THE DAILY EXAMINER.

JULY 26, 1886.

A Mare's Nest!

A CORRESPONDENT of the *Patriot* reports that Judge Reddin voted at Georgetown for Gordon and McDonald, and the *Patriot* promises to have "something very plain to say" if the report should prove true. The *Patriot* had better hold its peace. A Judge of the County Court has nothing whatever to do with cases in which Provincial elections are involved, and the Revising Officer of a Voters' List for a Dominion election has nothing to do with respect to voters in a Provincial election. There is, accordingly, nothing in law or reason to prevent him from voting in a Provincial election should he choose to exercise his franchise right in common with his fellow citizens. As a matter of personal convenience, or to maintain that reserve which is expedient and proper, County Court Judges do not, as a rule, take an active part in election contests of any kind; and everyone knows that no judge is more scrupulous in this respect than Judge Reddin. We have not, since his appointment; heard even a tittle of complaint that he is in any way partisan in his conduct; and he has, we believe, been congratulated upon his impartiality as Revising Officer by leading men of both political parties. How he came to vote in Georgetown, at the last Provincial election is easily told. He happened to be there on business, which called him to the building where the election was held. When he entered he had no intention of voting. Indeed there was no necessity for him to do so. Gordon and McDonald were hundreds ahead and did not require his vote, and Lavers was so badly beaten that a single vote either way could do him neither good nor harm. But one of the electors present called out as he came in: "Here comes a good voter." "Well," replied the Judge, "since you have said so perhaps I might as well vote," and he thereupon recorded his vote for Gordon and McDonald. The statement that Judge Reddin took an "active" part in the canvass is absolutely untrue; and it is patent that had he taken a warm interest in the contest he would, when he voted, have put in special votes for Blake and McLeod who, he must have known, required assistance much more than the Government candidates for Georgetown.

The *Patriot* hopes that this incident may be set off against the arrogant and unjust conduct of the Revising Officer for Queen's. If Judge Reddin had voted in a Dominion election there would certainly have been cause for plain speech, such as the *Patriot* threatens; for he would be called upon to exercise his judicial functions in case a "recount" were at any time demanded in King's County. But he is absolutely independent of the Local Government and has nothing whatever to do with the decision of any point in any Provincial election. On the other hand, the whole Dominion might be challenged to produce a Revising Officer as insolent and overbearing as Judge Alley, or to produce a case in which a *bona fide* voter, such as Hubert Perry, was deliberately deprived of his right to exercise the franchise on account of an error for which the Judge himself is responsible.

—The savings bank returns for the fiscal year ended 30th June last, represent a very satisfactory state of affairs. The amount on deposit to the credit of depositors at the end of the year was $17,159,372, including interest, which is the largest sum since the establishment of the system in 1869, and is over fourteen millions more than remained to the credit of the depositors at the end of June, 1879, the last complete fiscal year the free trade party were in office. Illustrative of the steady increase in the number of accounts, the amount deposited and the amount to the credit of depositors at the end of each fiscal year, since the present government came into office, the following figures may be quoted:—

Year.	No. of accts.	Amt. dp'd.	Amt. at cr'd't
1879.....	27,445	1,973,223	3,105,130
1880.....	31,365	2,720,216	3,945,660
1881.....	39,605	4,175,042	6,208,226
1882.....	51,463	6,435,989	9,473,661
1883.....	61,059	6,826,266	11,976,237
1884.....	66,682	6,441,439	13,245,552
1885.....	73,322	7,098,459	15,090,540
1886.....	80,870	7,645,227	17,159,372

—Last evening, as people were on their way home from church, a youth about seventeen or eighteen years of age, lay across the platform in front of Mr. Matthew Allen's, on Fitzroy Street, drunk and utterly incapable. He was the product of one of the illegal liquor shops against which the policemen and the Stipendiary Magistrate—who are responsible for the enforcement of the law—can find no evidence!

THE Dominion revenues for the official year ended June 30th, 1885, were as follows:—

Customs	$18,935,423
Internal Revenue	6,449,319
Total Federal Taxation	$25,384,738

The last published returns of the United States are as follows:—

Customs	$192,747,822
Internal Revenue	117,034,535
Total Federal Taxation	$309,782,357

WASHINGTON, Raspberry, Cream and Lemon Pies, fresh every day at Mrs. B. Pickard's Bakery. jy 24, 2i

The "Gate City" Ashore.

