

THE DAILY EXAMINER.

SEPTEMBER 2, 1886.

Death of Mayor Beer.

The city mourns to-day the death of its chief executive officer. The sad event has been anticipated for several days. We learn from his medical attendant that the seeds of his indisposition were sown while he was performing the arduous duties of Chairman of the Board of Health during the prevalence here of the smallpox epidemic. Ever since his health has been failing; and from the middle of May last he has been continuously under the care of his physician. He was then prostrated by physical debility, accompanied by rheumatic pains. From these he recovered, and was for some time able to drive out. But about six weeks ago he was seized with a very severe illness (distinct from the previous sickness) which necessitated a surgical operation. The result of the operation was successful, and he was able to move about the house, in the prospect of an early return to his duties. But, again, about ten days ago, he was laid low—manifesting symptoms of the lung disease which terminated fatally at an early hour this morning.

Henry Beer was the second son of the late Hon. George Beer, and was born in Charlottetown on the 7th of June, 1835. His education was obtained at the Central Academy. Early in life he began to take an active part in the commercial business in which he was employed at Southport and at Charlottetown until the great fire of the winter of 1884 destroyed his premises. While conducting his private business, he exhibited much commendable public spirit. He took a very active part in the volunteer movement, obtained rank as an officer, and for many years has been Lieutenant Colonel of the 82nd Battalion of Volunteer Militia. In 1870 he entered the Legislature as a representative of the Port Augustus District, and was re-elected in 1872, 1873, and 1876. In 1879 he was defeated, but in 1882 he was again elected, and served as a member of the last legislature. In 1872 he entered the Laird-Haythorne Administration, but resigned his seat at the Executive Council Board when a delegation from the Government proceeded to Ottawa, against his desire, to negotiate terms of union with the Dominion of Canada. In 1877 he was elected Speaker of the House of Assembly, over which he presided during the short administration of Mr. L. H. Davies.

At the Civic Election of 1885 he was elected Mayor of Charlottetown. In the fall of that year, the city was visited by the terrible scourge of smallpox and it was the duty of the Mayor, as Chairman of the Board of Health, to direct and control the efforts which were put forth to suppress it. How well he performed that hazardous task is known to all. He never shrunk from contact with the disease. He was at his office early and late, receiving reports, providing materials, issuing orders,—acting like a brave man and an efficient officer. In the election of 1886 he was again elected to promote the introduction of waterworks; and if we have not now a plentiful supply of water the fault is not his.

As a public man Mr. Beer had, of course, many opponents, but we are not aware that he leaves in this world a single enemy. His disposition was frank, genial and kindly, and many warm friends will mourn together with his bereaved wife and family—"yet not as those without hope."

The Latest Seizure.

The most important seizure yet made is that of the Highland Light. Captain Lowry will now regain in some measure the reputation he lost by his easy "courtesy" to the encroaching schooners of Miminigash.

The Franchise Act—A Test

The Picton Standard remarks that "when the Franchise Act was introduced the 'Liberals' shouted themselves hoarse with the cry that thousands would be disfranchised by it. Men who had voted for years were to lose the privilege. The Conservative measure would take it from them; so the 'Liberals' said. Mr. Fielding, the 'Liberal' Premier of Nova Scotia, had a 'Liberal' measure in hand at the same time. We were told over and over again that his was away and beyond Sir John's as a 'Liberal' franchise bill. We have an opportunity now of examining the working of both in this county. In another column will be found a statement of the Local and Dominion lists; Sir John's Conservative measure versus Mr. Fielding's 'Liberal' measure. Sir John gives 7549 persons the privilege of voting at Dominion election. Mr. Fielding only gives the privilege to 6424 persons. That is 1125 more in this county alone, in favor of Sir John's, against the 'Liberal' measure of Mr. Fielding."

The Subway Scheme.

The editor of the Protestant Union visited Cape Traverse a few days ago, and had a long conversation with Senator Howland and the civil engineers engaged in the Subway survey. He says:

"After listening to the Senator's exposition, and also to his satisfactory answer to every

objection urged—we frankly confess that he has made a convert of us,—and with our present light have now no doubt that the subway can be constructed.

