

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, WEDNESDAY, NOVEMBER 11, 1885.

VOL. 17--NO. 148.

EDWARD M. ARCHIBALD,
Shipping and Commission Merchant,
81, 83 & 85 WATER STREET,
ST. JOHN'S, N. F.

Ample wharves, yardage, and storage
room. consignments solicited.
Liberal advances made on receipt of con-
signments.
Sept. 9, '85—tl dec31

L. ARTHUR & CO.,
GENERAL
Commission Merchants,
121 ATLANTIC AVENUE,
BOSTON, MASS.

Eggs and Produce a Specialty.
July 15—dly wklly

COAL, COAL.

PERSONS requiring orders for cargoes of
coals can obtain them, on the usual
terms, from the Subscriber, at his Office,
NO. 55 WATER STREET, viz:—

On the Old Sydney Mines,
Lingan and Victoria, C. B.,

—AND ON THE—
Albion Mines, Pictou.
G. W. DeBLOIS.
Ch'town, June 19, '85—tl.

WOODHILL'S
GERMAN
BAKING
POWDER

Is fully up to the Highest Standard.
Is giving Very Great Satisfaction.
Is certain to be Continued in Use by all
who try it.

FRED. A. JONES,
Hotel Dufferin, St. John, N. B.
Sept. 21, 1885.

DR. S. R. JENKINS,
PHYSICIAN AND SURGEON.

OFFICE: AT DR. JENKINS,
RESIDENCE, PRINCE ST.
Ch'town, May 8—wklly

WANZER
SEWING MACHINES.

The Latest and Most Improved Patterns

Selling at Low Prices

—AT—

MILLER BROTHERS,
QUEEN STREET.
Ch'town, Oct. 5, '85—lmo eod wky

J. D. TAYLOR & CO.,
Book Binders,

Paper Rulers &
Blank-Book Makers,
Monaghan's Building, Queen Square.

ALL kinds of Book Binding executed at
LOWEST PRICES

and with Quick Despatch.

Ruling, Numbering and Perforating for the
Trade promptly attended to.

BLANK BOOKS A SPECIALTY!

A share of patronage solicited.

J. D. TAYLOR & CO.,
QUEEN SQUARE.

Ch'town, Oct. 8, '85—lmo eod

GREAT PREPARATIONS

— FOR —

FALL TRADE AT THE FLOUR AND TEA STORE.

ON HAND AND TO ARRIVE:

TEA Our large and direct importations from London enable us to
give Extra Good Value in half-chests, caddies, five-pound air-
tight tins (screw-tops) &c., &c. Warranted Extra Strong.

COFFEE Java, Maracaibo and Rio. &c., &c., fresh roasted and
ground on our premises.
Do not buy the imported, adulterated Ground Coffee.

FLOUR 1500 barrels Matchless, Kent Mills, and other choice
brands—Very cheap.
We Guarantee Satisfaction or money refunded.

300 Boxes and Half-Boxes Choice Raisins.

40 Kegs Grapes.

3,000 pounds Currants.

300 Boxes Figs.

Molasses, Kerosene Oil, Soap, Brooms, &c., &c.

Wholesale Buyers can Make Money by buying from us.

Retail Buyers can Save Money by buying from us.

Our Motto: "BEST QUALITY AT LOWEST PRICE."

BEER & GOFF.

Ch'town, Oct. 13, 1885.

NO. 83 QUEEN STREET.

FIRST INSTALMENT OF AUTUMN & WINTER GOODS.

JUST opened, a large assortment of the Latest Novelties, in

LADIES DRESS GOODS,

MANTLES, TRIMMED BONNETS AND HATS, FEATHERS
AND FLOWERS, MANTLE AND ULSTER CLOTHS,
TWEED, &c.

THE BALANCE OF MY STOCK EXPECTED DAILY.

A. L. BROWN,

Next Door to Messrs. Beer & Goff.

Ch'town, Sep. 21.—wklly.

MAGNET SOAP,

Warranted Pure.

THIS SOAP is made from the BEST MATERIALS, and is
Superior to any similar article manufactured. For general
household and family use it SURPASSES all others.

It will be to your interest to try it.

—FOR SALE WHOLESALE BY—

FENTON T. NEWBERY.

July 22, 1885.—6m

ROYAL CANADIAN INSURANCE CO.

FIRE.

CAPITAL \$2,000,000.

Head Office—MONTREAL.
Halifax Branch—J. SCOTT MITCHELL, Agent.

RISKS TAKEN ON MOST FAVORABLE TERMS.

Agent for Prince Edward Island:—

F. H. ARNAUD,
MERCHANTS BANK OF HALIFAX.

Ch'town, Jan. 1885.

CHRISTMAS SEASON, 1885.

Prang's Celebrated
PRIZE XMAS CARDS.