ALL THE PASSENGERS RESCUED AND NO ONE BLAMED—TRYING TO SAVE THE VESSEL AND CARGO.

THE steamer Gate City, of the Savannah Line, went ashore on the West end of Naushon Island, on the night of the 18th inst. The Gate City, which is commanded by Captain Hedge, formerly of the Worcester, left Savannah for Boston at 7 p. m., on the 15th, with a cargo of cotton, melons, vegetables, etc. All went well until the afternoon of the 18th, when a heavy fog rose. The steamer had been in the fog for some time, and for four hours had had her engines stopped, and when she struck she was going under one bell, and had a man heaving the lead. She struck just as the man called out, "We have no water!" A boat from the steamer put off, and went in search of help, and near Tarpaulin Cove encountered steamer William O. Brown, which went to the Gate City and took off 36 of the 52 passengers and conveyed them to New Bedford, where they took the 5.25 o'clock train for Boston. The rest of the passengers and crew remained on board, but it is thought the Brown will take them to New Bedford on her next trip to the steamer. The Gate City struck twice, once on her port bow and again about midships, and, as she soon settled, the fires were extinguished, and no efforts could be made to get her off. Passengers speak in the highest terms of the coolness and courage of Capt. Hedge and his officers, and say that it was owing to their promptness that there was no panic.

All was done that was possible for the comfort of the passengers, and no blame for the disaster attaches to those having charge of the steamer. The fog had been thick all day, and when the steamer struck they could see but a few feet ahead, although, after striking, the fog lifted, and land was seen less than the steamer's length ahead.

Capt. Hedge says:

"On Sunday afternoon a dense fog prevailed with a smooth sea. We made the Vineyard sound lightship on Sow and Pigs ledge all right, passing right alongside her, and I then shaped my course down Vineyard sound, purposely hugging the north side. It being a bold shore I intended to feel my way along carefully until I made the land. Then there would be no trouble. About 7.15 o'clock, while sounding along from time to time and running slow under the bell, the last report of 14 fathoms having just been made, I discovered the land and had got the wheel hard a port, when at the same time the landsman came running up with the report of shoal water. The ship struck immediately on the point of land just at Robinson's Hole. She lies east-northeast, a proper course. A single length of the ship would have carried her by the point all right. When the ship struck, a rock crushed through her bottom in the middle compartment, about under the boilers, and the fires were put out. I started the pumps, but it was impossible to free her. The position of the ship was a dangerous one, but the sea was smooth and the passengers could at any time be safely landed. This tended to quiet their fears. Immediately a boat under the charge of the mate, Mr Taylor, was sent to report the disaster to the ship, but after several hours of wandering about on the island, failing to find any signs of a habitation, they returned to the ship. Mr. Taylor was then dispatched by boat to endeavor to reach Woods Holl with dispatches. At midnight the little tug George W. Brown of New Bedford, on her way to another wrecked steamer, happened along and was chartered to return to New Bedford with as many of the passengers as she could carry, some 35. At 5 o'clock, a. m. I started from the ship to secure a steamer to go to our assistance and take off the remaining passengers. I secured the Monohansett of the Vineyard line on her morning trip from Cottage City. The accident was occasioned by the fog. The ship was being navigated with the utmost care. The locality of the accident is one well known to ship owners and mariners about Vineyard Sound. It is called the "Graveyard," perhaps because nearly all vessels stranded thereabouts lay their bones on the spot."

A diver who examined the ship's bottom reports that her keel forward is split and broken. One piece six feet in length, was sent up. The garboard is started and two holes made in the ship's bottom. A big boulder, which the diver says is higher than his head, is directly under the ship near amidships, and has penetrated the ship's bottom. The after compartment is filled with water, but is believed to be tight and filled by running in from the deck. There are 24 feet of water under the ship's stern and she draws but 18 feet. It is Captain Tanner's opinion that the ship can be saved only by the promptest action, as her position is a dangerous one. Should the sea remain smooth until steam pumps arrive, she can be saved.

The Gate City is 275 feet in length, 38½ feet beam, 1997 tons burden, and can carry 3700 bales of cotton and miscellaneous freight. She has compound engines of 1500 horse power, 4½ feet stroke, steam steering gear, four hoisting engines and one engine to run a 5,000-candle light at the bow. She has stateroom accommodations for 114 cabin and 30 steerage passengers. The main saloon is 80 feet long by 35 wide, and is finished in French walnut, bird's-eye maple, rosewood and mahogany, and elegantly upholstered in red plush. The saloons are furnished with revolving chairs and other modern conveniences. She carries six metal lifeboats, two rafts and 200 life preservers.

