

The Daily Examiner

OCTOBER 30, 1885.

Editorial Notes.

Canadian Pacific Railway stock is rising in the markets. In New York, the other day, the price of shares rose to 49 1/2, an advance of 1 1/2, and in London to 51 3/4, an advance of 2 3/4. This is significant.

The return of traffic of the Canadian Pacific Railway from Oct. 14th to 21st, shows that the receipts were \$204,000, as compared with \$185,000 for the corresponding week of last year, an increase of \$19,000 for this year.

Nothing further has yet been done towards lighting our streets with electricity. But the Manager of the Electric Light Company is in St. John and is expected here in a day or to sign the contract and make the necessary arrangements.

An Ottawa telegram to the St. John Telegraph says:—"The Island members are pressing their claims for a portfolio, and say that the Premier, in 1882, promised that at the next vacancy in the Maritime Provinces the claims of Prince Edward Island would be considered."

The Canadian Pacific Railway Company announce that, commencing on Monday, November 2, express trains will be run daily through from Quebec to the Rocky Mountains. Said express trains will consist of elegant first-class and sleeping cars, a colonist sleeper, and, during the day, a dining car.

Mr. Kaulbach, M. P., is interesting himself on behalf of the fishermen of the Maritime Provinces. He has been writing to parties in Toronto, seeking the names of merchants there likely from their business connections to be able to open up a market for the fish foods produced in such abundance in the waters of these Lower Provinces.

The Trade Bulletin says: To sum up, there is a revival of confidence, an increase in the consumption of nearly all manufactured products, and a strong tendency to higher prices, in many instances higher prices having already been realized. Business is certainly better, and in wool and woollen goods, steel rails, gas and other pipes, and some other specialties, it is very much better. The tide has turned.

An Ottawa telegram to the St. John Telegraph says:—"Dr. Jenkins, of Charlottetown, has been negotiating with the Minister of Agriculture for Dominion assistance towards the proposed exhibition of Canadian live stock in Agricultural Hall, London, England, next June. The live cattle will be shown at Islington in connection with the Canadian exhibit at the Colonial Exhibition, and Canadian beefsteaks cooked in the exhibition restaurant. It is believed the scheme will benefit the Canadian cattle-raising industry."

Commenting on Senator Howland's subway scheme the Moncton Times remarks: "The subject is one which we have no doubt will receive the earnest attention of a government that has always shown itself ready to encourage and assist enterprises having for their object the development of the country. When the Canadian Pacific Railway was first mooted there were those among the public men of this country who declared that the enterprise was wholly beyond the region of practicability, that the Northwest would never be anything but a howling wilderness—the home of the wolf and the bear—and that the resources of the British Empire would not be equal to the task of constructing the road. Yet to-day the Canadian Pacific Railway is virtually completed and is doing a profitable business. The subway does not seem to be an impossible enterprise, and if there are insurmountable engineering or other difficulties they have yet to be shown."

Mr. George A. Sala, the special correspondent of the London Daily Telegraph, writing from Adelaide, says:—"Terrible depression, I was told, was prevalent throughout South Australia, in general, and Adelaide in particular. Frenzied land speculations had ended in a temporary financial collapse. Wheat and copper were drugs in the market, and on her cereals and her copper the prosperity of South Australia depended. Distress, too, of the acutest type was rife, I was told, at Adelaide. Soup kitchens had been established for the sustenance of the hungry; hundreds of able-bodied men were out of work, and great meetings of the unemployed had been held to enforce on the Government the necessity of at once starting relief works. Of course the dissatisfaction of the unemployed had been accompanied by a fierce outcry against bringing any more labor into the colony. This was evidently not a season even for dribbling items of emigration into South Australia, and I was not altogether without compunction at the thought that I was bringing at least two bouches inutiles to these sunny but sorrowful shores."

At the meeting of the British Dairy Farmers' Association which opened at the Royal Agricultural Hall, Islington, London, England, on the 6th inst., the representative classes of cattle for milk were well filled. There were Shorthorns (eligible and not eligible for the herd-book) Jerseys and Gurnseys, Red Polls, Ayrshires, Kerries and Dexters, crosses between Shorthorns and Ayrshires, Shorthorns and Alderneys and many other kinds. The Live Stock Journal

of London reports of this show the following:

"Putting all together, therefore, it appears that the best milk is a Shorthorn, with 95.30 marks of 100, the second a Shorthorn, with 94.10 marks, and the third a Jersey, with 93.75 marks, the latter yielding 53 lbs milk, and showing 12 1/2 per cent. of cream."

