.

The new Driving Park at Souris was opened with a series of races on Saturday. There was a large attendance of spectators, and a good field of horses. There were five races on the programme, but only four took place.

The track is located about a mile and a half from the village. It is almost circular in shape, and is nicely graded. The officers at the races on Saturday were,—

Judges—J. J. Davies, Charlottetown; Conductor G. W. Hibbett, Georgetown; Dennis Murphy, Souris. Starter—J. J. Davies. Timers—Conductor J. Macdonald and C. Howard Dingwell.

GREEN RACE.

The green race was rung up at one o'clock. Five horses answered the call, viz: John L., by Kumble Morgan, owned by Charles McEwen, Lot 40; Gypsy, by All Right, owned by George Essory, Charlottetown; Nellie, by All Right, owned by J. B. Macdonald, Charlottetown; Kitty C., owned by Mr. Larkins, Five Houses; Fairy Queen, by Royal Harry, owned by D. H. McKinnon, McAskill River.

First Heat—They got a good send off on the third score. All kept well together until after rounding the first corner, when John L. took the lead which he kept throughout the heat, winning easily. Nellie was second, and Gypsy third. John L. never lifted his nose during the heat. The others behaved badly at times. Kitty C. and Fairy Queen were distanced. Time, 2.55.

Second Heat—Nellie had a slight advantage at the start, but John L. soon forged ahead, and by the time the quarter was reached he had a lead of several lengths, which he maintained until the finish, coming in an easy winner. Gypsy passed Nellie at the quarter, and held second place to the finish. Nellie tried hard for second position, but failed to secure it. The contest between her and Gypsy on the home stretch was exceedingly close, Gypsy winning by a throat-latch only. John L. trotted this heat without a break; Gypsy and Nellie lost their legs slightly more than once. Time, 2.53.

Third Heat—After scoring six times they got the word "go." All were well together. At the quarter Gypsy took the lead and Nellie dropped into second place. John L. appeared rattled, and after rounding the first turn almost stopped still. Gypsy led at the quarter with Nellie close behind, and John L., who had settled down to work again, in the rear. Gypsy passed under the wire at the half about half a length ahead of Nellie. Both were doing good work. At the three-quarter pole they were almost side by side, with John L. about forty yards in the rear. After passing the three-quarter pole Nellie broke and Gypsy shot ahead, coming in under the wire the winner by about two-and-a-half lengths ahead of Nellie, with John L. about forty yards in the rear. Gypsy trotted the heat in splendid form. Time, 2.55.

Fourth Heat—The start was a bad one for John L., who was behind the other two horses when the word "go" was given. After rounding the first turn Nellie broke. Gypsy led with Nellie and John L. abreast. Just before reaching the half, John L., who had given Nellie the "go-by," shot ahead of Gypsy, securing a lead of a length before reaching the three-quarter pole, which he maintained until the finish. Nellie was several lengths behind Gypsy. Time 2.55.

SUMMARY.

Souris Driving Park, Sept. 26th, 1891. Green race, Purse, \$50, divided. Mile heats, best three in five to harness. National rules. McEwen's John L. (McAdam) . . . 1 1 3 1 Geo. Essory's Gypsy (Brown) . . . 3 2 2 2 J. B. Macdonald's Nellie (Steele) . . . 2 3 2 3 Larkins' Kitty C. (Larkins) . . . dis McKinnon's Fairy Queen (McKinnon) dis Time—2.55; 2.53; 2.55; 2.55.

A protest was entered against John L. on the ground that he had raced for money before, and was, therefore, not a green horse. The protest was sustained. A similar protest was made against Nellie, but was subsequently withdrawn.

THE 2.45 CLASS.

There were four starters in this class, viz: Harry C., by Hernando, owned by Henry C. Connolly, Charlottetown; Cymbric Chief, by Island Chief, owned by D. McMillan, Oyster Bed Bridge; King of the Turf, by Barney B., owned by A. Martin, Dundas; Nelson, by Hameltonian, owned by Geo. B. McEachern, Souris.

First Heat—The horses scored nine times before they were sent off. Harry C. took the lead at the first turn. Cymbric Chief, who was close after Harry C., went off his feet and was passed by King of the Turf. At the quarter Harry C. had a good lead over King of the Turf, with Cymbric Chief third and Nelson in the rear. At the half there was no change in position, excepting that there was a little more daylight between the horses. The positions were the same at the three quarters, and at the close Harry C. had a lead of two lengths over King of the Turf, with Cymbric Chief and Nelson in the order named. Harry C. trotted a beautiful heat. King of the Turf made a few skips, and Nelson went off his feet once or twice. Time, 2.43.

