

The Daily Examiner.

TERMS:—FIVE DOLLARS A YEAR.

This is true Liberty, when Free-born Men, having to advise the Public, may speak free.—EURIPIDES.

SINGLE COPIES TWO CENTS.

NEW SERIES.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, THURSDAY, SEPTEMBER 17, 1885.

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The Daily Examiner

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Advertising at most moderate rates. Contracts may be made for monthly, quarterly, half-yearly or yearly advertisements, on application.

ALMANAC FOR SEPTEMBER, 1885.

MOON'S CHANGES.

Last Quarter 2nd day, 1h. 2m., a. m.
New Moon 5th day, 4h. 31m., p. m.
First Quarter, 16th day, 2h. 2m., a. m.
Full Moon, 24th day, 3h. 42m., a. m.

DAY OF WEEK	Sun	Mon	Tue	Wed	Thurs	Fri	Sat	Sun
1 Tuesday	5	25	36	10	29	2	59	13
2 Wednesday	27	32	11	20	4	1	5	
3 Thursday	28	30	morn	5	26			
4 Friday	29	28	0	21	6	58	12	59
5 Saturday	30	26	1	19	8	10	56	
6 Sunday	32	24	2	17	9	5	52	
7 Monday	33	22	3	15	9	57	49	
8 Tuesday	34	20	4	13	10	35	46	
9 Wednesday	36	18	5	11	11	13	42	
10 Thursday	37	17	6	9	11	51	40	
11 Friday	38	15	8	42	morn	37		
12 Saturday	39	13	9	48	0	28	34	
13 Sunday	41	11	10	51	1	6	30	
14 Monday	42	9	11	50	1	47	27	
15 Tuesday	43	7	12	44	2	31	24	
16 Wednesday	44	5	1	34	3	25	21	
17 Thursday	46	3	2	20	4	32	17	
18 Friday	47	1	3	0	5	45	14	
19 Saturday	48	59	3	26	6	57	11	
20 Sunday	50	57	4	10	7	36	7	
21 Monday	51	55	4	40	8	42	4	
22 Tuesday	52	53	5	9	9	23	0	
23 Wednesday	54	51	5	38	10	0	11	59
24 Thursday	54	49	6	10	35	0	55	
25 Friday	55	47	6	25	11	9	52	
26 Saturday	56	45	7	8	11	44	49	
27 Sunday	58	43	7	45	12	22	45	
28 Monday	6	0	41	8	28	1	0	43
29 Tuesday	1	40	9	17	1	46	39	
30 Wednesday	6	2	5	33	10	14	2	38

NOTES.

The great fire of London (1666) on 2nd. George Whitefield died (1770) on 30th. In this month the mornings decrease 47 minutes; the afternoons 1 hour and 6 minutes.

THE RAILWAY TIME TABLE.

For the convenience of the travelling public, we have carefully arranged the following table of arrival and departure of trains on the P. E. Island Railway, according to local time:—

Going West.	A. M.	A. M.	P. M.
Charlottetown	6:47	9:12	4:02
Royal Junction	7:02	9:47	4:29
North Wiltshire	7:37	10:39	5:00
Hunter River	7:47	10:55	5:22
Bradalbane	8:12	11:32	5:57
County Line	8:19	11:43	6:07
Freetown	8:29	11:59	6:22
P. M.			
Kensington	8:42	12:22	6:42
Summerside	9:07	12:57	7:12
A. M.			
Summerside	depart	9:27	2:37
Miscouche	9:42	3:00	
Wellington	10:01	3:29	
Port Hill	10:29	4:20	
O'Leary	11:22	5:42	
Alberton	12:05	6:57	
Tignish	12:42	7:47	
P. M.			
Tignish	2:07	6:47	
Alberton	2:45	7:57	
O'Leary	3:29	9:02	
Port Hill	4:20	10:29	
Wellington	4:49	11:16	
Miscouche	5:07	11:44	
Summerside	5:22	12:07	
A. M.			
Kensington	5:42	1:12	6:57
Summerside	6:07	1:49	7:29
Freetown	6:22	2:12	7:49
County Line	6:32	2:27	8:03
Bradalbane	6:38	2:37	8:12
Hunter River	7:02	3:15	8:47
North Wiltshire	7:12	3:32	9:01
Royal Junction	7:47	4:32	9:47
Charlottetown	8:02	4:52	10:07
P. M.			
Charlottetown	7:07	4:17	
York	7:43	4:44	
Bedford	8:04	4:57	
Mount Stewart	8:37	5:22	
Morell	8:57	5:27	
St. Peter's	9:42	5:26	
Bear River	10:15	6:17	
Souris	11:07	6:52	
Mount Stewart	11:57	7:32	
Cardigan	9:02	5:32	
Georgetown	10:15	6:25	
Charlottetown	10:37	6:42	
A. M.			
Souris	6:47	2:12	
Bear River	7:17	3:02	
St. Peter's	7:52	3:54	
Morell	8:14	4:27	
Mount Stewart	8:42	5:17	
Bedford	8:47	5:37	
York	9:12	6:14	
Charlottetown	9:26	6:35	
Georgetown	9:52	7:12	
Charlottetown	7:32	3:37	
Cardigan	7:49	4:06	
Mount Stewart	8:42	5:12	