"We were under the impression that the bottom of the straits at the Capes was uneven, and in some parts very rocky, and hence impossible to make a bed on which a metallic subway could safely and securely rest.

The soundings taken, however, show that the bottom is comparatively level—the average depth being about 60 feet, and that only for two miles did it increase to 82½ feet. Then, as to the nature of the bottom, the borings from the P. E. I. side, thus far, show that after a few feet of mud and sand, followed by some six feet of hard sand, a bed of the finest brick clay of unknown depth is arrived at. It may be added that as the borings proceed from the shore, there is less mud and sand, and that the brick clay is nearer the bottom. We carefully examined different samples of the latter, and found the texture as fine and tough as putty prepared for use. Now the skill of man could not have provided a more suitable bed for the proposed Subway than Providence has already prepared. In the judgment of those qualified to give an opinion, the natural features of the Straits in every respect are highly favorable to the proposed enterprise. Should the Government Engineers satisfy the authorities that the scheme is feasible, and that the interest of the sum necessary for the construction of the Subway would be little more than the yearly cost of maintaining the P. E. I. Railway and the present winter mail service, we think that there is perhaps no doubt that the work will go on. We believe that the successful building of the Subway would prove of incalculable benefit to the people of the Island—and especially to the farming population—who would not be obliged, as at present, to hurry their produce away in autumn without regard to the state of the markets. We hope that the scheme will succeed, and are of opinion that, irrespective of party, Senator Howland merits the thanks of the whole Island for the persistent and able manner in which he has worked up the matter and kept it before the country."

The Journal of Commerce remarks that the earnings of the Grand Trunk have been steadily augmenting, showing a healthy revival of trade. For the last four weeks in July the receipts amounted to \$210,000 more than in 1875, and so far in August the returns promise to be fully as satisfactory, running up for the first fourteen days to \$120,000 more than last year.

"Well Protected Now."

A correspondent at Miminigash, writing on the 31st inst., reports:

"The Lansdowne was off Miminigash on Sunday night. She went North at half past five o'clock on Monday morning and returned again on Tuesday morning and is cruising around. The Critic passed down on Tuesday going South. We are being well protected here now."

The Rev. Joseph Annand.

The Rev. Joseph Annand, missionary of the Presbyterian Church in Canada, who has for the last thirteen years been laboring in the New Hebrides, is expected on the Island this week. He will visit as many of the congregations as possible during the month of September, and deliver addresses connected with the Foreign Mission work of the Church in the above named group of islands. Mr. Annand will address meetings as follows:—On Sabbath, September 5th, in St. James and Zion Churches, Charlottetown; Monday, September 6, Mount Stewart; Tuesday, September 7, East St. Peter's; Wednesday, September 8, Bay Fortune; Thursday, September 9, Souris; Friday, September 10, Cardigan; Sabbath, September 12, Georgetown and Montague; Monday, September 13, Murray Harbor North; Tuesday, September 14, Murray Harbor South; Wednesday, September 15, Woodville; Thursday, September 16, Valleyfield; Friday, September 17, Orwell Head; Sabbath, September 19, Belfast; Monday, September 20, St. Peter's Road; Tuesday, September 21, Cavendish; Wednesday, September 22, Clifton and Long River; Thursday, September 23, Princeton; Friday, September 24, Bedeque; Sabbath, September 26, Alberton and Montrose; Monday, September 27, Summerside; September 28, Strathalbyn; Wednesday, September 29, Charlottetown. At each of the above meetings a collection will be taken in aid of foreign missions.

Flooded by a Waterspout.