The insurance on the vessel and cargo is partly placed by Messrs. Allen & Whitney, at whose office it is said that the total insurance on the vessel is probably about $100,000, and partly placed in New York. Some spirits of turpentine, consigned to C. J. Prince & Co., are insured for $1,400 with the Delaware Mutual Safety Insurance Company. It is said that a great many shippers insured through the Boston & Savannah Steamboat Company, who, in turn, took out policies covering the whole amount so insured.

Naushon, the Island on which the steamer struck, lies on the north side of Vineyard Sound, and the present position of the steamer is almost directly north of the Devil's Bridge, distance about 11 miles, the place where the ill-fated steamer City of Columbus, a sister ship to the Gate City, struck and sank.

DR. PIERCE'S Favorite Prescription is not extolled as a 'cure-all,' but admirably fulfils a singleness of purpose, being a most potent specific in those chronic weaknesses peculiar to women. Particulars in Dr. Pierce's large treatise on Diseases Peculiar to Women, 160 pages, sent for 10 cents in stamps. Address World's Dispensary Medical Association, 663 Main St., Buffalo, N. Y. thre and w

Obituary.

It is with deep regret we announce the death of Mrs. Mary Dawson, widow of the late Thomas Dawson, Esq., and daughter of the late Theophilus Chappell. The deceased attended church on Sabbath morning, the 18th inst., in her usual health, and two days afterwards was attacked with the illness which terminated fatally on Friday evening. Mrs. Dawson was a truly amiable lady, and most worthily adorned her prominent position in society. Her home was a hospitable one, and in her the poor had a constant friend. Rev. J. Shenton, assisted by Rev. J. Jost and Rev. F. Smallwood officiated yesterday afternoon at the funeral, which was very largely attended. The remains were taken to the Prince Street Methodist Church and thence by train to Sherwood Cemetery.

The Fisheries—A Word of Advice.

A special correspondent of the Halifax *Herald* writes an interesting letter about our fisheries, and says:

"It is too early in the season to prophesy, but all indications are that the Island fishermen will have a good mackerel year, so far as catch goes, and the Americans (if strictly looked after) a comparatively bad one. Out of the window of the hotel this morning I have seen 200 barrels taken within a mile of the shore by a Souris seiner, and the quality was fair. I am not competent to speak as to probable prices. Until about two years ago, or thereabouts, many of the P. E. Island fishermen had on unreasonable prejudice against seining. That prejudice has been partly outgrown. Not having the latest fisheries blue book at hand I cannot say how many Island seiners are reaping the harvest of the sea but there are a good many and they must all be doing well. The principle of association—of small syndicates of limited means—to purchase seines and seine boats is being rapidly recognized. If any of your fishermen readers still retain a groundless fear that seining is immoral, I refer them to the Scriptures, where they will find that the Apostles seined in the sea of Galilee—although probably not for mackerel. A few (I regret to say only a few) regularly equipped P. E. Island seining schooners, all of which made full fares last year, are afloat this year and should do even better than last. Until our Canadian fishers of mackerel in the Gulf of St. Lawrence recognize that if they mean to compete with the Americans in Canadian waters they must use vessels equal to the almost perfect United States fishing craft and all American modern appliances, they must remain at a disadvantage. Lobsters in the waters of this province are a played-out "fish." They were always a tricky sort of customer, yet a very large amount of capital has been and is invested in their capture. Now that the lobster packers can no longer shut their eyes to the fact that lobster material is no more here, the next natural thing to do is to withdraw the dead lobster capital and with it fit out a mackerel fleet equal to that of Gloucester. The lobster capital would do it.

The Fisheries Police.

The same correspondent writes:

"Your correspondent thinks he has the means of knowing whether the police service in the gulf is well done or not. It is well done. The present minister of marine and fisheries has developed large administrative ability. A portion of his energy has been suffused into his subordinates. Their instructions, as well as those of the Customs department, are said to be very definite. Of course the chief part of the duty falls on the cruisers. Those vessels have a difficult part to play. The other day, (as I hear,) J. H. Myrick of Tignish, an American, long settled in this province, sent a schooner of his to Pictou for fifty tons of coal. This coal box came lumbering around her headland with a cargo of coal, on which half a dozen or so of Americans, whose conscience smote them that they were in prohibited waters, up kellick and put to sea. In like manner the cruisers are watched and waited for. The look-out man with a telescope gives notice that any schooner that is not towing a seine boat appears on the horizon and the Americans scatter. This hint about a seine boat is valuable to the commanders of cruisers. Perhaps they had better tow a seine boat. Perhaps, too, they had better fire a gun (blank, of course, in the first instance), and signal the fleeing Yankee to lay to. After all, steamships are the best. As to Admiral Scott in the Lansdowne he appears to be ubiquitous. Like the Irishman's bird he seems to be in several places at once.