McLeod, Morson & McQuarrie, BARRISTERS AND ATTORNEYS-AT-LAW. Office in Brown's Block, Queen Square (UP STAIRS) Ch'town, Feb. 12, 1885.

FALL & WINTER DRY GOODS

Perkins & Sterns.

Fresh Instalment of Mr. Sterns' buying just to hand:

New Dress Goods,
New Cloths,
New Winceys,

New Carpets,
New Oilcloths,
New Sheetings.

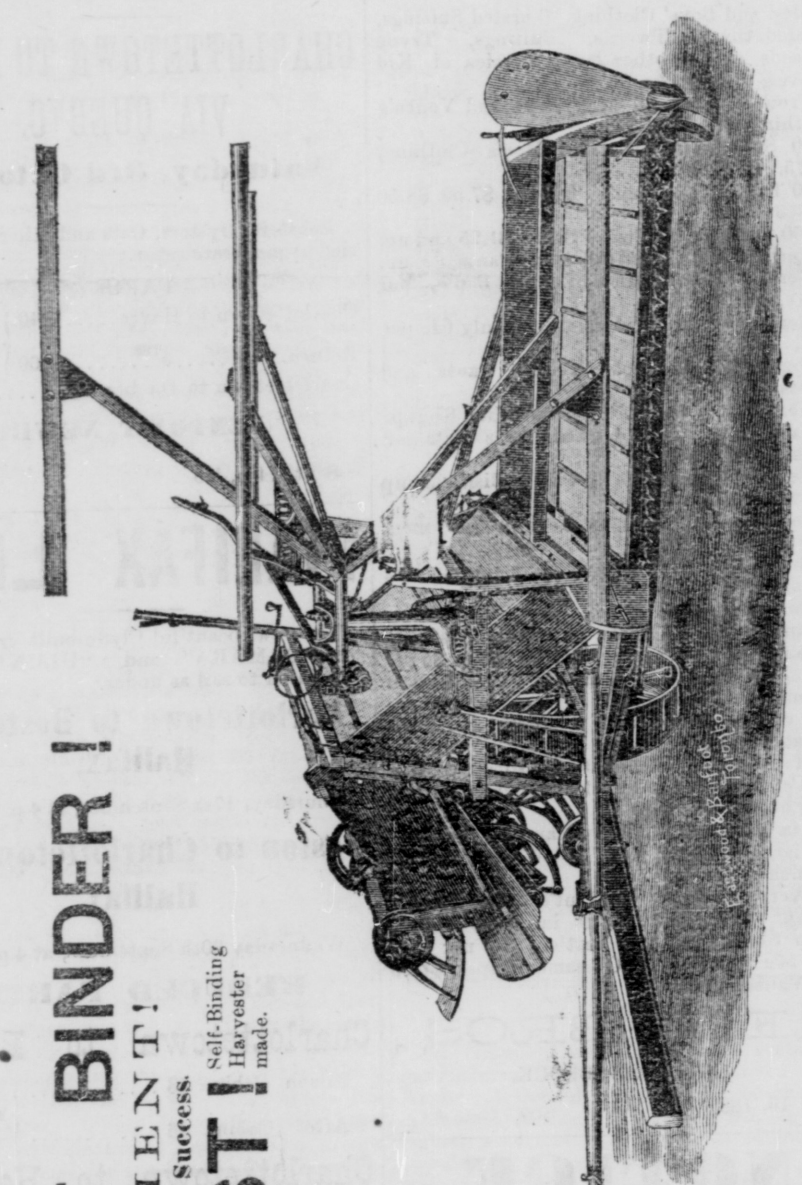
A VARIETY OF SMALL WARES.

A Complete Assortment of FANCY GOODS, MILLINERY, &c., to arrive during next ten days.

ALL GOODS VERY CHEAP.

PERKINS & STERNS.

Ch'town, Sept. 10, 1885.



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Cuts Closer,
Draws Lighter,
Elevates Easier,
Knots Better.