The first prize cow belongs to the executors of the late Mr. T. Bird ey, and the second to Mr. J. Phillips, the owner of "Red Cherry," the Shorthorn cow that took first prize last year at the same annual show, and first prize at the Royal Agricultural show held at Preton in July last. The object of these milk trials is for the purpose of awarding a cup and other prizes to the animals that give the largest quantity of the best milk. They are conducted under the supervision of some of the members of council and the Society's chemist. It must be gratifying to breeders of Shorthorns that the cows of this breed have two years in succession gained the first prize and cup at the great London milk trial, as having produced the largest quantity of the best milk over all competitors; and not less encouraging to those who breed that race of cattle for the purpose, more particularly of gain by the meat they produce, to have found that the pure bred Shorthorn steer, Kiocklevington, was, at Chicago, the champion fat steer of the American continent in 1884.

The Markets

THE market for potatoes is more active. During the past week they have been coming in freely, and are sold to exporters at 16 cents. The market in Boston is fair, Chenangoes bringing 45 cents and Roses 50 cents. The chances are that potatoes will, during the remainder of the season, be wanted at low prices.

The flour market is firm. Prices in Montreal are as follows:—

Table with 2 columns: Flour type and Price. Includes Patent superior, Patents, Ordinary superior extra, Extra superfine, Fancy, Spring extra, Superfine, Canada strong bakers, Manitoba strong bakers, American strong bakers, Fine, Middlings.

We are informed on good authority that the price of flour will not be lower this fall.

Oats are weak, and chief buyers in the city give 31 and 32 cents per bushel. Latest quotations from Great Britain are 15s. 9d. and 16s. per quarter of 304 lbs.

Cheese are worth from 10 to 15 cents here. Liverpool prices have advanced to 50s.

Live Stock Exports.

UNSATISFACTORY CLOSING OF THE SEASON—THE YEAR'S SHIPMENTS.

The exports of live stock from the port of Montreal during the past week were 1,232 head of cattle, as compared with 1,385 the previous week, and 544 sheep, as compared with 1,129 the previous week. The cattle shipping trade is winding up in a most unsatisfactory manner to exporters. In marked contrast to the promise with which it opened, the exports have fallen off materially, and the bad state of trade may be gathered from the fact that three steamers went out last week without cattle. As an instance of the depression, it may be mentioned that a herd of cattle, which cost here \$70 a head, sold in Bristol at £15. 10s. The total exports of cattle this season to date were 38,035 head, an increase of 4,495 head compared with 1884, and an increase of 10,210 head, compared with 1883. The total exports of sheep this season to date were 37,402 head, a decrease of 15,347 compared with 1884, and a decrease of 43,308 compared with 1883. The total exports of beef to date were 12,571 quarters, against 14,259 quarters last year, and 15,501 in 1883.

A Great March in Religion.

The Emperor William visited the Cathedral chapel in Berlin on the 26th inst., to inspect the new altar picture, the Adoration of the Magi. Court Chaplain Kogel related to the Emperor the history of the picture, and Count Von Arnim, President of the Synod, thanked His Majesty for his continued favors. The Emperor, in reply, congratulated Chaplain Kogel upon his devotion to well-doing, and said:—"As for what you have said about me personally I accept with all modesty as a man whose days are now numbered. In my lifetime Heaven has covered me with blessings and mercies, especially in my old age; but the homage paid I lay at the throne of the High est, from whom we derive strength to execute all the best things that can be done on earth. Within the last few years, before the eyes of all of you, things have happened by which Prussia has been raised higher than ever we expected. You have all been witnesses of the great work accomplished which will continue to endure if its foundations remain on purity of religion and progress in every good deed. In my old days I call Heaven to witness that I have ever looked upon religion as the sole foundation on which everything reposes and as the highest good of my people."

Supreme Court.

FRIDAY, Oct. 30.

McFarlane vs. McKinnon—The argument finished in this case last evening. The court takes time to consider.

Hector McLean vs. John Bradley—The case was tried last Trinity term, and judgment was given for the plaintiff. Mr. Peters agrees for a rule for a new trial or a non-suit on several grounds. Mr. Davies occupied the court up to the present in showing cause against the rule.

The S. S. Bonavista landed a case of small-pox at this port yesterday. She arrived here on Saturday. A child about six years old was ill, but it was not supposed seriously. Yesterday, however, on examination, the doctors declared it to be a case of small-pox, of mild type. The child was accompanied by its mother, and had a certificate of vaccination. The child is now in the hospital at the Beeches, and the vessel has been thoroughly fumigated, and will proceed on her voyage at once.—Picton Standard.