Second Heat—Nelson had a slight advantage over the others at the start, but was soon passed by Harry C., who took the lead and kept it to the finish. At the quarter Nelson broke and King of the Turf gave an exhibition of running. Cymbric Chief was in the rear. By the time the half was reached Harry C. had a lead of about thirty yards over King of the Turf, and Cymbric Chief had passed Nelson. This order was maintained until the finish. Harry C. went the entire heat without a skip or break. King of the Turf was put back to fourth place for running. Time, 2.46.

Third Heat—King of the Turf did not start, having injured his foot in some way. The horses were very well bunched at the start. At the first turn; however, Harry C. shot ahead and Cymbric Chief and Nelson lined out in the order in which their names

appear. The heat from this out was a procession. Harry C., who trotted beautifully throughout, won easily by three lengths over Cymbric Chief. Nelson was distanced. Time, 2.45.

SUMMARY.

Same day and track, 2.45 class. Purse \$50 divided. Mile heats, best three in five to harness. National rules. H. C. Connolly's Harry C. (Dorion) . . . 1 1 1 1 D. McMillan's Cymbric Chief (Brown) . . . 3 2 2 2 A. Martin's King of the Turf (Martin) . . . 2 4 dr. G. B. McEachern's Nelson (Gillis) . . . 4 3 dis. Time, 2.43; 2.46; 2.45.

THREE-MINUTE CLASS.

The starters in this race were Neptune Lee, by All Right, owned by D. Martin, Brackley Point Road; Barney D., by Barney B., owned by L. Doyle, St. Peter's; Minnie Morgan, by Harry Morgan, owned by Dr. Barnes, Georgetown; Pilotta, by Pilot, owned by George B. Aitken, Brudenell.

First Heat—Neptune Lee took the lead at the first turn, with Barney D. second, Pilotta at his wheel, and Minnie Morgan behind. This order was maintained throughout the heat, which was won by Neptune Lee, with Barney D. second, Pilotta third and Minnie Morgan fourth. Neptune trotted without a skip or a break, and had about thirty yards of spare room when he passed under the wire at the finish. Pilotta's nose was at Barney D.'s wheel. Barney D. run considerably during the heat, and his driver was cautioned by the judges. Time, 2.47.

Second Heat—This was a procession throughout. Neptune Lee took the lead at the start, with Barney D. second, Minnie Morgan third, and Pilotta in the rear. At the finish Neptune Lee was about forty yards ahead of Barney D., and Minnie Morgan was third, at Barney D.'s wheel. Pilotta was distanced. As in the preceding heat, Neptune Lee trotted in splendid form. Time, 2.45.

Third Heat—Neptune Lee led at the start, with Minnie Morgan second and Barney D. third. After passing the quarter Barney D. gave Minnie the go-by, and started for Neptune Lee. But he "wasn't in it" with Neptune, and had to be content with second place. Neptune Lee held his lead to the finish, winning the heat by several lengths. Time, 2.47.

SUMMARY.

Same day and track. Three minute class. Purse \$50, divided. Mile heats, best three in five to harness. National rules. D. Martin's Neptune Lee (Steele) . . . 1 1 1 1 L. Doyle's Barney D. (Doyle) . . . 2 2 2 2 Dr. Barnes' Minnie Morgan (McGregor) . . . 4 3 3 3 Geo B Aitken's Pilotta (Duraat) . . . 3 dis. Time, 2.47; 2.45; 2.47.

PACING RACE.

The slow race not filling a pacing race was started, the prize being the set of harness offered for the first mentioned event. The starters were Deerfield, owned by Mr. Webster; Jack Gay, owned by Geo. Essory; Bullet, owned by C. C. Carlton. The first heat was won by Deerfield, with Jack Gay second and Bullet distanced. Deerfield won the second heat and the race, distancing Jack Gay.

SUMMARY.

Same day and track. Pacing race. Prize, a set of harness. Mile heats, best three in five to harness. National rules. Webster's Deerfield (Webster) . . . 1 1 Geo Essory's Jack Gay (Brown-Bell) . . . 2 dis C C Carlton's Bullet (Boisner) . . . dis Time—2.47; 2.53.

There was a good deal of disappointment over the fact that the race to beat 2.35, in which Elmo, Golden and Blackbird entered, did not take place. All three horses were on the track; but the race was declared "off" the judges declining to start a 2.35 class when the horses entered had better records, and the owners of the horses and the managers of the track failing to agree as to the division of the money in a free-for-all, which was proposed. This race was the attraction of the day and it is to be regretted that it did not come off. Hitches or fizzes on the track tend to bring horse-racing into disrepute. People do not relish leaving their business and travelling miles to see a race which does not come off.

During the afternoon Elmo gave an exhibition of speed, trotting a quarter in splendid form in 37 1/2 seconds. Dorion drove Harry C. in splendid form. For a beginner he handles the ribbons well. But then he is an old stager, and we expect good work from him.

