

THE DAILY EXAMINER. SEPTEMBER 3, 1886.

"The Highland Light."

We are informed that the Agent of the Minister of Justice in this Province has been directed to institute proceedings for the condemnation of the captured schooner Highland Light and her cargo.

Protection of the Fisheries.

The New York Star, which is edited by ex-Governor Dorsheimer, a personal and political friend of the President, says:

"There is a good deal of soundness in the Canadian case on the fisheries question. The provincial authorities are simply enforcing the law as they interpret it. They say that our people must not fish within the three-mile limit, and that they must not land to buy bait or ice. That is the way most common sense people would read the treaty of 1818, but the New England fishermen have discovered some commercial statutes which are in the nature of a reciprocity treaty, and which give vessels having trading permits rights of entry into the ports of the two countries for commercial purposes. These, statutes, so far as the state department is concerned, are recent discoveries. When the New England fishermen were opposing Mr. Bayard's recommendations for an international commission they agreed with the Canadians. In order to influence Congress against granting the commission they declared that they were willing to abide by the provisions of the treaty of 1818. They did not desire to fish within the three-mile limit, and were even willing to accept the headland interpretation. They did not desire ice or bait or to ship crews in the provincial ports. They were willing to go out on the high seas and take their chances. All they insisted on was that the duty on fish should not be imperilled by an international commission. They had no faith in international commissions, because the United States had always been unwritten by the British government. As soon as Congress refused to consider Mr. Bayard's recommendation the fishermen changed their tune. Then it turned out that they were unwilling to pay the price agreed upon for the retention of the duty on fish. Then they began to invade the provincial ports for bait, ice and crews. They pulled out the statutes which they had theretofore concealed and claimed rights under them which were denied by the treaty and which they had professed to be willing to forego. There was something like chicanery in this, and it leaves very little ground for criticism of the state department. Mr. Bayard has been called upon to enforce rights which the fishermen admitted did not exist. The crews of our New England fishermen are largely composed of Nova Scotians. Many of the captains of our smacks are from the provinces, and these are the people who are demanding the intervention of the government of the United States. Of course the president and secretary of state will furnish all the protection the law and the treaty require to citizens of the United States, and to vessels owned by citizens, but under the circumstances there is every reason to make haste slowly. If the fishermen had been frank in the begging there case would stand much better than it does. As it is now there must be a good deal of sympathy with the Canadians.

It is pleasing to note that the United States press and people are now taking a common sense view of the Canadian case. We hope that not much more time will pass ere a mutually satisfactory arrangement is arrived at.

Charleston.

A GREAT calamity—of which particulars are given in THE EXAMINER'S despatches—has overtaken Charleston. Charleston is the chief city of South Carolina. It stands upon a flat tongue of land pointing south-eastward between the Ashley and Cooper rivers. It is one of the chief cotton ports in the United States. The city covers an area of about five miles square, and has a water front of some nine miles. Owing to the lowness of the ground upon which it is built, its spires and public buildings seem to rise out of the sea. The streets are regularly laid out. King street and Meeting street are the two chief avenues of the city. The most noted public buildings are the city orphan house, the arsenal, the court house, and the Academy of Music, one of the best theatres in the Southern States. Its population by the census of 1880 is given at 49,934. Charleston contains 40 or 50 churches, the most noted being St. Michael's, built in 1752, and St. Philip's. It has three national, four state and five savings banks. Charleston is one of the most ancient cities in the United States, its foundation having been laid in 1672. It has suffered greater disasters by fire than almost any city in the Union. In 1790 nearly a third part of the city was consumed, involving a loss of \$2,500,000. It was surrendered to the British in 1780, after a siege of six weeks and was held by them till 1782. Twice previously during the revolutionary war its capture had been attempted. In the civil war between north and south, it was the scene of the first hostilities, the attack on Fort Sumter. After the fall of this fort the Confederates held the city despite two attacks by the Union fleet and army, until the advance of Sherman's forces led to its hasty evacuation in February 1865. The public buildings, cotton warehouses, stores, shipping, etc., were fired prior to the evacuation. From this and other causes the city suffered much injury during the war, but since its close many new buildings have been erected and there has been marked commercial and industrial progress, especially within the last four or five years.