A despatch received at the City Hall, Chicago, on the 31st ult., from the Mayor of Belleplaine, Iowa, states that an artesian well, four inches in diameter, burst when a depth of 180 feet had been reached in boring, and instantly a volume of water was forced several hundred feet into the air. This gradually increased in size and volume until a stream fully sixteen inches in diameter was formed, the upward force of which is equal to the power of powder or dynamite. Water in huge volumes is inexhaustible. Two rivers have been formed by this phenomenal water burst, which are running through the town at the rate of two miles an hour and carrying everything before them. Houses and lives are threatened, and the citizens are appalled at the impending danger, which at present they are, however, powerless to overcome. Finding it impossible to divert this damaging flood, an attempt was made to insert 16 inch boiler iron tubes into the well, but these were instantly blown high into the air. The terrified people then attempted to fill up the aperture with 15 carloads of stone, but these were forced upward as though propelled by the force of giant powder. Bags of sand hastily constructed and cast into the well were also hurled into the air. The Chicago and Northwestern railroad sent a large gang of men to the rescue and the bridge gang of the county was called upon, but up to the present no abatement in the flow of water was perceptible, the rushing rivers washing channels deeper and wider, while in a basin formed spreading over the lowlands in the vicinity. The mayor of Belleplaine finally telegraphed to Chicago for the best engineers that could be secured to come immediately to the spot and use their skill and energy in attempting to stop this perilous condition of affairs. The matter was referred to City Engineer Arstingstall, who has sent Engineer Morgan to the scene, while other aid will be sent if needed.

ONE HOUR'S NOTICE.—Repairing neatly, cheaply and quickly done at Dorsey, Giff & Co.

SIR CHARLES TUPPER.

His Opinion on Several Interesting Points.

WHY HE CAME OUT TO CANADA.

While in Halifax, Sir Charles Tupper was interviewed by a reporter of the Herald. Following are a few extracts from the report:—

ENGLAND WILL ASSIST CANADA IN ENFORCING THE TREATY.

"What is the present position of the Imperial government in regard to the fisheries question?" "I have no reason to doubt the determination of the Imperial government to sustain Canada thoroughly. I have fully discussed the subject with Lords Granville and Rosebery; also the Hon. Edward Stanhope, the new colonial secretary. I am convinced that England will firmly maintain the rights of Canada."

"That is she will give Canada a moral support?"

"I have no reason to doubt but that the Imperial government will give Canada an active support in enforcing the treaty with the aid of the British fleet in North American waters. The British government thoroughly understands this question. And the British public are also beginning to understand it, notwithstanding the persistent efforts of American correspondents of English papers, and others, to misrepresent the whole question."

CANADA'S CREDIT REACHES ITS HIGHEST NOTCH.

"How do Canadian securities stand in the English market now?" "When I went to England three years ago Canadian 3½ per cents. were selling at about 90. The day I came away they touched 98½—the highest point that Canadian credit ever touched. The 3½ per cents. of New South Wales—which leads all the other Australasian securities—which was formerly 4 and 5 points above Canadian 3½s, are now 3 points below."

"What has caused such a great change in so short a period?"

"Besides the greater cheapness of money one of the most important factors is the fact of the attention of the world being drawn to Canada by the construction of the great work of the age—the Canada Pacific Railway; and the appreciation of financial men, especially of the great resources and rapid development of Canada."

"How does Canada Pacific stock stand?" "It is about 70; and I have seen it sold as low as 37. The C. P. R. five per cent. bonds are now at a premium of 6 to 7 per cent. In fact, all Canadian securities show a large appreciation in value. From all appearances, should Canada require to float another 6½ per cent. loan, she will be able to do so at or above par."

OBJECT OF HIS VISIT.

