

THE DAILY EXAMINER. SEPTEMBER 21, 1887.

Death of an Esteemed Citizen.

MR. GEORGE W. MILLNER, of this city, died suddenly last night. Mr. Millner had been unwell for the last ten days, and last evening about eight o'clock called at Dr. Taylor's office and consulted him for the first time. He was then very ill and breathing with great difficulty, although he was able to state his case. While Dr. Taylor was giving him instructions how to use the medicine Mr. Millner suddenly rose from his seat and said he could not live, and within twenty minutes after was dead. The cause of death was probably congestion of the lungs.

The deceased was a good citizen and a man of ability. He was an artist of considerable talents; his oil paintings of the late Hon. J. C. Pope and the present Sheriff Curtis will bear testimony to that fact and stand close scrutiny. As a platform speaker Mr. Millner had few equals in Charlotte-town; his speeches being well delivered and always to the point. In early years he was a Conservative in politics and a strong supporter of the late Hon. J. C. Pope whom he much admired. In later years he however, joined the Liberals and became an ardent supporter of the Blake party. Mr. Millner was also a consistent temperance man and a power in the ranks of the Dominion Alliance.

The P. E. Island Exhibition, 1887.

THIS annual display of the products of the soil and the industry of the people, which is to be held at Charlottetown on the 5th and 6th of October, will embrace some new features which cannot fail to make this Exhibition excel its predecessors. First among the new features may be mentioned the exhibits of the Canada Pacific Railway. For this display their agent at Montreal has applied for 120 feet of wall space, with long tables in front. This indicates on the part of the Company a laudable desire to place before the people of the Maritime Provinces samples of the productions of the great Northwest; and there being no Provincial Exhibition this year in the other two Maritime Provinces, this great Company have decided to show their exhibits at our Provincial Exhibition, which will doubtless be the largest of the kind ever held.

The travelling arrangements with the P. E. Island Railway, the Steam Navigation Company and the Intercolonial Railway being exceedingly favorable, cannot fail to bring large numbers from the outlying districts of the Island, and also tend to induce many of the people of our two Sister Provinces to embrace the facilities offered by way of Point du Chene and Picot Landing to pay a visit to the grand gathering of the products of the soil of the Garden of the Gulf, which we think will compare favorably with those to be exhibited by the Great Pacific Railway Company.

Let our farmers only go to work in good earnest and exhibit their grain and vegetables and we have no fears as to the result of the comparison.

Let the exhibitors of Prince and King's Counties, who will be prize winners at the County Exhibitions next week, forward to the General Exhibition their prize grain and other prize products, and thus contribute towards the Grand Provincial Show of 1887.

Another feature of the Exhibition this year is separating the competition between imported and Island-bred horses—as specified in the prize lists. This is a step in the right direction, as it will tend to increase the competition among Island-bred stock, the owners of which heretofore had to enter their horses in the same sections with imported horses, where, as might be reasonably expected their chances for winning prizes were comparatively small.

The usual preparations on the show grounds and in the Drill Shed are now in progress, and as far as the limited space will admit, they will, we have no doubt, be well filled in all classes and sections, with one of the largest and best exhibits ever witnessed at any of our shows.

Railway Improvements.

THE old wooden railway bridge which has spanned Curtis' Creek at Milton, since the P. E. Island Railway was first built, has been replaced by a substantial iron structure constructed at the railway shops in Charlottetown. The new bridge has three spans, each 25 feet in length, the columns and girders, each built of old rails braced with rails and plate-iron, and laid on a very strong foundation of stone, which has been sunk from ten to twelve feet below the bed of the river. The bridge stands twenty feet from the bottom of the stream, and its total length over all is eighty-one feet. It is covered with pitch pine planks, and the sleepers are of red pine. A strong guard rail of wood plated with iron, for safety in case of accident, is placed on each side of the track. The whole structure presents a very strong and pleasing appearance, and is said by competent judges to be the best bridge on the Island Railway. It is very creditable to the Mechanical Superintendent, and those under whose superintendence the work was completed.