Triumph of Canadian Pluck and Diplomacy.

(Chignecto Post.)

There is good reason to believe that a satisfactory solution of the vexed fishery question will soon be reached. There is already a marked difference in the tone of the fire-eating portion of the United States press, and some American papers are forced to admit that a fair and peaceable settlement of the points of difference between the two countries would be of advantage to both. The attitude of the Imperial Government in reference to the matter is a sad disappointment to American fishermen and their sympathizers, and the expressed conviction of American demagogues and their Grit friends that Canadian statesmen would get their knuckles rapped by the Home authorities has been rudely dissipated by the firm and dignified course pursued by Great Britain in connection with the dispute.

It has been repeatedly urged by the Grit press that the Dominion should have secured a renewal of the treaty of Washington before it expired, but even the most rabid Grits are beginning to realize that the consent of both parties is necessary in making such a bargain. The disloyal course pursued by a portion of the Canadian press has doubtles retarded the settlement of the fishery trouble, but the plucky and determined action of the Dominion Government in protecting our fisheries, in spite of sneers and censure at home and threats and vaporings abroad, has had the desired effect, and is likely at an early date to bring about a settlement of which Canadians will have no reason to be ashamed.

THE general verdict of the smokers of the Myrtle Navy is that it is the finest tobacco they have ever used. There can be no mistake upon this point for it is proved by this tangible evidence. The large demand for this tobacco shows it to be true, and the character of the demand gives further proof. It has never been of the spasmodic kind, up one month and down the next. It has been a sustained and constantly increasing demand. The unsurpassed quality of the tobacco accounts for this.

GLACE BAY ROUND COAL on Lord's Wharf, selling very cheap. Apply at A. McNeill's Auction Room. 3i—jy22

TELEGRAPHIC NEWS.

[SPECIAL DESPATCHES TO THE EXAMINER.]

Action of the U. S Government.

WASHINGTON, D. C., July 26.

President Cleveland has submitted a report from Secretary Bayard to the Senate recounting the action taken by the administration in the cases of the seized schooners, and the negotiations with the Imperial Government to obtain the suitable recognition and enforcement of our rights under the treaty, international laws and the commercial usages of both countries which are brought in question by the action of the Canadian authorities in making seizures, the detention of American fishing vessels, which it is believed must soon result in an amicable settlement mutually just and honorable, and which will be satisfactory to both countries and the inhabitants thereof.

A Personal Appeal.

LONDON, July 26.

It is reported that the Queen has made a direct personal appeal to Lord Hartington and other anti-Gladstone Liberals to join the Salisbury ministry. Salisbury had a conference with Hartington, and the latter afterwards had a long consultation with Lord Derby.

The C. P. R. Telegraph System.

MONTREAL, July 26.

It is officially announced that the C. P. R. telegraph system has made connection with the cable company, and the Baltimore and Ohio company, and have now full connections with Europe and the United States.

Repeal.

MONTREAL, July 26.

The *Star* publishes a long letter from Nova Scotia, giving several reasons for the separation of Cape Breton from Nova Scotia, and editorially endorses it in every respect. Premier Fielding is carrying out his "programme."

A Good Field to Work In.

HALIFAX, July 26.

Hundreds of Salvation Army soldiers from all parts of the Province are bombarding the strongholds of Satan in Halifax on the occasion of the celebration of the first anniversary of the establishment of the Army here.

The Costs Refunded.

HALIFAX, July 26.

The Minister of Customs has refunded to Consul General Phelan the amount of costs exacted by Collector Atwood, of Shelburne, in connection with the fines imposed upon the three Portland schooners seized at that place.

Canadians Injured.

HALIFAX, July 26.

Sir William and Lady Dawson were among those injured in the recent accident to the railway train in England, which was conveying the Colonial guests to the naval review.

Movements of the Flagship.

HALIFAX, July 26.

The flagship, H. M. S. Northampton, sailed on her annual summer cruise to-day.