ALSO, a full line of Prang's Satin and
Plush Cards and other Christmas Nov-
elties.

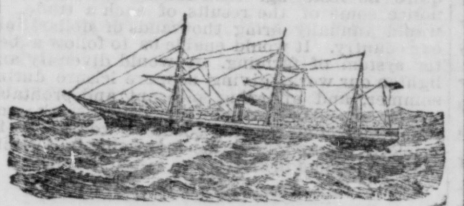
'THE BOSTON CARD'

is the name of the Most Popular Card for this
season.
Do not fail to see it and leave your orders
for it at once.

G. H. HASZARD,

BROWN'S BLOCK, QUEEN SQUARE.
Ch'town, Oct. 24, 1885.

The North Atlantic Steamship Co.



FOR LONDON.

THE STEAMSHIP

'CLIFTON'

WILL LEAVE

Charlottetown for London,

on or about the 6th NOVEMBER.

FOR LIVERPOOL.

THE STEAMSHIP

'Nellie Wise'

WILL LEAVE

Charlottetown for Liverpool

on or about the 15th NOVEMBER.

For Freight and Passage apply to

FENTON T. NEWBERY,

Agent.

Ch'town, Oct. 16, 1885.

AYER'S
Cherry Pectoral.

No other complaints are so insidious in their
attack as those affecting the throat and lungs:
none so trifling with by the majority of sufferers.
The ordinary cough or cold, resulting
perhaps from a trifling or unconscious ex-
posure, is often but the beginning of a fatal
sickness. AYER'S CHERRY PECTORAL has
well proven its efficacy in a forty years' fight
with throat and lung diseases, and should be
taken in all cases without delay.

A Terrible Cough Cured.
"In 1851 I took a severe cold, which affected
my lungs. I had a terrible cough, and passed
night after night without sleep. The doctors
gave me up. I tried AYER'S CHERRY PECTORAL,
which relieved my lungs, induced
sleep, and afforded me the rest necessary
for the recovery of my strength. By the
continued use of the PECTORAL a perma-
nent cure was effected. I am now 62 years
old, hale and hearty, and an satisfied your
CHERRY PECTORAL saved my
HONORABLE FATHER'S LIFE."
Rockingham, Vt., July 15, 1882.

Croup.—A Mother's Tribute.
"While in the country last winter my little
boy, three years old, was taken ill with croup.
It seemed as if he would die from strangula-
tion. One of the family suggested the use
of AYER'S CHERRY PECTORAL, a bottle of
which was always kept in the house. This
was tried in small and frequent doses, and
to our delight in a few days he was able to
eat and breathe easily. The doctor
said that the CHERRY PECTORAL had
saved my darling's life. Can you wonder at
our gratitude? Sincerely yours,
MRS. EMMA GEDNEY."
150 West 128th St., New York, May 16, 1882.

"I have used AYER'S CHERRY PECTORAL
in my family for several years, and do not
hesitate to pronounce it the most effective
remedy for coughs and colds we have ever
tried."
Lake Crystal, Minn., March 13, 1882.

"I suffered for eight years from Bronchitis,
and after trying many remedies with no suc-
cess, I was cured by the use of AYER'S CHERRY
PECTORAL."
Byhalia, Miss., April 5, 1882.

"I cannot say enough in praise of AYER'S
CHERRY PECTORAL, believing as I do that
but for its use I should long since have died
from lung troubles."
E. BRADGON."
Palestine, Texas, April 22, 1882.

No case of an affection of the throat or
lungs exists which cannot be greatly relieved
by the use of AYER'S CHERRY PECTORAL,
and it will always cure when the disease is
not already beyond the control of medicine."

PREPARED BY
Dr. J. C. Ayer & Co., Lowell, Mass.
Sold by all Druggists.

FOR SALE.

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

The above Tannery was formerly operated
by the late Donald McKinnon, of the late
firm of McKinnon & Co., 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 in-
vestment for their money, either by Bank or
Manufactory, can be offered.

Possession given immediately.
MARY J. MACKINNON,
Executrix.

Ch'town, Oct. 17, 1885.

LABRADOR HURRICANE.

Graphic Description of the Terrible
Gale.

HEROISM AND HAIR-BREADTH ESCAPE.

(Rev. Moses Harvey, in Montreal Gazette.)

