

THE DAILY EXAMINER.

SEPTEMBER 15, 1890.

Our Artillerymen at Quebec.

They Win Both Shifts and take Second Place in the Shooting.

Impressions of the Pressmen.

It is very pleasing to read the reports of the members of the Maritime Press Association, who visited Prince Edward Island a few days ago. All have, without doubt, carried away good impressions concerning this "Gem of the Northern Sea."

On Wednesday the 10th, the Island Artillery team went to the guns to compete with the other Provinces in big gun shooting. The morning was very hazy and it was impossible to do good work, as at times the target could not be seen at all.

Notes and Comments.

Now that the City Council are about to supply a number of additional electric lights, we hope that they will not overlook the claims of the residents of West End, in the neighborhood of the drill shed.

A contemporary states that a new system of marine lighting—new, at least, in Canada—is to be put in operation shortly on the St. Lawrence river. So far all the gas buoys have shown a fixed light, but with the new system it will be possible to have as great a variety of lights from gas buoys as from the lighthouses along the coast.

Mr. James Clow, M. P. P., Murray Harbor North, is registered at the Osborne. C. D. McPhee, Esq., of Denver, Colorado, arrived here on Saturday evening and went east this morning.

The Rev. Henry Howe is visiting the Church of England parishes of P. E. Island on behalf of King's College, Windsor, N. S. Mr. J. B. Grady, the popular station agent at Summerside, returned from a holiday trip to Boston on Saturday evening.

Mr. Sam J. Richey, representing A. Isaacs, the well known St. John cigar man, is on a business trip to the Island. He is at the Davies. The last number of the Dominion Obituary contains an excellent likeness of Mr. Theo. L. Chappelle, the active and versatile Grand Master, etc.

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Sheik Abdul Aziz, who recently left the Salvation Army to become a Baptist Missionary, declined to go to India after the Missionary Board had made every preparation for the journey. The reasons for the change are best known to the fickle Abdul himself. A London despatch says that the health of Princess Louise of Wales, Duchess of Fife, is giving her husband and royal relatives great uneasiness. She has never entirely recovered from the effects of her late illness, and suffers from almost daily fainting fits.

FROM BOSTON.—The str. Carroll, Captain Brown, arrived here shortly after 6 o'clock on Saturday evening, after a very pleasant passage. She brought the usual general cargo and the following passengers: Mrs. B. G. Blankenship, Miss Emma L. Blankenship, Mr. H. McInnis, Edward Chandler, George Rogers, Mr. Cross, Mrs. Cross, Wm. Smith, Mrs. M. Richards, J. S. Cunningham, Mrs. Cunningham, Miss Belle McGregor, Mrs. M. Mooney, Mrs. Dorr, Maggie McPhee, Wm. Bennett, Belle Macaulay, Florence Cummings, Miss Emerson, Miss Eunice Simpson, Freeman Winslow, Samuel McIntyre and Miss Annie McPherson.

QUEEN'S C. R. A.—The annual business meeting of the association was held on Saturday evening, at which it was decided to hold the prize meeting on Thursday the 25th inst., at 8.30 a. m. sharp. The matches will be open to all. A special prize list will be offered to those members who have never won a \$2.00 prize or upwards at any meeting of the P. R. A. or County Association. A large number of new competitors are expected to take part.

Next day, at 12 o'clock, the Island team took post for the "A" shift. This shift was as follows:—The gun was mounted on a common standing carriage, placed on the centre of the ground platform in line of fire, and had to be dismounted over the right side by parbuckling, taken round by rear of platform to the rear of another carriage standing parallel to the former carriage and 18 feet from it, by parbuckling, and mounted up the rear by skids and rollers; mounting and dismounting to be done in accordance with drill manual. This being a drill shift, time would be added for each mistake at drill, or other irregularity. Here is where the Island team deserved the compliments they received on the ground, as well as the high eulogies for the neatness and precise manner in which the work was done, for from the time "Raise the gun out of the trunnion holes," was given till the word "halt" from the umpire, not one single mistake at drill was made, nor did a whisper come from one of the men.

When it is considered that the team had to contend with a difficulty which was not expected, viz: having to shift the carriage as well as the gun (there being no second carriage available and having had no practice along this line), and that the shift was completed in such an orderly and neat way, and in the remarkably quick time of 5 min. and 6 sec. we think that the men well deserved what was said of their work by those competent to judge, viz., that it was the best shift ever performed there, and that Lieut. Sterna, who was "number one" was the best man they had seen act in that capacity for many years.