The gunboat H. M. S. Cadmus goes to Jamaica.

Movements of the Ministers.

HALIFAX, July 26.

Hon. Mr. Thompson, Minister of Justice, is in the city. Hon. Mr. McLelan, Minister of Finance, is visiting his Colchester constituents.

Terrible Distress.

QUEBEC, July 26.

Terrible distress is reported from all along the Labrador coast, and hundreds of people have died from starvation.

A Fatal Explosion.

CONSTANTINOPLE, July 26.

Forty people have been killed by an explosion in a magazine.

Weather Bulletin.

TORONTO, July 26—10 a. m.

Moderate to fresh south and southeast winds; partly cloudy, warm, with local showers or thunder storms.

P. E. ISLAND POTTERY.

WE beg to inform the public generally that the P. E. Island Pottery has changed hands and will be continued under New Management, by the undersigned.

A NEW LINE OF WARE

will be at once manufactured, at prices that will defy competition.

Samples can be seen and orders left at A. MURPHY'S, Cameron Block, South Side Queen Square, Charlottetown.

We solicit and expect the patronage of the public.

Address orders to

HORNSBY & MURPHY,

P. E. Island Pottery Works, Charlottetown.

July 26—2wks 2 aw wy 2i

Beautifully and Conveniently Situated

PROPERTY.

BY Auction, MONDAY, August 2nd, at 12 o'clock, noon, on the premises, close by Hillsborough Park, the Houses and Land known as the "CHAPPELL PROPERTY" fronting 95 feet on Richmond Street, and 17 feet on Hillsborough Street, with a comfortable Dwelling House and small Cottage.

This Sale offers a good chance to secure, on easy terms, a very desirable property.

Half the purchase money may remain on interest for a term of years at five per cent.

Sale positive—No reserve.

A. McNEILL,
July 26, 1886—mo w fri sat Auctioneer.

THE METHODIST SABBATH SCHOOL BASKET PICNIC AND EXCURSION

will take place on THURSDAY next, 29th inst.

The "Southport" will leave the Ferry Wharf at 9.30 o'clock a. m., for Wright's Farm and will make a return trip at 2 o'clock p. m.

Children and friends will provide their own baskets; light refreshments will be supplied on the grounds.

For the Excursion the steamer will leave the Ferry Wharf at 7.30 p. m.; returning at 9.30. Refreshments on the boat.

Tickets to Picnic and return, 20cts.
" " Picnic and Excursion, 40cts.
" " Excursion only, 25cts.

July 26—3i

JAMES PATON & CO.S'

—FOR—

JULY AND AUGUST.

Bargains in CARPETS and OILCLOTHS during the months of July and August.
Bargains in DRESS GOODS and TRIMMINGS " " " "
Bargains in LINENS and COTTONS, " " " "
Bargains in CORSETS, " " " "
Bargains in WORSTEDS and SCOTCH TWEEDS, " " " "
Bargains in WHITE and FANCY MUSLINS, " " " "
Bargains in all MILLINERY GOODS, " " " "
Bargains in HOSIERY, " " " "
Bargains in American and English COUNTERPANES, " " "
Bargains in PARASOLS and UMBRELLAS, " " "
Bargains in TRUNKS and VALISES, " " "

JAS. PATON & CO., Successors to W. A. WEEKS & CO.

Ch'town, July 20, 1886.

BEER BROS.

MIDSUMMER.

Now is the Time to secure Your Midsummer Goods.

Summer Dolmans,
Summer Dress Goods,
Summer Underclothing,
Summer Millinery Goods.

Exceptional Value in Every Department.

See Our Goods,
See Our Prices,
See Our Bargains!

BEER BROS.

Ch'town, July 6, 1886.

NEW DRY GOODS,

—AT—

PERKINS & STERNS'

AS usual, our stock has been personally selected in the best British and American markets, and comprises, in addition to a **Full Range of Staple Dry Goods**, all the novelties to be found.

London, Paris and New York Millinery, Fancy Goods, Hats, Bonnets and Shapes.

New Parasols and Umbrellas!

Large Stock of New Hosiery, Gloves, &c.

New Trimmings, New Frillings, New Laces

New DRESS GOODS with TRIMMINGS to Suit.

New French Muslins, New American Muslins, New Laces to Match.

New Cloths, New Pink Cottons, New Jerseys, New Jackets.

New Carpets and Oilcloths!

PERKINS & STERNS.

Ch'town, April 29, '86.