Sir Charles Tupper said the sole object of his visit was in connection with the great project to make the Colonial and Indian Exhibition a permanent institution. Its success has already surpassed his most sanguine expectations. The Canadian coast occupied a larger area than either the vast Indian empire or the united colonies of Australasia. In a seven column descriptive article the London Times recently said: "Canada's exhibits were in a marked degree practical and utilitarian," and this is the first feature that strikes visitors. We have an immense area of country to settle with people from Europe and immense natural resources awaiting further development. How then could the display be better turned to account than by keeping the commercial aspects of the exhibits well to the front? Though it is yet early to speak of practical results, its commercial and even imperial influences have been far reaching. Agriculture is the backbone of Canada, and is, therefore, given front place. The general effect of this section lies in the amount of instruction conveyed to visitors regarding Canada's wonderful powers for producing the necessities of life. But more than this the agricultural exhibit has given the English people an entirely new idea of Canada's climate and geography, and the difference between Canadian products and what they have heretofore generally regarded as "American." It has already favorably affected immigration to a marked degree, while the indirect educational effect has also been very great. English farmers and landowners have seen that they cannot possibly make old country farming pay in competition with ourselves, except by a cheaper system and lower rents and taxes than are now in vogue. The French Government has recently appointed a commissioner to report in detail on Canada's agricultural section, while it has also been minutely inspected by the lecturer of the Royal Danish Agricultural College, Clare Sewell Read, ex-M. P., and such recognized scientific agriculturists as Professor Freom and McCraehen, for the purpose of reporting to various Royal and British Agricultural societies. Much the same may be said of the manufacturing exhibits and machinery, which have come in for a marked degree of attention from both scientists and the general public. Most of the machinery is already sold. Canada's extensive and varied display of textile fabrics has been greatly admired and many new avenues of trade have been opened up for Canadian cottons and other manufactured goods, fish and fruits. Some Hamilton and Montreal firms have already disposed of their entire exhibits and appointed permanent agents to extend their business in England, while other Canadian firms have reported sales of £1,000 stg. and £1,500 in value. Most of the musical instruments have been sold and numerous enquiries are made in reference to investments in Canadian mineral resources. The Hubbard collection of furs has been the marvel of all visitors from Queen Victoria and princesses down to the simplest peasant. In the matter of education, Ontario, Quebec and the other provinces have made exhibits as interesting as they are important, while many new fields have been opened for Canadian products and manufacturers. Both leading Britons and foreigners have been led to appreciate the important position Canada is holding among the peoples of the globe, with its great railway and proposed Atlantic and Pacific mail and telegraphic connections. The question really is, then, said Sir Charles, "Shall this great

collection of the resources of Canada and the empire, such as the world has never before seen, be dispersed, or shall the benefits be made continuous and indeed permanent? There is every reason to suppose that great things as the exhibition has done during the past few months, it can be still greater if allowed to continue, for the mother country and colonies alike." Sir Charles added that the Prince of Wales took the greatest interest in making the exhibition a permanent.

THE EFFECT ON IMMIGRATION.

"Has the exhibit affected emigration at all, Sir Charles?" "Yes, it has already had much influence in this direction. It was at first perhaps not unreasonably thought that an exhibition in London would lead to an emigration of mechanics and artisans than agriculturists. Thanks, however to the action of the Prince of Wales, the railway companies have by low fares placed the exhibition within easy reach of most of the agricultural districts of Great Britain, and thousands of farmers and others with capital, bent on trying their future in a new land, have closely examined the products and agricultural machinery. Numbers have already left for Canada and the effect will be still more apparent as time goes on."

Household Furniture.

BY Auction, at my Salesroom, on FRIDAY, Sept. 3rd.—Parlor, Dining-room, Bed-room and Kitchen Furniture, Carpets, Rugs, Pictures, Crockery, &c., &c.

North Atlantic Steamship Co.

THE STEAMSHIP 'CLIFTON' is intended to leave London for Charlottetown, and Miramichi 18th SEPTEMBER.

For Freight or Passage apply in London to North Atlantic S. S. Company, 117, Fenchurch Street, or here to

FENTON T. NEWBERY, AGENT. August 31, 1886.

Try the TEA, 25 Cents, at the LONDON HOUSE. aug 31

P. I. ISLAND RAILWAY.

TO BUILDERS.

SEALED TENDERS, addressed to the undersigned, will be received until SEPTEMBER 4th, 1886, for the erection of a Dwelling for the Station Master at Hunter River. Tenders to be endorsed on the outside "Tender for Dwelling at Hunter River Station." Plan and specification may be seen at the Superintendent's office, Charlottetown. Each tender must be accompanied by a deposit equal to five (5) per cent of the amount of the tender, which will be forfeited if the party tendering neglects or refuses to enter into a contract when called upon to do so; or, if after entering into the contract, he fails to complete the work satisfactorily, according to the plan and specification. If the tender is not accepted, the deposit will be returned. The Department does not bind itself to accept the lowest or any tender.

JAMES COLEMAN, Superintendent. Railway Office, Charlottetown, August 21, 1886. eod ii sept 3—pat her jour pio uni 21

We Laugh, You Laugh, They Laugh, Everybody Laughs

Who sees Our Splendid Bargains. New and Exclusive Styles, Latest Novelties, Finest Qualities in Seasonable Goods for Fall and Winter.