T. & E. Kenny's London Office.

A HEADQUARTERS FOR NOVA SCOTIANS—THEIR DRY GOODS AND SHIPPING DEPARTMENTS

A Halifax Herald reporter who was recently on a trip to the old country made a very pleasant trip to the London Office of T. & E. Kenny, of that city, No. 161 Gresham House, Bishopgate street, London. E. C. Messrs. Kenny is the only house in Nova Scotia, indeed in the Maritime Provinces, that has an office in the world's metropolis. The dry goods department is in charge of W. T. Lawson, a blue-noze; well-known in Halifax and Charlottetown, and who was for two years in the Halifax house before going to London. The shipping department is managed by F. C. Mahon, so long identified with the house on this side. The interests of the firm could hardly be in the hands of two men better qualified. The writer met several Halifax gentlemen at the office, and judging from appearances it is rapidly becoming the headquarters in London for Nova Scotians, not only as a place of call for visitors to London, but making a specialty, as these London representatives do of looking after the interests of shipping, a great many Nova Scotian ship owners have already entrusted their business to them with most gratifying results, judging from the rapidity with which it increases. And this confidence is more than justified, the high reputation of the house on this side being fully sustained over there. In conversation with the writer, Mr. Mahon said: "Our present business is the outgrowth of an office established in Manchester in 1875, at which time we found it necessary in the interest of our varied business to have some one permanently resident in England, and for that reason we opened that office where until 1880 our business in this country was managed. Our shipping business (which at first was combined with that of the dry goods) having gradually increased and the dry goods, so far as many leading staples of Lancashire and Yorkshire manufactures were concerned, being largely diverted to the Canadian goods, we found it in the interest of both departments to make London our headquarters, and accordingly five years ago transferred our business to this city, retaining, however, as we still do, an office in Manchester. Subsequently we found that each department could be better conducted under separate management, and Mr. W. T. Lawson, of our Halifax house, was appointed in 1882 to the charge of the dry goods branch.

THE COMMISSION BUSINESS

is also closely worked by an efficient staff, while the shipping and chartering branches receive from one who has had considerable experience in the London market, the careful attention such work demands. Not only do we attend to the business of the ships in which we are directly interested as owners, but we are favored with the support of many Nova Scotian ship-owning friends, and look forward with confidence to a still larger business in this respect as we become more generally known amongst them. We have the confidence of a number of owners who, as opportunities present themselves, place the chartering of their ships in our hands, and we have also given satisfaction to those who have consigned their ships to our care, and their captains have recommended our house to other friends in command of Nova Scotia ships. Our business, therefore, in this department is an increasing one, and we think our supporters now see the advantage of having their business transacted by a Nova Scotian house of so good repute, having a branch in London working in harmony therewith. In fact I may say ours is the only Nova Scotia house connected with shipping having an office in London. Yes, the report that we are interested in

BUILDING AN IRON SHIP

is correct. Iron ships only are now able to compete with steamers for much of the business that formerly was open to our wooden ships. While for rice, wheat, jute, seeds and most eastern freights they get a preference and at a higher rate of freight; and besides, insurance on both hull and freight is done so much less. I hope in time we may be able to build iron ships in Nova Scotia. At present we cannot do so to advantage. The present low prices of iron and the depression in trade, making cost of iron ships lower than it has ever been, was an inducement for us to make a trial of 'iron versus wood.' We would of course prefer to keep to wood—the production of our country—but it is greatly to our own advantage as well as our friends in Nova Scotia to know just how they will compare in cost as well as earnings. This is our reason for building, and I may add, that in the venture we are joined by English capitalists as well."

BRIDGET FARLEY died at Stratford, New York, on the 26th inst., aged 104 years and 2 months. She was born August 20, 1781, in Kent County Mayo, Ireland. Two of her nine children are living, and there are nine grandchildren and fifteen great-grandchildren. She survived by thirty years her husband, William, to whom she was married at the age of 19. They had a small hosiery business in Broad Street, New York, in 1819. Mrs. Farley danced a breakdown at an entertainment given in honor of her 103rd birthday, and drank a glass of whiskey to the health of the company. She retained her faculties and was able to be about until a week before her death. Her father said to have reached the age of 115, and her mother the age of 100.

A COW TO BE THANKFUL FOR.—Says David Swing in the Chicago Current, though the story is not altogether original with the Professor: "A simple-hearted and truly devout country preacher, who had tasted but few of the drinks of the world, took dinner with a high-toned family, where a glass of milk punch was quietly set down by each place. In silence and happiness this new Vicar of Wakefield quaffed his goblet and then added, 'Madam, you should daily thank God for such a good cow.'"