St. John's, Nfld., Oct. 23.—A terrible
calamity has befallen this colony, entailing
a very heavy loss of life and destruction of
property, and inflicting great sufferings on
many hundreds—or I may say thousands—
of our population. No disaster so serious
has occurred since the destruction of St.
John's by fire in 1846; but that involved
only the destruction of property. In this
case seventy-five lives are known to have
been lost, and when all is known, it is
probable many more will have to be added
to the death list. I sent you a brief tele-
graphic summary of the sad news received
from Labrador on last Saturday night—to
the effect that in a terrific storm which
swept that coast on the 11th and 12th inst.,
eighty vessels had been wrecked, seventy
lives lost, and two thousand persons driven
ashore on that savage coast, where most of
them were without shelter and but a scanty
supply of food. The news was first brought
by the steamship Panther to Brigus, where
she arrived from Turnavick, Labrador, on
the 24th inst., late in the evening. The
next day the barkentine Nellie arrived at
St. John's from Smokey Run, Labrador,
having on board 240 shipwrecked men,
women and children. The intelligence
brought by these two vessels showed the
fearful extent of the havoc wrought by the
storm.

SCENES OF TERROR.

It appears that the gale commenced on
Sunday, the 11th October, and continued
to rage with increasing fury till Monday
evening at sunset, when it began to abate.
Those who passed through it describe it as
the most awful hurricane ever witnessed,
even by the hardy fishermen who frequent
that storm-beaten coast. It first blew from
the south-east, continually increasing in
violence, then it suddenly veered to the
north-east and the cold became intense.
The fierce blasts began to hurl the snow-
flakes on their wings of gloom, and at in-
tervals the whole atmosphere was darkened
by the drifts. It was a scene of awe and
terror, which the imagination can but faintly
realize. The sea rose in tumultuous bil-
lows 'mountain high,' the watery battalions
hurled themselves fiercely against the dark
cliffs, and when flung back gathered their
strength for fresh assaults. In the midst
of this war of elements a fleet of little fish-
ing vessels were struggling for life—some
were caught in the tempest on the home-
ward voyage, laden deeply with the produce
of the summer's toil—others lay at anchor
loading in the exposed roadsteads and har-
bors, where there was not sufficient shelter.
On board were hundreds of fishermen,
many of them with their wives and chil-
dren, for it is their custom to take their
families with them to aid in handling the
fish. As the storm continued and increased
in violence the vessels were pressed
NEARER AND NEARER TO THE FATAL ROCKS
where the white breakers were visible.
Others were torn from their anchors and
began to drift shoreward. One by one they
approached their doom. In imagination
we picture to ourselves the plunging ves-
sels; their decks and hold crowded with
terror-stricken, white-faced men and
women; we hear the crash of the vessel as
she strikes, the wild shrieks of despair,
the human mass was hurled into the seeth-
ing surges, some sinking to rise no more,
others clinging to fragments of the wreck;
some flung ashore, more dead than alive,
on the huge rollers. Fancy the awful con-
dition of the survivors, flung out here drip-
ping with brine, a blinding snowstorm
raging around them, perhaps no human
habitation or shelter near. They pass the
dreary night shivering and wretched.
When the storm abates and the sun shines
out new terrors await them. The strand is
strewn with the drowned corpses of their
comrades, friends or relatives cast up by the
pitiless sea; and on that dreary shore they
must scud up a shallow grave in which to
commit "earth to earth." As the sad task
is begun, women are weeping and wringing
their hands over the loss of husbands or
sons, and heart-broken parents are taking
the last look at the lifeless forms of chil-
dren committed to this lonely grave with-
out shroud or coffin. This is no imaginary
picture. It was, alas! sadly realized in
many an instance, in this terrible tempest,
in which from 70 to 80 souls perished, and
over 80 vessels were flung on the rocks.

THE
SUFFERINGS OF THE SHIPWRECKED

crews were terrible. While some were
driven ashore where there were huts to
shelter them, others were wrecked on de-
solate islands, where they had to await
relief, with scarcely enough to sustain life,
and some found themselves miles away
from any human habitation. The saddest
scene of all was at White Bear Islands.
Here two vessels, the Release and Hope,
with all their anchors out, were struggling
to ride out the storm. They held on till
Monday morning, when the moorings gave
way. The Release drifted on an island to
leeward, and was speedily dashed into
pieces. Twenty-five of those on board
were drowned, all but six being women and
children. The Hope was carried on a ledge
of rock, near the shore. Two punts were
launched and filled with those on board,
who reached the shore in safety; but, be-
fore the remainder could be rescued, the
vessel broke up, and fourteen met a watery
grave, most of them being women and
children. The scene is said to have been
appalling. Poor mothers were seen clasp-
ing their children to their bosoms in speech-
less agony, and children crying for aid and
clinging to the hands that were powerless
to save. The merciless billows rushed on
them and covered all with

A WINDING SHEET OF FOAM.

Thirty-nine in all perished at this single
spot. One man lost his wife and four chil-

dren. At Black Islands, a schooner belong-
ing to Conception Bay was lost with all
hands. At Ragged Islands, a man named
Alfred King lost his wife and two children.
A girl named Thistle, who was brought
here in the Nellie, had a narrow escape.
The vessel in which she was struck and
went to pieces; she was hurled into the
waves and washed ashore, fearfully bruised,
one of her fingers having been taken off and
one of her legs badly cut. She was care-
fully attended to on board the Nellie, and
is now in a fair way of recovery. The
kindness of the poor creatures to one an-
other, when any have been specially unfor-
tunate, is most touching.