JUST OPENED and selling at phenomenal prices during the dull season in harvest:— Men's Black Suits, \$6.50, up. Men's Fine Black Worsted, \$8.50, up. Men's Tweed Suits, \$1, up. Men's Full All-wool Suits, \$3.75, up. Youths Suits, \$4.75, up. Men's very heavy Winter Pants, \$1.25, up. Men's All-wool heavy Pants, \$1.75, up. Child's Suits at a sacrifice. Men's Shirts and Drawers, 3cets, up. Men's garter shirts and Drawers, 6cets, up. Men's Socks in variety, 10cets, up. Men's Traces, 10cets, to \$1 a pair. Ladies' Sarcenet Gowns, 5cets, up. Men's Hair and Fannel Shirts, 7cets, up. Men's Heata Shirts at cost. Men's White Unbleached Shirts, 5cets, up. Heavy Horse Blankets, \$1.00, up. Stylish Cottage Blankets, \$3, up. White and Colored Bed Blankets, low prices. Large Stock of Ladies' Corsets, 40c, a pair, up. Another lot of Dent's Kid Gloves, 8c, a pair.

Ladies' Hearty, 10cets, a pair, up. A very large stock of Fall Tweeds, 4cets, up. Tailoring one this month at extraordinary prices. Now's the time to get your fall clothes, cheap. Large Trunks, 8cets, up. Large Valises, 6cets, up. The finest stock of Umbrellas ever exhibited in this market, 5cets, up. New Fall Unions and Druggots, 2cets, up. Men's Rubber Coats, \$2.75, up. Shirting, 4cets, up. Yarns—all shades and makes, Hats, &c.

For Your Sake, For Our Sake, For Goodness Sake

Save and Save Money.

REID BROS., CAMERON BLOCK.

Ch'town, August 23, 1886—2400

Boots, Boots.

Buy Your FALL BOOTS

DORSEY, GOFF & CO. Ch'town, Sept. 2, 1886.

BRITISH WAREHOUSE, 83 QUEEN STREET.

BARGAINS! BARGAINS! FOR SEPTEMBER ONLY.

A Large Lot of WOOL TWEEDS, ULSTER CLOTHS, GENTS' UNDERCLOTHING, DRESS GOODS, FANCY PRINTS. Balance of CRETONNES Largely Reduced for Cash.

A. L. BROWN.

SEASONABLE DRY GOODS, VERY CHEAP

PERKINS & STERNS'

Balance of Ladies' Straw Hats for almost nothing, Balance of Men's and Boys' Straw Hats at a big discount, Balance of White and Colored Shirts very cheap.

Bargains in PRINT COTTONS, Bargains in COLORED MUSLINS, Bargains in COLORED DRESS GOODS.

Cheap White Cottons, Cheap Gray Cottons, Cheap Linens, Cheap Carpets, Cheap Oilcloths.

EVERYTHING CHEAP AT PERKINS & STERNS.

August 4th, 1886.

THE NOVA SCOTIA SUGAR REFINERY (Limited), HALIFAX, N. S.

SAMPLES and Prices upon application to HORACE HASZARD, AGENT.

MESSRS. ROBERT LAMB & CO., Dundee, Scotland.

S TARCH BAGS, Grain Bags, Hessians, &c. HORACE HASZARD, AGENT.

J. LEWENZ & HAUSER BROS., London, England.

THEAS. HORACE HASZARD.

The Sun Life Assurance Co., Montreal.

The Western Fire Insurance Co., Toronto.

HORACE HASZARD, AGENT FOR P. E. ISLAND. Ch'town, August 21, 1886—2400

Steam Laundry.

NOTICE.

THE CHARLOTTETOWN STEAM LAUNDRY is now in operation. Goods will be called for and delivered free of charge. Call at the office and leave orders for work. Price Lists and all information freely given by MR. SHAW, Manager, at the Laundry, Kent Street, King Square. TERMS—Cash on delivery. [CONNECTED BY TELEPHONE.] Ch'town, July 29, 1886.