A number of other improvements have been made along the line. A new stone culvert has been built near Sherwood Cemetery, and another is being built near Tignish. Other stone culverts are also to be built where needed. The Sorensen and Sorensen stations have been thoroughly repaired and repainted, and quite a large sum of money has been expended on ballasting.

Perils of the Deep

FATE OF THE LILIAN BAXTER.

A Terrible Experience.

One Man Drowned, the Others Rescued.

Islanders Among the Number.

CUNARD ROYAL MAIL STEAMSHIP UMBRIA, MID-OCEAN, Sept. 6, 1887.

YOUR readers are, I am aware, always interested in the welfare of Islanders abroad, and an account of the rescue of a shipwrecked crew on the banks of Newfoundland—four of the crew being from P. E. Island—can scarcely prove other than interesting. We left New York on the Umbria, of the Cunard Line on Saturday morning, Sept. 3rd at 6 o'clock, and, dropping our pilot off Sandy Hook lightship at 8 o'clock, started on our Atlantic voyage under peculiarly favorable circumstances, bluest of skies and a placid sea. Little did we imagine that at that very time, away a thousand miles to the eastward of us the poor fellows whom we afterwards rescued were passing through a hurricane or cyclone which came within an ace of engulfing them all. We carried fine weather with us, and at noon Sunday were 501 knots from Sandy Hook, and at noon on Monday we had run 436 knots further, and this to your readers who are acquainted with ocean travel will show that the fastest boat in the world was making an effort to break the record. On Monday afternoon about half past three o'clock word passed quickly around the ship that there was

SOMETHING STRANGE ON OUR STARBOARD BOW. Ship life is a hum-drum sort of existence, a follow-on each day of unbroken expanse of water, with now and then a passing steamer or sailing vessel, and when anything of the nature of a wreck appears the excitement grows simply intense. In a few moments the course of the Umbria was changed, and we gradually approached the object which now assumed the appearance of a small vessel with the American flag up-side down, as a signal of distress. All this time one of the ship's boats had been gotten ready, and was hanging on the davits over the side, awaiting the word to lower away, which was given, and soon the schooner was under the lee of the big Cunarder. We could count thirteen men, on the deck of the schooner in their oilskins, all ready to be taken off. No time was lost, and our boat quickly rowed over to them and with the help of two of the schooner's dories, the men with their effects were soon on the Umbria. One of their dories was hoisted on our deck to be taken to Liverpool as a curiosity, the other one was turned adrift, and we steamed off on our course, having saved the lives of thirteen men and lost only 40 minutes of our time. The last man who left the schooner set fire to her down below, and as we left her behind the flames were coming out of the forward companion-way, a sad and thrilling sight. In conversation with the captain I gained the following information: The schooner was

THE "LILIAN BAXTER."

of, and from Gloucester, Mass., 91 tons, which place she left on Friday, August 12, on a cruise to the Banks of Newfoundland for halibut. She had been fairly successful up to the day of the disaster. Saturday morning, Sept. 3, about 6 o'clock, a heavy wind began to blow; in the words of one of the sailors, "at 6 it blew fresh, at 8 it was a gale, at 10 it was a hurricane, and after that I don't know what you call it." One and all of the rescued agree that in their various experiences at sea they never saw the wind blow so hard. At 11 o'clock the three men on deck on watch were D. McQuarrie, Alonzo McMaster and Randall Purch, and fortunately all the rest were below, when an enormous wave struck the schooner and sent her right on her beam ends. The three men went overboard, and as the vessel righted the main-mast broke off short at the deck, and the fore-mast about ten above the deck, and went over the side on top of the men. The Capt. thinks the seaman, Purch, of Canso, N. S., was probably struck by the main mast and killed, as he was not seen afterwards; the other two, though badly bruised, managed to get out from beneath the rigging and masts, and catching ropes were hauled on board. The next care was to cut away the debris from the side of the schooner as they feared the broken masts would knock a hole in her side, and then they were completely at the mercy of the gale, which raged for three more hours and then gradually subsided. When the gale began there was another large fishing schooner in sight, and when it subsided she had