—A depositor in the defunct Bank of P. E. Island wishes to know why the liquidators of the Bank have not paid the last dividend? Is it, he asks, for the purpose of allowing other persons to have the use of the money for nothing?

Success at the Bangor Exhibition.

The eminent success of the stock sent from the Island to the Bangor Exhibition is very gratifying, and we heartily congratulate the exhibitors and all concerned. A correspondent furnishes the St. John Sun with the following description of the Island horses:—

"James Clow, P. E. I., exhibits his dark bay stallion Stockman, 3-year-old, weight 1,700 and sired by Baron Lincoln. Stockman is one of the largest and finest studs exhibited and considering his enormous size is very well gaited.

J. A. McMillan, P. E. I., has entered his stock stallion Island King, 6-years-old, and sired by Royal Harry. Island King is of a dark bay color and weighs 1,300.

J. F. Powers of Charlottetown, P. E. I., exhibits a matched pair of driving horses, Mountain Girl and Topsy. Mountain Girl is a bright bay five years old and weighs 1,100 pounds. She was sired by imported Abdullah out of a Morgan mare. She has never received any training for a trotter, but showed a quarter in 39 seconds a few days since. Topsy is by the same sire out of a French mare, and is also very speedy.

C. L. Morris, of Eddington, Me., shows a yearling chestnut stallion Victor, by Bush Messenger, a Prince Edward Island horse. His dam was an imported English mare, Victor weighs 900 pounds.

R. Fitzsimmons, now in Bangor, but whose home is in Prince Edward Island, has an attractive string of trotters headed by Dean Swift, a dapple brown stallion, 14 years old, sired by the imported Augusta Bush Messenger. He weighs 1,060, has a record of 2.36, but showed a mile a few days ago in 2.32. He is entered in the stallion race. The next horse in the string is the handsome black stallion Island Chief, which has done much good work at Bangor this spring. He is ten years old, weighs 1,265 and has a record of 2.34 but has trotted a half mile in 1.15. He was sired by Dean Swift, and resembles his sire in many respects. Dean Swift, jr., by Dean Swift, is a very compactly built four-year-old stallion, dapple brown and weighing about 1,050. His dam was Princess with a record of 2.32. Mr. Fitzsimmons also has a chestnut gelding by Island Chief, which is showing a fine gait for a three-year-old.

Development of the Northwest.

Important mining districts have been opened up in British Columbia by the road. When the Kootenay railway, which is to be constructed within a year, is completed, still richer mines will be made operative. Cattle from the Kamloops grazing district are now shipped to the coast for consumption, and a train load of cattle a week has been brought from the mountains to Calgary, where sales have been made. Calgary, which now boasts a population of two thousand, is becoming a cattle distributing centre for the North-West. A gentleman writing from there says that in a short walk he counted two hundred houses in course of erection within the city. A trade in fresh salmon between British Columbia and the East is being opened. The company is putting on six refrigerator cars to carry the fish. Five thousand pounds of fresh salmon have already been despatched to Toronto, and 1,200 cases of canned salmon are mentioned as having been taken from one cannery for shipment East. British Columbia lumber is now being taken out in large quantities in places where it was formerly for marketable purposes, valueless. While the Pacific coast is shipping largely to the East, the East is also shipping West. The town of Dartmouth, Nova Scotia, sends sugar to the foot of the Rockies, and it has forwarded forty car loads of Canadian-made rope and binding twine to Manitoba and the Northwest. Formerly British Columbia imported Oregon flour exclusively. Manitoba is now becoming the source of supply. A week ago 20,000 pounds of butter were shipped from Winnipeg to Vancouver. Lined oil was last year sent from England via San Francisco to British Columbia. Last week 2,441 gallons were ordered from Montreal to pass west by the Canadian Pacific to the Pacific coast. Vancouver, the new Pacific city, has now, notwithstanding the fire, an assessed value of \$2,700,000, and buildings are going up in all directions.