A NEWFOUNDLAND HERO.

The dark tragedy is relieved by some
traits of genuine heroism. A young man
named Reardon had escaped from a wreck
by swimming. He had barely reached the
shore when he heard the wild shrieks of
despair from a woman on board an-
other vessel that was fast going to pieces.
The brave fellow did not hesitate a moment.
He dashed into the boiling surges, and
after a fearful struggle with the waves, he
reached the wreck, and swam ashore, bring-
ing with him the rescued woman. Just be-
fore he reached the vessel two women were
killed by the falling of a punt on them.
Surely if ever a hero merited the Victoria
Cross for valor, this Newfoundland fisher-
man deserves such honor. The soldier who
braves the storm of grapeshot and rescues a
wounded comrade at the peril of his own
life, is honored and rewarded; and his
praise is sung by poets. But does he
perform a nobler deed than this, or one
more marked by unselfish heroism? It
does not appear that he even knew before
the women whom he risked his life to save.
It is to be hoped some beautiful rewards
await him.

A NOBLE BOY.

Another touching story is told. A father
tried to save his boy, eleven or twelve years
old, by swimming with the lad fastened on
his back. He struggled hard, but again
and again, with such a burden on his
shoulders, he was nearly overwhelmed.
The boy begged his father to let him go
and save his own life; and when he saw
that his father would not do this he
managed to work himself free and struck
out towards the shore. A huge wave came
and flung father and son on the shore and
both were saved. A lady who saw the boy
since he reached home, told me that she
said to him, "Will you ever go to Labrador
again?" The reply was "Oh, yes, mam—I
like it—I'll go next year." "Were you
afraid when you were on your father's
back?" "No, mam, I was only a little bit
frightened. I thought poor father was
going to be drowned, and what would
mother do then—so I got off his back."
The young boy, a very bright intelligent
fellow, with a fine, open, manly countenance,
says my informant, will, if he lives, become
a splendid specimen of our Newfoundland
fishermen.

NEWFOUNDLAND DOGS SAVE A WOMAN.

Another hairbreadth escape is recorded.
At White Bear Islands a woman belonging
to Conception Bay found herself in the
water, the vessel having gone down, and as
there was no means of reaching the shore,
she gave herself up for lost. But at that
critical moment she saw two Newfoundland
dogs that had been on board swimming for
their lives shoreward. She either called
them, or they instinctively came to the
rescue of the drowning woman, so closely
that she was able to grasp the long hair on
their backs, and so was safely carried ashore.
The marvellous escapes of others would
occupy too much space if narrated. As
soon as the news of the disaster reached St.
John's, the government took prompt and
energetic measures for rescuing the ship-
wrecked crews and bringing them home.
Two steamers that lay at Harbor Grace were
brought ready for sea, provisions and
clothing in abundance put on board, and
in less than twenty-four hours they were
despatched to the scene of the disaster.
The mail steamer Plover was taken from
her usual route, provisioned and sent to
the same destination. Fortunately there were
two steamers at Labrador when the storm
took place, and these at once devoted them-
selves to the help and rescue of the ship-
wrecked people. The steamship Vanguard
was one of these, and she arrived at Harbor
Grace on the 26th, having on board 650 of
the shipwrecked people, brought from
Grady. The other was the Hercules, and
she reached Tilt Cove on the same day
with 240 people on board. Sailing vessels
are arriving with detachments on board.
The Lady Elibank brought 200 to Harbor
Grace. There is no doubt that the steam-
ers now gone north will be able to find and
bring home the remainder of the wrecked
crews, some of whom are still exposed in
perilous circumstances. The poor people as
they arrive are

IN A PITIFUL FLIGHT,

but thankful to reach their homes alive.
Many of them have lost everything. All
their hard earned catch of fish is gone, and
they come home to face the long, cold
winter with hardly anything in their houses.
They will receive all the help that is
possible both from private charity and out
of the public funds, but with all that can
be done for them their privations and
sufferings will be great. The Government
deserve much credit for the prompt and
judicious measures they adopted for the re-
lief of the sufferers.

ESTIMATE OF LOSSES.

At present the loss by this storm is esti-
mated at £50,000 to £60,000, or \$200,000
to \$240,000. Most of the vessels are in-
sured in a Mutual Insurance club; but
when a disaster of this kind occurs, there
might almost as well be no insurance, as
the amount required to meet the claims
has to be contributed by all the members
of the club, and thus anything
gained by insurance is paid out in
covering losses. The loss of so many
fishing vessels will seriously interfere
with fishing operations next year, though
many new vessels may be built during the
winter, and thus employment be afforded.