GONE TO THE BOTTOM WITH ALL HANDS. To show the fearful force of the gale it is only necessary to state that when the vessel went on her beam ends the only canvas set was a reefed topsail. The schooner was now so completely at the mercy of the waves, not having any means of rigging a jurmast, that all the captain could do was to remain patiently where he was (fortunately on the line of the New York outgoing steamers), and wait to be picked up. The accident happened in latitude 43.12, longitude 51.18. The names of the Islanders aboard were James A. McKinnon (Captain), of St. Peter's; Alex. and John Nicholson (brothers), of East Point, and George McKay, of Murray Harbor, seamen. The Nicholsons are relatives of your townsman, Mr. Henry B. Smith, who will, no doubt, be pleased to hear of their rescue. The captain and sailors will all be put to a good deal of loss, as they go out on these fishing cruises on speculation, receiving as their wages a certain percentage of the catch of fish, and now it will take them some time to get back from England and get to work again. They speak in high terms of their treatment on board the Umbria. It is said that Islanders are to be met with anywhere. Well, I must confess that this is the first time I have met them coming on board an ocean steamer in the middle of the Atlantic Ocean.

THREE MONTHS ABROAD.

England, Scotland, Wales and Norway,

As Seen by a Tourist

INTERVIEW WITH MR. E. H. NORTON.

MR. E. H. NORTON gives an interesting account of his three months trip abroad. In conversation with an EXAMINER representative he said that he left the Island on the 21st June last, and crossed from Rimouski to Liverpool in the S. S. Parisian. The run across, which took nine days, owing to fog, was uneventful. The Parisian is, he says, a splendid ship, first-class in all her appointments, and passengers are treated with every kindness. After remaining in Liverpool a few days and seeing everything possible, he set out on a trip across the country to Wales. He remained in Wales several weeks, "doing" the principal watering places and visiting the various points of interest. He says that in Wales the crops are very short owing to the extensive drouth, and everyone is praying for rain. Wales is the great tin-plate centre, about nine-tenths of the world's output being from Swansea alone. A visit to these works, he says, is very interesting, especially to the P. E. Islander. Those of the manufacturers and farmers throughout Wales as well as in England and Scotland, whom he interviewed on the subject, are all crying out against the free entrance of goods from America, Russia, Germany and other places. The manufacturers almost all state that unless the desired protection is given, their industries must in a few years, go the wall.

THROUGH ENGLAND AND GLASGOW.

From Wales he went through England to Glasgow. The complaint about a shortage in the crops owing to drouth was also heard there. He remained in Glasgow just one week. He says that perhaps the most interesting place to the tourist is St. Mungo's Cathedral. The Cathedral was erected in the twelfth century, and its crypt as well as the windows are, he thinks, the finest in the world. The last window was put in by Queen Victoria, and cost £1500. The organ, which is a magnificent one, was presented to the church, and cost £2,500. However, the great attraction there was the "Scotch Fair," and, as in duty bound, he was one of those who attended and enjoyed themselves. He next went down the Clyde to have a look at the famous shipyards. Many of these yards, he regretted to say, were idle. In one yard he noticed two steamers in process of construction for the P. & O. Co. Each of these steamers will average about 8,500 tons, and when finished will, he thinks, be the finest passenger steamers in the world.

ON TO EDINBURGH.

He returned by rail through Paisley to Edinburgh. He considers Edinburgh the most beautiful city he ever saw. Among the places of interest he visited while there may be mentioned Holyrood Castle and Palace, the Princess Park, the Bridge of Leith, Sir Walter Scott's birthplace, grave and monument—the latter 202 feet in height, and pronounced one of the most beautiful in the world. Here also are the cottage in which Scotland's bard, Robert Burns, for some time lived, and the monument which marks his grave. The cottage, he says, is still in a good state of preservation. The house in which John Knox was born is also in good repair, and on the front, in old English characters, can be read the words: "Love God above all, and your neighbor as yourself." The grave of John Knox is in the middle of the street, and is passed over by hundreds of people daily.