Coming east we find that near Banff, where the National park and the hot springs are, anthracite coal has been found; also that coal mining in the Bow River district is to be prosecuted more energetically than hitherto, and that there is to be a reduction of \$1.50 or \$2 on last year's prices. Besides the cattle raising business carried on on the ranches, sheep farming is being entered upon. Last week four thousand merino grades were driven from Montana. Stock yards are to be built at Winnipeg and a large cattle business something after the character of that done by Chicago is expected there. Already Western cattle have passed through from the prairies to England. Considerable progress has been made with the branch lines in Manitoba this year. Port Arthur has become a wheat port and is developing into a fine town. Sault Ste. Marie will next year be on a main line of railway running from Minneapolis to Montreal. One hundred miles of the Minneapolis, Sault Ste. Marie and Atlantic road from Minneapolis east have been built and are in operation, and the branch from the Canadian Pacific railway main line to the Sault is being rapidly pushed forward. In the Nipissing district the railway has opened a new lumbering region. Two million feet of timber have been taken out this year by the Canadian Pacific railway. New settlements have also been opened in this district. Seventeen hundred families, for example, have settled between the Mattawa and Cartier depots. Elsewhere along the line of the railway colonization has progressed. East of Winnipeg French-Canadians from Quebec and New England have settled, and near the Turtle Mountains people from Labrador and the north shore of the Gulf have been located. Thriving settlements of Germans, Scandinavians and Hungarians have been planted on the Qu'Appelle river. The Calgary district has received a large influx, and as far west as Golden City on the Columbia river the work of colonization is proceeding.

In all of his impersonations, Mr. Rogers displayed great tact and skill, a prominent and interesting feature being the almost wonderful change of facial expression, rendering difficult characters distinctly recognizable by the simple appearance of the speaker. —Elmer (N. Y.) Advertiser.

Mr. JOHN CONNORS, of Sturgeon, sold new cats at Georgetown on Monday last, the twenty-third day of August.

THE L. HOULETT.

A Visit to the Cutter.

Talk with the Captain and Crew.

THE EXAMINER'S reporter at Georgetown visited yesterday the cutter L. Houlett, which enjoys the credit of seizing the first schooner captured this year in the act of fishing within the limit. He found the cutter a handsome craft, everything appearing neat, clean and orderly, and the bearing of her officers and crew highly creditable. The L. Houlett was built at Port Medway. She is 73 tons register, carries two topmasts, and is a fast sailor. She was fitted out for this service at Halifax, and sailed from there on the 20th May last, and up to the first of July was cruising in Chebucto Bay and around Cape Breton. Since July 1st she has been on the north side of Prince Edward Island, in the vicinity of Malpeque, Cascumpec and Rustico, and was most all the time in the midst of 40 to 113 sail of American seiners. The crew say that Captain Lorway has been indefatigable in his exertions to protect the coast, and that they have not had the easy time the newspapers make out they had. Capt. Lorway, the commander, says he has boarded in all between 190 and 200 American fishermen, and was always treated with civility and courtesy by all the American skippers, whom he also found willing to obey any orders given them. Captain Lorway is a native of Cape Breton, 46 years of age, and stands about 6 feet 3 inches. He is a pleasant, gentlemanly man, with a determined look. He has followed the sea for 30 years. His first officer, Mr. Hughes, is a native of Digby, and a passed master, and a gentlemanly man who evidently knows his business. Mr. Rood, the second officer, is also a capable man, having sailed master of the steamer M. A. Starr for some time. The gunner, McDonald, a native of Cape Breton, was on the Nile expedition, and attended on Col. Kennedy when he died.