SCOTT ACT CONVICTS.—At Alberton, on the 26th and 27th inst., before John T. Weeks and Henry Gordon, Justices of the Peace for Prince County, Hon. Richard B. Reid, J. P., licensed vendor for Township No. 4, Edmund Wallace, James Skerry and James F. White were each convicted for violating the Canada Temperance Act, and fined \$50 and costs or two months imprisonment. The branch of the Dominion Alliance at Alberton intend to make it too hot even for Justices of the Peace to openly violate the Canada Temperance Act, Cox.

For St. John's, Newfoundland.



STEAMER "COBAN" will sail for St. John's, MONDAY, noon, 2nd NOVEMBER. For Freight or Passage apply to PEAKE BROS. & CO., Agents. Ch'town, Oct. 30, '85-21

EXHIBITION.

H. B. SMITH, "Dominion House," will exhibit his defeated Stock before the Public, on the Market Square, in Charlottetown, on TUESDAY, November 3rd, at 12.30 p. m. The public will then be enabled to judge of the comparative merits of these animals with those which were awarded prizes on Exhibition Day. The Commissioners are invited to bring forward at the same time the Stock to which prizes were awarded, and also to present themselves. Oct. 30—dly 43

No. 1 Fat Herring.

BY Auction, SATURDAY, Oct. 31st, at 11 o'clock, on Peake's Wharf (No. 2):— 87 barrels Large Fat Herring (split). 34 Half do do Extra Choice, ex Schr. Emma Proctor. A. McNEILL, Auctioneer. oct29 21

Turnips, Carrots, Mangels, Parsnips FOR SALE.

900 Bushels TURNIPS. 300 do MANGELS. 250 do CARROTS. 250 do PARSNIPS. All of Excellent Quality, and can be delivered at once. J. & T. MORRIS. Ch'town, Oct. 29-31

\$100 REWARD

ONE HUNDRED DOLLARS' reward will be paid to any person who

Arrests, or Gives Such Information as will Lead to the Arrest of

WALTER, alias OTTO ROBERTSON,

charged with the murder of Joseph Fitzpatrick.

HENRY LONGWORTH, Sheriff of Queen's County.

W. W. SULLIVAN, Attorney General. Ch'town, Oct. 29, 1885—pat

FOR MEN TO READ! OUTFITTING DEPARTMENT —FOR— GENTLEMEN!

- 1—New Shapes in Linen Cuffs and Collars. 2—New Stock of Fine and Stout Hosiery. 3—New Stock of Dent's Kid Gloves. 4—New Stock of Scarfs and Neckwear. 5—New Stock of Scotch Underwear.

Please Read On!

- 6—New Stock of Canadian Underwear. 7—New Stock of Christy's London Hats. 8—New Stock Best Elastic Braces. 9—New Stock of Gents' Dress Shirts. 10—New Stock of Silk Umbrellas. 11—New Stock of Alpaca Umbrellas. 12—New Stock of Scotch Tweeds. 13—New Stock of English Worsted. 14—New Stock of Tweed Suitings. 15—New Stock of Cardigan Jackets. 16—New Stock of Linen and Silk Handkerchiefs, Scarfpins, Collar Studs, &c.

GENTLEMEN

will find our Stock Complete and Fresh, with PRICES MUCH BELOW those charged by Furnishing Stores.

WEEKS & CO., MARKET SQUARE. Ch'town, Oct. 5, '85.

GRAND Colonial Exhibition in London, Eng., 1886.

REFERRING to the above, it has been decided to forward specimens of Fruit in glass jars, such as Potatoes, Turnips, Cabbage, Mangolds, &c., will be placed in kegs or half-barrels, preserved in the same way. Farmers who have extra good specimens of Vegetables, are requested to forward samples of the various kinds (three or four will be sufficient) to my Station Master on the Railway, or direct to either of the Agents. Care should be taken to prevent injury to products from bruising. A. McNEILL, Charlottetown. RICHARD HUNT, Summerside, Agents for Collecting Exhibits. Oct. 24, 1885—dy wkly

TELEPHONE COMPANY OF PRINCE EDWARD ISLAND.