WHAT HE THINKS OF NORWAY.

From Leith he took the Norwegian steamer Kong Olaf, and after a rough passage of three days landed at Stavanger in Norway. Stavanger, he says, is a quaint old wooden town, and like most of the towns in Norway, contains little of interest to the traveler. Norway itself, is however, especially interesting. The mountains rise right out of the water to a height of between 3,000 and 4,000 feet. The water is clear and bright, and is in what the natives call fjords or inland lakes, some of which are hundreds of fathoms deep. The mountains appeared to him to be of hard granite, and he did not notice any signs of vegetation upon them. The tops are covered with very deep snow, through which the traveler must pass even in the month of July. The valleys by the edge of the lakes are simply beautiful. The waterfalls, although nothing in size compared with Niagara, are much more picturesque, rushing, as they do, out of the mountains at a height of from 2,000 to 3,000 feet.

TRAVELLING IN NORWAY.

When the traveller shakes the snow of the mountains from his feet, and descends to the villages in the valleys below, the change is great indeed. These villages each boast of at least one good hotel at which English is spoken. Travelling on the fjords is done chiefly in small steamers, although in some cases, such as across small lakes of nine or ten miles, open row boats are used, as there is not wind enough for sails. Over the mountain roads, which he was informed were constructed at an enormous cost, the travelling is all done on carioles. The cariole is a small seat nicely padded with leather, and set on wooden springs between two wheels after the manner of an old-fashioned gig. These vehicles carry but one passenger, and the driver sits on a wooden bar across the back behind the seat. The carioles are drawn by small, sure-footed mountain horses.

RETURNING TO THE OLD COUNTRY.

After a drive across the country, Mr. Norton took the steamer Bergenon return to Scotland. After a few days pleasantly spent in Scotland, he proceeded to the South of Wales, where he enjoyed himself several weeks at the chief watering-places. At Swansea he met Captain Richards, of Prince Edward Island, by whom he was cordially received. He also speaks very

highly of the treatment he received at the hands of the captain's brother.

IN LONDON.

From Wales he went to London. While there he visited the American Exhibition to which Buffalo Bill's Wild West Show is attached. He speaks favorably of the Exhibition proper, but thinks with many others, that Bill's show is calculated to give the Englishmen a terrible wild idea of life in America. Bill himself admits that his show is a big fraud, but as it is successful in drawing about \$10,000 a day from the gullible Briton, he says he can stand it, at least as long as the people can. The other great sights of London were also seen but as they are already well known to most of our readers they need not be gone over here.

FROM LONDON HOME.

Leaving London he visited Southampton, Bournemouth, Salisbury, Bath and Bristol, and passed through the Severn tunnel (which is four miles in length) to Cardiff. From Cardiff he went to Sheffield, Birmingham, Malvern, Derby and Manchester; and took in the "mammoth" exhibition there, with which he was very much pleased. After a pleasant sojourn in Manchester he returned to Liverpool, and sailed thence on the Polynesian for Rimouski. The Polynesian left Liverpool twenty-four hours after the Oregon with the English mail, and was at Rimouski nine hours ahead of the latter steamer—thus showing a gain of thirty-three hours over the mail steamer. From Rimouski Mr. Norton proceeded home direct, arriving on Monday evening as already stated.

RED CROSS LINE



FOR NEW YORK

THE STEAMSHIP "MIRANDA"

is intended to leave CHARLOTTETOWN FOR NEW YORK, VIA HALIFAX, ABOUT THE 6th OCTOBER.

HORSES and CATTLE carried at through rates to Bermuda and West Indies.

Through Bills of Lading issued to Philadelphia, Baltimore, Savannah, Bermuda, West Indies, London, Liverpool, Glasgow, Havre, Hamburg, and other European Ports.