A telegram received by Captain Davison late on Saturday evening states that Halifax did not shift, but were leading on both guns, with P. E. Island second. Lieut. Easton, of the Georgetown Battery, tied for second place in the officers' competition. All the team except Col. Moore returned home on Saturday evening.

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LETTERS TO THE EDITOR.

Scott Act vs. License.

Sir,—It is not my intention to enter into a controversy with your genial correspondent "J." in order to show that the present law, although badly administered, is better than license. The Scott Act is all right, the trouble is to get the right men in office to enforce it. Any man who is honest with himself, who is willing to exercise the reason which God has given him, will find daily evidence of the necessity of holding fast the Canada Temperance Act. When the names on the petition are published your correspondent will have a much better idea as to what side the liquor sellers are on, and I trust that the absence of the names of all good temperance men, both Catholic and Protestant, will show him on what side the temperance men are. The eyes of the people are well open by this time. They do not require such plausible arguments and lengthy newspaper correspondence to enlighten them on the present issue. We do not underestimate the terrible power of the liquor traffic. We know it seeks to control, and it does control to an alarming extent, the Legislature, the Council, the Press, and even the Pulpit. Will anyone deny this? No one. Everybody admits its awful truth. I have always cast my ballot for the Act, and shall do so again. I shall never, by my voice or vote, give permission or license any respectable (I) saloon keeper to send my boy to ruin. If young men are ruined in Charlottetown to-day it is not the fault of the law, but of those who are sworn and paid to enforce it.

FAITH.

A Statement Questioned.

Sir,—Will you allow me space for a few sentences on the Scott Act campaign now going on. I see that one of the writers in your last issue has made the statement that it is not the liquor men who bring on the election, but the temperance men. Such a statement as that should not be made without clear proof. I do not believe it. Let him give us even the names of half a dozen temperance men who want this question opened, or let the men who carry round the petition say whose money they receive for their work. If temperance men pay them I will submit and allow that your correspondent is right.

ANOTHER CITIZEN.

Terrific Battles at Sea.

EXPERIENCE OF FOUR VESSELS WITH HURRICANES. Another chapter in the history of hurricanes, cyclones and terrific storms at sea is added by the arrival at New York on the 11th of four big vessels that show all the effects of terrific battles with old ocean in some of its angriest moods. One of the vessels, the ship Mount Stewart, of Glasgow, left her fore and main topmasts and mizzen topmasts and jib in mid-ocean, and her crew are congratulating themselves that the vessel did not find a grave in the sea. Another, the bark Loch Ranza, also of Glasgow, parted with many of her sails and split nearly all that remained during a five-hour struggle in the grasp of a terrific hurricane. The others were more or less injured by furious gales and terrific seas, and all tell stories of frightful experiences. The Mount Stuart was sailing along in N. lat. 42°, lon. 68°, when the weather glass in the captain's cabin indicated that a storm of unusual severity was somewhere in the neighborhood, although still out of sight of the naked eye and the most powerful glasses on the ship. Suddenly a jet black line appeared along the horizon, and began to mount with incredible swiftness until the sky was as black as ink. Suddenly the hurricane broke on the ship, and the vessel lay down in a bed of seething sea until the foam was bubbling along the rail. Blast followed blast and still the great ship failed to move, and it seemed to the horror-stricken men on deck as if she must go to the bottom. At last, and little by little, the vessel righted herself, and just in time to meet a tremendous wave which broke over her bows with a roar like Niagara. Men were washed off their feet and only saved from going over the rails by the life lines about their waists. A big ship's boat, torn from its lashings, went down the deck as if propelled by electricity, and in company with a hencoop went over the rails and out into the bed of foam astern. The jib blew away leaving only a few shreds of tattered canvas clinging to the stay, and with a report like the crack of a pistol the mizzen-topmasts followed suit. Immense seas swept the decks fore and aft, and tons of water fell on the deck and it seemed as if the ship must founder. The four men at the wheel could do nothing to keep the vessel's head to the seas. To save their lives they left the whizzing spokes and abandoned the ship to the fury of the gale. She was tossed about, sometimes standing on her beam ends. The foretopmast soon went by the board, and a few minutes later, the maintopmast snapped like a match; but, held by the stays, it swung in the air above like the pendulum of a clock. The wind tore the sails from their lashings and the rumble of the heavy canvas as it thrashed the masts and yards seemed a fitting music for the inferno of the storm as it walked the decks below. The storm subsided after eight hours. Then the ship, a wreck of its former self, rested on an even keel.