Captain Lorway speaks in the highest terms of his officers and crew. He is a teetotaler himself and says not a drop of liquor has been used on board his vessel this season.

The officers and crew of the L. Houlett are no discredit to the Dominion, being as fine and able a looking set of men as could be seen anywhere.

The L. Houlett will remain at Georgetown awaiting orders from Captain Scott who is now at Halifax. Captain Lorway says the article in the Halifax Chronicle anent his doings are a disgrace to discreet journalism and beneath notice.

Earthquakes.

The succession of earthquakes of a destructive character in Java, New Zealand, Greece, and now in Charleston, South Carolina, serves to recall to mind the many alarming catastrophes arising from like cause. From 500 years before the Christian era but a brief space of years has at any time elapsed without a destructive earthquake. But of these earlier shocks only brief mention is authentically recorded. In the year 79 A. D., Pompeii and Herculaneum were buried in lava and ashes, accompanied by an earthquake. In 742 an awful earthquake in Syria destroyed 500 towns with loss of life beyond computation. In 1137 occurred the memorable earthquake at Catania, when 15,000 persons were buried in the ruins. In Syria and adjoining countries in 1158 there perished 20,000 persons. The great earthquake in Calabria, in which cities were overwhelmed, occurred in 1186. In 1268 Cilicia was shaken, and 60,000 persons swallowed up. In 1318 occurred the greatest earthquake known in England. At Naples in 1456, 40,000 persons were killed. In 1531 Lisbon suffered and 30,000 were buried in the ruins. In Naples, in 1626, an earthquake destroyed 70,000 lives. This was followed twelve years later by the awful earthquake in Calabria. Sicily suffered in 1693 when more than 100,000 lives were lost. In the early part of the eighteenth century, Aquila, in Italy, was destroyed in 1703, with a loss of 5,000 lives; in the same year Yeddo, Japan, was shaken into ruins with a loss of 200,000. In 1706, 15,000 perished in an earthquake at Abruzzi, and in 1716, at Algiers, 20,000 were killed. In 1731, at Peking, China, 100,000 persons were swallowed up. The latter part of the century was equally noted for destructive earthquakes. In 1754, at Grand Cairo, 40,000 were killed; in the following year Quito was destroyed; Kaschan, Persia, had 40,000 swallowed up, and in Lisbon, in the brief space of eight minutes, about 50,000 persons were destroyed. Thousands perished from the same shock in other parts of Portugal, Spain, Morocco and Malabar. Syria suffered in 1759 losing 20,000 people. Santiago was engulfed in 1773. Fifteen thousand houses were thrown down at Tauris and multitudes buried in 1780. In 1797 the whole country between Santa Fe and Panama was destroyed, including Guazo and Quito, 40,000 persons being buried in a second.

The present century has had its full quota of earthquakes. In 1812 an awful succession of shocks occurred at Caracas in which 12,000 met their death. Aleppo was destroyed by an earthquake in 1822 with 20,000 people. In 1851, in South Italy, 14,000 persons were engulfed. Calabria, with only a population of six millions, had lost 110,000 in seventy-five years by earthquakes, and was depleted of 10,000 in 1857. Corinth was nearly destroyed the following year, and Quito lost 5,000 in 1859. In 1868 a number of towns in Peru and Ecuador were destroyed, with 25,000 lives, and 30,000 more were rendered homeless. San Jose, Columbia, was destroyed in 1875, with 14,000 lives. There have been many shocks since, but none so destructive as those in Java and New Zealand. In fact, since 1850 not a single year has passed without some loss of life being recorded from earthquakes. Apparently the subterranean forces lose none of their strength or activity as the world grows older, and among the dangers of the future must be reckoned the chances of being badly shaken and perhaps swallowed up. But experience has shown that destructive earthquakes have been mainly confined hitherto within the belt extending forty degrees north and south of the equator.—St. John Telegraph.

Funeral of the Mayor.