More Toronto Binders now in use on the Island than all other kinds put together

For full information apply to E. Kinman, Summerside, General Travelling Agent for P. E. Island; Stewart & Farquharson, Managers of our Branch Warehouse, Charlottetown; J. T. Milligan, Conway, or any of our Local Agents.

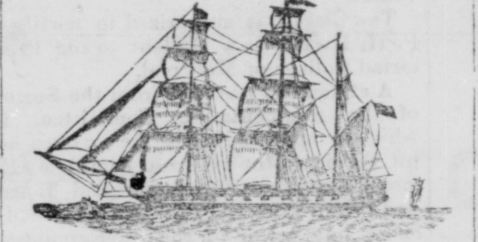
TIPPET, BURDITT & CO., St. John, N. E., July 31, 1885.

Charlottetown Boot and Shoe Factory.

NEW BOOTS! New Lasts! Latest Styles! We are making our FALL BOOTS on the Latest and Most Improved Styles of Lasts. We call especial attention to our new BRASS-NAILED BOOTS, as being extra durable, the soles being fastened on with Brass Nails, smoothly clinched on the inside. Be sure and get a pair of our make of Long Boots. They cannot be beaten in price, quality and fit. SOLE LEATHER, by the Side and Roll. DORSEY, GOFF & CO. Ch'town, Sept. 2nd, 1885.

London and Liverpool. REGULAR TRADERS

FALL, 1885.



BARKENTINE "EREMA," P. LEDWELL, Commander, WILL SAIL FROM

London for Charlottetown, direct About the 20th SEPTEMBER.

ALSO Brigtn. "ZERELDE," L. KICKHAM, Commander, WILL SAIL FROM

Liverpool for Charlottetown, direct, About the 15th SEPTEMBER, and Bark "MOSELLE," R. KENDLE, Commander, WILL SAIL FROM

Liverpool for Charlottetown, direct, About the 25th SEPTEMBER,

carrying Freight at through rates to Pictou, Georgetown, Souris, Summerside and Shediac. For Freight or Passage apply in London to JOHN PITCAIRN & SONS, 16 Great Winchester Street. In Liverpool to PITCAIRN BROTHERS, 51 South John Street; or here to the owners

PEAKE BROS & CO. Ch'town, August 14, 1885—end

Bargains in Earthenware

- Tea Pots,
- Flower Pots,
- Milk Dishes,
- Cream Crocks,
- Butter Crocks,
- Bean Pots,
- Preserve Jars.

BIG REDUCTION IN PRICES.

THE BEST PLACE TO BUY.

CALL AND SEE!

BEER AND COFF. Ch'town, May 23—2aw wkly

A Call for the Canadian Pacific.

The Montreal Herald says:—That the Canadian Pacific Railway will not have to depend exclusively upon the Canadian Northwest for its traffic is the belief of very many in the United States. On the Pacific slope, particularly in Oregon, and also in Washington Territory, the importance of the Canadian road is thoroughly appreciated and the hastening of its completion is regarded hopefully. Under pooling arrangements with the Central Pacific to keep freight rates at the highest notch, the Northern Pacific, on which Oregon and Washington depend exclusively for the movement of their products, exact such charges that the trader of the country suffers severely. The farmers and merchants of these territories are looking to the completion of the Canadian Pacific Railway to alleviate their condition. The opinion is entertained in Portland (Ore.) that as soon as the Canadian road is finished through it will draw business from all parts of Puget Sound, from Portland, and from the Columbus River Valley.

In the export of salmon a large trade could be made with eastern parts of America if cheaper rates were obtained. At present it costs five and a-half cents per lb., or \$110 per ton, to convey salmon from Portland to Chicago, and it is estimated that the Canadian Pacific Railway can do a profitable business in this commodity at one-half, or even one-quarter, the freight rates now charged. The same remarks apply to wheat, hops and other produce. In passenger rates a decrease is looked for on the Canadian Pacific coming into working order. The Northern Pacific now charges \$95 for a ticket from Portland to St. Paul, Minnesota, which, with sleeping car charge, amounts to \$110, and the inhabitants of Portland believe that the Canadian Pacific will carry passengers at a rate considerably below this, and will cause the bulk of travel to increase to treble what it now is. It would seem as if the Northern Pacific, conscious that the rapid progress of the Canadian road was about to terminate its exclusive enjoyment of the carrying trade of Oregon and Washington, has engaged in the pleasing pursuit of making hay while the sun shines.

It is to be remembered that the two railways are not to depend for their western traffic on that which now exists. There are undeveloped mines of wealth on the Pacific coast that have long lain dormant for want of markets and enterprise to work them, but which will now attract notice and receive quick attention when rail brings them within reach. It has been a far cry to the Pacific.