THIS COMPANY is now ready to transmit written and verbal messages, by Telephone, between Charlottetown, Hunter River, County Line, Freetown, Kensington, Summerside and St. Eleanors, at the following Rates:—

Table with 2 columns: Distance and Rate. From Station to Station, when the distance is 5 miles or under, for each five minutes' conversation, or part thereof. 10 Cents. do do do 5 to 10 miles. 20 " do do do over 10 miles. 25 "

Written messages, subject to Company's conditions, will be sent from Station to Station at following Rates:— When distance does not exceed 10 miles, for twenty words or under. 15 Cents. When distance is greater than 10 miles. 25 " For each additional word one cent extra.

A discount of 20 per cent from the above rates will be made to lessees of instruments. Written messages will be delivered in Charlottetown within city limits; from all other receiving offices within a quarter of a mile from said offices. Special rates will be made for delivering at greater distances. All communications and messages must be prepaid.

The Company is prepared to lease Telephone Instruments in Charlottetown and Summerside at established rates, and to treat with persons requiring private or toll lines. For further information apply to the Subscriber, at Charlottetown

ROB ANGUS,

MANAGER.

Ch'town, Oct. 19, 1885—lyer eod

LONDON HOUSE!

MANTLE DEPARTMENT.

A LARGE STOCK now showing of New, Choice, Fashionable Goods:—

- Short Jersey Cloth Jackets. Short Curl Cloth Jackets. Short Nap Cloth Jackets.

(German Manufacture, Beautifully Braided)

- Long Ottoman Cloth Paletots. Long Nap Cloth Paletots. Long Silk Ottoman Paletots.

(Perfect Fitting.)

Doimans, Children's Jackets and Ulsters, in light beaver cloths. Curl Cloths, &c.; largest assortment we have ever shown.

Fur-lined Cloaks in Gray Squirrel, White Squirrel, Fitch, &c., &c

CEO. DAVIES & CO.

Ch'town, Oct. 15, 1885.

WESTERN FIRE ASSURANCE CO. INCORPORATED, 1851.

Head Office - Toronto, Ont.

Risks taken on all descriptions of property at REASONABLE RATES.

Office: In Cameron's Block, South Side Queen Square.

HORACE HASZARD,

General Agent, P. E. Island.

Ch'town, Oct. 3, '85—lmo eod

P. E. Island Steam Navigation Co.

CHARLOTTETOWN BUSINESS COLLEGE.

CHARLOTTETOWN, Oct. 28, 1885. NOTICE is hereby given that after 1st NOVEMBER, for remainder of season, the steamers of above Company will discontinue running on SATURDAY EVENING, from Summerside to Charlottetown.

Consequently, there will be no freight or passengers carried by them from Charlottetown to Point du Chene, or vice versa; or from Summerside to Charlottetown, or vice versa, but only between Summerside and Point du Chene. This change is made to prevent liability of detention in Charlottetown by fog, storms, or otherwise. By order, F. W. HALES, Sec'y S. N. Co. Ch'town, Oct. 29, 1885—1wk

HOURS—9.30 to 12 a. m. 2 1/2 to 4 p. m. 7.30 to 9.30 Evenings.

SPECIAL SUBJECTS. Book-keeping, in all its branches. Business Penmanship. Type Writing. Shorthand. Telegraphy. Navigation, &c. Call or write for full information. L. B. MILLER, Principal.

Oct. 19—d & w

NEW MEAT MARKET.

THE Undersigned, having taken a Stall in the City Market, begs respectfully to inform the ladies and public generally of Charlottetown, that he intends having for sale on and from TUESDAY next,

Prime Pork, Sausages, Lard, Fresh and Corned Pork, and Brawn or Potted Meat,

and having had considerable experience in making and preparing the above articles, hopes to have a share of public patronage. E. WALLER, King Square. Ch'town, Oct. 24—lmo eod

Jersey for Sale.

A BEAUTIFUL fawn-colored JERSEY HEIFER, due to calve in the middle of February next. The dam is a rich cream and butter cow. E. WALLER, King Square. Ch'town, Oct. 24, 1885—t

FOR SALE.

BRIGHTON TANNERY, with its Steam Engine, Boiler, Splitting Machine, Stuffing Machine and other Plant is offered for sale at private contract.

The above Tannery was formerly operated by the late Donald McKinnon, of this city. It is fitted up on the most modern principle, and has hitherto paid a large percentage on the capital invested. To capitalists no better investment for their money, either by Bank or Manufactory, can be offered. Possession given immediately. MARY J. MACKINNON, Executrix. Ch'town, Oct. 17, 1885.

50 Lovely New Style all Chromoards G. with name and a prize for 10c. 12 packs, 12 names, for \$1. A sample pack and agent's outfit with illustrated catalogue of Agents and Novelties, for 3c. stamp and this slip. A. W. KINNEY, Vermont, N. S. war