The bark Constance, of Barbadoes, for New York, met the hurricane on Aug. 29, while in lat. 25.30, lon. 70.12, and for four hours battled with terrific seas and a gale that blew from every point of the compass. She managed to weather the gale without injury, but her captain states that it was the worst storm he ever encountered on the Atlantic ocean. The same hurricane on Aug. 27 was met by the bark Falmouth of Windsor, N. S., in lat. 21, lon. 73. The wind blew a gale from the south southwest, and for 24 hours the ship labored in a heavy sea with every prospect of foundering. She managed to weather the gale, however, and put into New York with her deck started as the result of her meeting with an Atlantic hurricane.

The most recent statistics of arrests for drunkenness in Maine in any one year show but four arrests to every 1000 of the population.

P. E. ISLAND RAILWAY.

Provincial Exhibition and Races.

IN connection with the Provincial Exhibition and Races, to be held at Charlottetown on TUESDAY, WEDNESDAY, THURSDAY and FRIDAY, Sept. 30th, inst., and Oct. 1st, 2nd and 3rd, prox., the following arrangement for Trains and Fares will be carried out:—

Return Tickets at one first-class fare will be issued from all Stations to Charlottetown by Forenoon Trains on September 29th, to parties in charge of Live Stock or other articles for the Exhibition; also to parties appointed to act as Judges. Return Tickets will be issued to the general public by Afternoon Trains on September 29th, by all Trains on September 30th, and October 1st and 2nd, and by Forenoon Trains on October 3rd.

A Special Train will leave Tignish for Charlottetown at 4 a. m., standard, on September 30th, and on October 1st, 2nd and 3rd; returning, will leave Charlottetown for Tignish at 4.30 p. m., standard, on September 30th, and on October 1st and 2nd. Return Tickets will be issued by these Trains at undermentioned rates:—

Table with 2 columns: Station, Rate. Includes Tignish to Elmsdale, Bloomfield to Portage, Conroy to Richmond, Wellington to Summerside, New Annan to C. Traverse, Brafalbane to Clyde, Hunter River and North Wiltshire, Colville, Loyalist and Milton, Winaloe, and Royalty Junction.

By the Forenoon Trains from the East, Return Tickets will be issued to Charlottetown on September 30th, and on October 1st, 2nd and 3rd, at undermentioned rates:—

Table with 2 columns: Station, Rate. Includes Souris to Bear River, Mt. Stewart to Lot 40, Mt. Stewart to Tracadie, Bedford, Suffolk, York and Union, Brackley Point, Georgetown to Peake's, and Pisiquid.

The Afternoon Train for Souris will be detained at Charlottetown until 4 p. m., standard, on September 30th, and October 1st, 2nd and 3rd, and will connect at Mount Stewart with Evening Train for Georgetown.

Passengers from Cape Traverse Branch will be conveyed by Regular Train to and from Emerald Junction, at which point connection will be made with Special to and from Charlottetown.

Tickets issued at one first-class fare will be good for return by any train up to and on October 4th, but tickets issued at special reduced rates will be good for return only on date of issue and following day; those from Stations west of Charlottetown being good only on Special Train, except tickets issued by Special on October 2nd, which will be good for return by Regular Trains on October 3rd, and those issued by Special on October 3rd, which will be good for return by Regular Trains on October 4th.

J. UNSWORTH, Superintendent. Railway Office, Ch'town, Sept. 15, 1890. sept15-dy m wf pat t t s wky prs

A FINE OPPORTUNITY

FOR

An Enterprising Man.

WE are instructed to sell at Auction, on the Premises at Alberton, on MONDAY, the 6th day of October, at the hour of 3 o'clock, p. m., that valuable property lately occupied by Senator Howland, and situated at the head of the Railway and Queen Wharves, consisting of

- 1 Warehouse, 110 feet long, with a Cellar under half of it. 1 Warehouse, 50 feet long. 1 completely finished Store and Office, with small Dwelling attached. 1 Lime Kiln, with half privilege. Lumber and Coal Yard.

This property has been laid out in thirteen Building Lots, as per plan made by John Ball, Esq., a copy of which can be seen at the residence of Mr. W. D. White, near the premises, and also at our office. Will be sold in one block, or in lots to suit purchasers. This property is connected by rail and telegraph. Terms of sale—25 per cent. down; balance in five years, with interest at 6 per cent.

E. H. NORTON & CO., Auctioneers. sept15-dy 2i wky t t s l e

P. E. ISLAND RAILWAY.

FUTURITY RACE.