For freight or passage apply to FENTON T. NEWBURY, AGENT. Ch'town, Sept. 20, 1887.

Auction Sale.

House and Premises.

I AM instructed by the trustee of the estate of John Hughes to sell by Auction THURSDAY, September 22nd, at 12 o'clock, noon, on the premises that conveniently situated Two Storey Dwelling House, with Mansard roof on Sydney Street, opposite the residence of W. H. Findley, Esq. Good title with immediate possession will be given. Terms as sale. A. McNEILL, Auctioneer. Sept. 15, 1887.

TAMARAC

Alderman R. E. Elbeck, Kingston, Ont., says: "Tamarac Elixir" is the best medicine on earth for Coughs and Colds. In my own case it produced rapid and gratifying results. I caught a severe cold which it seemed impossible to break up, but continually became more thoroughly seated. Finally a hacking cough set in which troubled me day and night, causing soreness of the Lungs. Hearing your "Tamarac" highly recommended, I procured a bottle. The first dose eased the cough, and one bottle completely cured me. It is a splendid preparation, pleasant to the taste, and should be kept in every house. Sept. 21, 1887—ed & wky

P. E. ISLAND RAILWAY.

County Exhibitions.

RETURN TICKETS at one first-class fare will be issued by this Railway, as under, in connection with the Prince and King's County Exhibition: From all Stations East of Royalty Junction to Summerside, by Forenoon Trains, on Sept. 27th inst.; from Charlottetown, Cape Traverse and Intermediate Stations by Forenoon Trains on September 28th, and from Tignish and Intermediate Stations by Special Train and Forenoon Regular Train on September 28th, all Tickets being good to return up to and on Oct. 1st, 1887, in connection with the King's County Exhibition.

J. UNSWORTH, Acting Superintendent. Railway Office, Ch'town, Sept. 19, 1887. —ex pat edd wky prs 1wk

P. E. ISLAND RAILWAY.

Prince County Exhibition.

A SPECIAL TRAIN will leave Tignish for Summerside at 4 45 a. m., on Sept. 24th inst.; returning will leave Summerside at 5 15 p. m., carrying Passengers and Exhibits to and from Prince County Exhibition. Return Tickets by this train at one first-class fare. J. UNSWORTH, Acting Superintendent. Railway Office, Charlottetown, Sept. 19, 1887. —ex pat edd wky prs 1wk

LONDON HOUSE

FALL OPENING—DRY GOODS.

HARRIS & STEWART

Are now opening their Large and Varied Importation of STAPLE AND FANCY DRY GOODS, from England, Scotland, Canada and United States.

Every Department Well Stocked.—Prices Low.

HARRIS & STEWART

SUCCESSORS TO GEO. DAVIES & CO. Ch'town, Sept. 19, 1887.—wky

MARK WRIGHT & CO.

New Factory—New Labor Saving Machines—

New Designs—New Methods—New Prices.

While our Prices are Less, we claim that our Goods, for Design, Material and Workmanship are second to none.

We do not make a practice of running down or trying to depreciate other people's goods—ours sell on their merits. Ch'town, Sept. 17, 1887.

NEW DRY GOODS.

FALL ANNOUNCEMENT.

Perkins & Sterns

Have much pleasure in intimating to their numerous customers that their

New Goods for this Season's Trade

are now to hand, and all departments are now filled up with the Latest Designs and the Newest Fabrics at the very Lowest Prices.

Perkins & Sterns

Sept. 16—ly & wky

BEER BROS.

Novelties in Dress Goods. Novelties in Mantles. Novelties in Wool Goods. Novelties in Fur Goods. Novelties in Fancy Goods.



FALL AND WINTER.

Colored Moire Plush. Colored Checked Plush. Colored Fancy Plush. Colored Plain Plush.

Dress Goods! Dress Goods! Dress Goods! Dress Goods!

BEER BROS.

Ch'town, Sept. 16, 1887.