The grand stand was only a temporary affair. The managers intend erecting a more suitable one. The fence around the track might also be improved. At future meetings the spectators should not be allowed to congregate in front of the grand stand. People who pay extra for a seat on the grand stand, should not be expected to look through several lines of people.

The Souris Band, under the leadership of Dr. McMillan, furnished excellent music during the day. Refreshments were provided on the grounds, and there was also a dancing booth, where the "light fantastic toe" was vigorously tripped.

The special train from Charlottetown was in charge of Conductors Macgowan and Macdonald. It reached Souris about half past ten in the morning, and arrived at Charlottetown on return about twenty minutes to eleven same night. There was a goodly number in attendance from the city. The horses from the city were all brought back on Saturday night.

THE

Teachers' Provincial Institute

WILL hold its Annual Meeting in Charlottetown on THURSDAY and FRIDAY, 8th and 9th of October next. Among the subjects treated in papers to be read are—"Physical Culture in Our Schools," "Geometry," "The Youth versus Good Books," "Physical Education," "Politics," "Composition."

A lesson will be given on "Physiology." The following are some of the questions to be brought up for discussion:—"How can I interest my Class in Grammar?" "Is the Supervision of our Schools properly conducted?" "Would it not be better to have the School Sessions of uniform length throughout the year?" "What can our Schools do to encourage the reading of good literature?"

The first session begins on Thursday, at 10 a. m., sharp. R. H. CAMPBELL, Secretary-Treasurer. sept28—dy 2i w li

Notice to Purchasers.

THE Premises and Furniture of the late Mrs (Admiral) Bayfield will be open for inspection to-morrow, Tuesday, from 3 to 6 o'clock in the afternoon. The sale of furniture will commence on Wednesday at 11 o'clock. Sale of Real Estate, Horses, Cows, Carriages, etc., at 12 o'clock, sharp. R. BEAIRSTO, Auctioneer. sept28

Government Debentures.

PROVINCIAL TREASURY, Prince Edward Island, 28th September, 1891.

TENDERS will be received at this Office until SATURDAY, the 31st day of October next, for the purchase of the whole or any portion of

One Hundred Thousand Dollars of Debentures,

issued by the Province of Prince Edward Island under Act 55th Vic., Cap 1. These Debentures are in denominations of \$100, \$500 and \$1,000, and are redeemable in twenty-five years from 1st November, 1891, bearing interest at the rate of Four Per Cent. per annum, payable half yearly. ANGUS McMILLAN, Provincial Treasurer. sept28

REAL ESTATE,

HOUSEHOLD FURNITURE, Horse, Cows, Carriages, etc., BY AUCTION.

I AM authorized by Edward Bayfield, Esq., Executor to the Estate of the late Mrs. (Admiral) Bayfield, to sell by Auction, on the premises, Upper Queen Street,

On Wednesday, 30th Sept., inst., COMMENCING AT 11 A. M.,

All the Real Estate and Personal Property of the late Mrs. (Admiral) Bayfield. The Real Estate comprises the whole of Town Lot Number 57, in the 5th hundred of Town Lots in Charlottetown, fronting on Queen and Euston Streets; also the opposite corner, being part of Town Lot 58 in the 5th hundred of Town Lots in Charlottetown, and having a front of 80 feet on Euston Street and 51 feet on Queen Street. Personal Property comprises Parlor, Dining Room, Hall, Bedroom and Kitchen Furniture. Horse, Cows, Carriages, Sleighs, Harness, Robes, etc. R. BEAIRSTO, Auctioneer. sept25

APPLES.

WE HAVE BOUGHT 600 BARRELS APPLES—

200 Barrels Nova Scotia Gravensteins, 400 " Canadian Fall Seock.

First shipment of 100 barrels will arrive next week. We have only Extra Choice No. 1 stock. Every barrel will be warranted. Family orders will be booked in advance. Special prices to the trade. E. H. NORTON & CO. Sept 26.

TO LET.

THE Southern Half of the late Chief Justice Palmer's residence, situated on Upper Queen Street, at present occupied by Lewis Carvell, Esq. House contains 8 rooms, heated throughout with hot water; cold water also through the building. If desirable, the same will be let partially furnished. Possession given 1st October next. Apply to H. JAMES PALMER. sept25—tf

Our Stoves

—ARE THE— BEST STOVES MADE!

OVER 50 now in use in Charlottetown. Satisfaction guaranteed. Inquire of anyone now using them. E. H. NORTON & CO. Sept 26.

P. E. ISLAND RAILWAY

King's County Exhibition.