IN CONNECTION with the Futurity Race to be held at Summerside,

On Tuesday, the 16th inst.,

A Special Passenger Train will leave Charlottetown at 7.45 a. m., standard, on 16th; returning, will leave Summerside at 5.05 p. m., standard. Return tickets will be issued by this train at following rates:—

Table with 2 columns: Station, Rate. Includes Charlottetown, Royalty Junction, Milton, Colville, North Wiltshire, Hunter River, Cape Traverse, Albany, and Other stations.

Return tickets at one first-class fare will also be issued from Charlottetown and Intermediate Stations to Summerside by Regular Forenoon Trains.

By regular morning train from Tignish, return tickets will be issued at undermentioned rates, good for return by regular train same evening, which will be detained at Summerside until 4 p. m., standard:—

Table with 2 columns: Station, Rate. Includes Tignish to O'Leary, Colman to Conway, and All other stations.

All tickets will be good for return only on the 16th.

J. UNSWORTH, Superintendent. Railway Office, Ch'town, Sept. 8, 1890. sept8-all wky prs

20 CASES MORE OF Fashionable High-Class Goods

NOW OPENING EX S. S. "DAMARA" FROM LONDON.

SPECIALTIES: Dress Goods, Mantles and Millinery. Prices in many lines lower than a year ago. BEER BROS.

A Reliable Strength-Giving Food

FOR Invalids. JOHNSTON'S FLUID BEEF FOR Convalescents.

The Analysis of the best Chemists in the world shows that it contains 23 PER CENT. of "Albumen," that forms Flesh and Blood, 33 1-2 PER CENT. of "Salts of Flesh," the stimulating element of meat, 12 1-2 PER CENT. of "Mineral Salts," supplying phosphates for the bones, combining to make the MOST PERFECT FORM OF CONCENTRATED FOOD.



SECOND TO NONE.

OUR SPECTACLES ARE SECOND TO NONE, because they combine the most modern scientific improvements with a view to ease and comfort in wearing. We buy direct from the leading manufacturers of the day, who employ the most skilled artisans to be found. We have been in the Spectacle business in England and this country about 25 years, and understand how to fit Glasses properly, as thousands whom we have supplied could testify. We defy all peddlers' competition, and sell cheaper. Come and try us if you need Glasses.

E. W. TAYLOR, Watchmaker and Optician, Cameron Block, City.

N. B.—Don't believe all the bluff of the itinerants. We have proved many of them to be actual frauds, representing themselves as manufacturers and yet selling inferior goods bought from third and fourth class middlemen.

TO THE BOYS AND GIRLS

GOING TO STUDY AT

West Kent, Prince Street & Queen Square Schools

BOYS AND GIRLS OF CHARLOTTETOWN:—Buy your School Books and B School Supplies at G. HERBERT HASZARD'S, and get a chance of the Great Prizes offered for One Month only.

FIVE PRIZES for each School, as follows:—Two Prizes to each School for the best specimens of Penmanship, to be sent in not later than 26th September, 1890. First Prize, GOLD PEN; Second Prize, FOUNTAIN PEN.

Also—Three Prizes to each School to the purchaser of the largest amount (for Cash only) of School Books and School Supplies, as follows:—First Prize, value \$2.00; Second Prize, \$1.00; Third Prize, 60 cents.

Every Student has a chance to get one of the Great Prizes offered, and every purchaser will get the advantage of our regular CASH DISCOUNTS.

G. HERBERT HASZARD.

Charlottetown, Aug. 30, 1890 2aw&wky BROWN'S BLOCK.

PICKLING VINEGAR & SPICES.

Wholesale and Retail.

THE reason for Pickling Vinegar and Spices having come around again, we are prepared to supply our many customers and the public generally with those articles at the lowest possible prices.

ENGLISH MALT VINEGAR.

We have on hand a large stock of this Celebrated Vinegar, which is, without doubt, the best Pickling Vinegar in the market to-day. As we import this direct from England ourselves, we can guarantee the quality.

WHITE WINE VINEGAR.

We have received a consignment of XXX WHITE WINE VINEGAR, from the best manufactory in the Dominion, which we can confidently recommend to be first-class.

Cider and Golden Syrup Vinegars always kept in Stock.

PICKLING SPICES.

We have received another lot of the same kind of Spice as we had last year, and which gave such good satisfaction. Don't buy poor Spices and thereby spoil your pickles.

WHOLE PEPPER ALLSPICE, CINNAMON, GINGER, CLOVES, MACE, MUSTARD SEED, &c., always kept on hand.

BEER & GOFF,

Queen & King Square Stores