Speaking of laughing suggests the sweet fact that all men are made to laugh. The happy-hearted, laughing-man is the original man, the true type of the race as divinely outlined in the beginning. Every man can be tickled if you can find the right nerve. I never knew a man so sour and hard that he wouldn't mellow up at a picnic or on a fishing trip, especially if the fish bite well, or on a fox hunt, when the fox runs his way and his gun goes off at the right time and kills the fox. Yes, there is a lot of laughter in the natural man, and the laughter that nature prompts is never bitter nor cynical. Nature brings out the real human that lies latent in one, uncaps the choked-up springs of merriment in the bosom, and sets the rivulet of laughter flowing. And then, too, there is laughter and there is laughter; laughter can be graded as wheat can, into different qualities. The laughter of the indoor life is smothered and strained, puckered into forms of politeness; but the laughter of the outdoor life is large, hearty and thoroughly jolly. "No one laughs well who does not laugh loud" is an old proverb, and in the proverbs of a people we see the wisdom of a people condensed. The truth beyond doubt is this that the most genuine laughter is the laughter one has alone. It is very well to laugh in company, for custom and benevolence alike demand it. A company without laughter would be a social funeral. Still, essential as it is, company laughter for the most part is a forced result. It is a made up, artificial thing, or else too slight and decorous to be hearty and adequate. But when the spirit of fun gets into a man when alone by himself, to such an extent as to fairly possess him, and he sits down and puts his hands against his sides and opens his mouth and gradually begins to sway backward and forward while his eyes rain with mirth and he fairly wrestles inwardly with his hilarity—then his laughter is the genuine thing; it is the laughter of the original man, of the humorous and humor loving inhabitant of paradise.—"Chips" in Montreal Gazette.

Laughter.

India is threatened with a famine owing to the failure of the crops from lack of rain. Since the liberal introduction of irrigation works and railways, however, a famine in India cannot so readily cause the destruction of human life which characterized the famines, even of comparatively recent years. The last great famine in India occurred during the period of 1876 and 1878. The regular summer rains failed during 1875, 1876, 1877, and the famine began to be felt in 1876, but all fears of distress were not over till 1879. During the years 1877 and 1878 over 2,250,000 people perished out of a population of 197,000,000 in the British dependencies, as a result of the famine. The number of births during the same period was lessened by two millions, so that the total reduction of the population was 7,250,000. The British Government expended forty million dollars upon relief. Since Great Britain firmly established her will and assumed responsibility for good Government and the protection of the lower classes, famines have been infrequent and comparatively in destructive. In the famine of 1769-1770, one third of the whole population of the valley of the Ganges perished.

Punishing Miscegenation.

A full account is published of the recent doings of bands of white regulators in Fairfield County, near Charleston, S. C., showing that the motive is a determination to abolish miscegenation. Last July the regulators, composed of the "best young men" of the county, visited a farm near Ridgeway, where lived a white family named Boyle, one of the daughters living openly with a negro man, while two others kept a disreputable house for negroes. The regulators whipped Boyle, his wife and two daughters, and warned them to leave the county in ten days. Boyle begged to be allowed to harvest his crop, and, on account of his poverty, he was given leave to do so, but, in the meantime, the original order being disobeyed, the regulators gave the family another whipping. Next the regulators visited parties between Ridgeway and Winsboro, and whipped them badly. Lloyd Davis, who has a negro mistress, was next visited. He got away but his household furniture was badly broken up, and his colored family warned to quit. Tom Davis, the richest merchant in Ridgeway, was given ten days to quit, because he had a negro mistress and family. He left his business in the hands of clerks, and left for Mississippi. Ross Williams, living with a negro woman, was visited and showed fight, but was severely whipped, as was his mistress, and ordered to leave. About ten families, all mixed, have felt the power of the regulators so far. The excuse the regulators give is that the Grand Jury don't take cognizance of those living in open adultery because it is so hard to prove the existence of such a fact. The people could not be reached by law, and so it was determined to reach them outside of the law.

NOTES. Not the PROMISORY, but facts about WELCOME SOAP, an article that does not contain one particle of the adulterations used to reduce the cost of "Pure Goods," but does possess the value of legitimate Washing Qualities, the demand for which proves the advantage gained by the use of the genuine over Soaps of doubtful character. None should be deceived even by Red and Yellow Wrappers, or any of the imitations of the WELCOME, as a pair of clasped hands is stamped on every bar. Made by CURRIE, DAVIS & Co. [sep 5