IN connection with the King's County Exhibition, to be held at Georgetown on THURSDAY, 1st October next, Return Tickets will be issued at one first-class fare from Charlottetown, Souris and intermediate stations to Georgetown by Afternoon Trains on September 30th and by Forenoon Trains on October 1st, good for return up to and on October 2nd, 1891. A Special Passenger Train will leave Charlottetown for Georgetown at 5 a. m. (standard) on October 1st; returning, will leave Georgetown at 4 p. m. (standard). Tickets will be issued by this Train, also by regular Forenoon Train, from Stations on Souris Branch at undermentioned rates, good for return on date of issue:— Souris to St. Peter's, inclusive . . . One Dollar Ch town and Railway Junction . . . " Brackley Pt. to Scotchfort, inclusive. 75 cents Midgell to Douglas " " Other Stations one first-class fare. The Afternoon Train will be held at Georgetown until 3.30 p. m. (standard), and will connect at Mount Stewart with Afternoon Trains for Souris and Charlottetown. J. UNSWORTH, Superintendent. Railway Office, Charlottetown, September 21, 1891. dy m w f dy pat t s wy prs tl sept 30

NO LET.—On Sidney Street East, that nice Cottage, containing five rooms, with good yard and splendid place for garden fenced off, also, good barn on the premises, the property of the late Wm. Trail. Rent moderate. Possession given 1st October. Apply to PETER CLARKIN King Street East. 2w eod—sept21

MANTLE DEPARTMENT.

FOR LADIES! What is Fashionable?

"Everything" would be a short answer, and not far from the correct one. We will, however, make our reply to this important question more explicit. Jackets are undoubtedly as popular as ever, and a great variety of styles in different lengths are shown. As to material, Serges and Vicinoes are the most fashionable, but Beaver and Nap Cloths are also largely used. Fur Trimming, Fur of all kinds is decidedly the correct thing, and forms at once the most handsome and serviceable trimming obtainable, whilst the heavy Nap Cloth Jackets are worn almost if not altogether plain.

Long Quilted Cloaks have taken a very prominent place and are very fashionable. Plain and Fur-trimmed Cloths are both used, whilst Fur is the universal trimming. The Russian shape is the most popular. Many of these garments are extremely handsome and becoming, and no lady can well afford to be without one.

Nothing has taken the place of Dolmans, which still retains their popularity, especially in the better qualities. The addition of sleeves is a novelty, and is considered by many a decided advance.

Usters are still worn, but not so largely as formerly—the Quilted Cloaks having, in a great measure, taken their place. The new Capes are quite long, and some of them are undeniably elegant and becoming.

Shot Silks in beautiful combinations are largely used for linings, and add very materially to a garment by their rich appearance.

In conclusion, we believe long Quilted Cloaks and Jackets will prove the most fashionable and popular garments, and we have spared no trouble to procure the latest novelties for our customers.

For Children, Usters are the favorite, whilst Reefer Jackets are both fashionable and popular. Every week brings additional novelties to our Mantle Department from London and Berlin.

The great success attending this Department the past season leads us to hope that every lady of taste may find something to suit her in our present stock, which is the largest and finest we have ever imported.

BEER BROS.

5, 10 and 20.

5 IFFVE succeeded in giving the Best Value in the past, I now exhibit on my Five Cent Table better value than ever.

10 The TENSION is great on our Ten Cent Table, which has Xtraordinary Bargains.

20 It SCORE-ct to say that WHEN T. L. Chappelle calls a Low Cut he turns TO NAUGHT all opposition.

The Cheap Sale at the DIAMOND BOOKSTORE is now going on. The best BARGAINS ever offered in the city. Thirty Cent Novels for 10 cents. Don't miss this chance of procuring the choicest Books, Stationery, Bibles, Prayer Books, Fancy Goods, Toys, etc., in most cases AT COST. The time of sale is limited, so call early.

THEO. L. CHAPPELLE, Ch'town, Sept. 28, 1891—dy 3i eod wy li DIAMOND BOOKSTORE.

DO you want a FOOD AND TONIC in a combined form? PEPTONIZED

ALE AND BEEF

Is just such an article, and hundreds are receiving benefit from it daily. Price 25c. per bottle For sale by all druggists.

July 17, 1891—dy m w f & wky 1 yr

ATTENTION!

J. H. BELL

WISHES to call the attention of the public to the fact that he has something special this year in Stock and Lists for Custom Work. Also that he makes any style, substance or quality of a Boot or Shoe you may require, from Men's largest size down to a Child's Boot, and at the most reasonable prices; and would remind parents and others that now is the time to get your Fall Boots made, and we claim to be the only house in the city that turns out GENUINE HAND-MADE CUSTOM WORK. We would respectfully ask all who require anything in the above line to give us a call. Orders filled up to time. Good Fit. Best Value. Lowest Prices. REPAIRING of all kinds promptly done.

J. H. BELL, Upper Great George Street. Charlottetown, Sept. 15, 1891—1m m w f