The funeral of Henry Beer, Esq., Mayor of Charlottetown, will leave his late residence Water Street, to-morrow, Saturday, at 2.20 p. m., and will proceed to the Methodist Brick Church; thence, after service, by train to Sherwood Cemetery.

No. 1 BATTERY GARRISON ARTILLERY, Capt. Passmore, will parade at the drill shed on Saturday, at one o'clock, p. m.

The firemen are requested to meet at the Hook and Ladder rooms to-morrow afternoon, at one o'clock to attend the funeral of the late Mayor Beer.

The members of the Salvage Corps are requested to meet at their room Saturday, at 1.30 p. m., to attend the funeral of the late Mayor Beer.

No. 3 COMPANY, 82nd BATTALION, will meet at the Drill Shed this (Friday) evening, at 8 o'clock, sharp. A full attendance is requested.—D. STEWART, Captain.

We learn that the leading merchants of the city have agreed to close their places of business from one o'clock until four to-morrow afternoon, in order that their employees may be able to attend the funeral of the late Mayor Beer.

MASONIC.—The brethren of St. John's and Victoria Lodges, A. F. and A. M., will meet at their lodge room, Masonic hall, Water St., to-morrow at one o'clock, p. m., for the purpose of attending the funeral of their late brother, Henry Beer, Esq., past master of St. John's lodge. Transient brethren are kindly invited to attend.

SPECIAL CIVIC ELECTION.

In pursuance of an act of the General Assembly of this Island, made and passed in the forty-third year of the reign of Her present Majesty Queen Victoria, entitled: "An Act to amend the Act of the eighteenth Victoria, Chapter thirty-four, intitled 'An Act to Incorporate the town of Charlottetown and all Acts amending the same.'"

We do hereby give Public Notice that an Election of a Mayor for the said City, in place of Henry Beer, Esquire (deceased), will be held on MONDAY, the 13th day of September, A.D. 1886.

At the several places, that is to say: In Ward No. 1, at or near the store of Messrs. J. & T. Morris, corner of Queen and Water Streets.

In Ward No. 2, at or near the house of Thomas Connolly, opposite Mr. R. Hearst's Warehouse Sydney Street, between Great George and Prince Streets.

In Ward No. 3, at or near the Market House. In Ward No. 4, at or near the Fire Engine House, fronting on Kent Street, east, between Weymouth and Cumberland Streets.

In Ward No. 5, at or near the carriage shop of Carroll & McAleer, corner of Eston and Great George Streets.

And at the said Election the Poll will be opened at nine o'clock in the forenoon, and continue open until five o'clock in the afternoon of the same day.

DESCRIPTION OF WARDS. Number One shall comprise all that part of Charlottetown which lies south of Foxchester Street, and the parcel of land formerly known as the Military Barrack Ground.

Number Two shall comprise all that part of Charlottetown which lies south of Richmond Street and north of Dorchester Street.

Number Three shall comprise all that part of Charlottetown which lies south of Grafton Street and north of Richmond Street.

Number Four shall comprise all that part of Charlottetown which lies north of Fitzroy Street and north of Grafton Street.

Number Five shall comprise all that part of Charlottetown which lies north of Fitzroy Street, including the Common of the said Town.

NOMINATION DAY. WEDNESDAY, 29th Inst., from the time of twelve at noon until the hour of Four o'clock in the afternoon of the same day.

Qualification of Electors, see Act 43, Victoria, Cap. 15, sec. 29 and 31 and 38 and 40, S. Sec. 12. (L. S.)

A. A. McLEAN, HENRY C. DOUSE, ALEXANDER HORNE, SAMUEL MORAN, JOHN KELLY, THOMAS MORRIS, HORACE HASZARD, Common Councilmen of the City of Charlottetown.

A. H. MACPHERSON, City Clerk. City Clerk's Office, Charlottetown, September 2nd, 1886. t elec

GROSSED MACKEREL LABELS

In Store and for Sale by GEO. W. GARDINER, Monaghan's Building, Queen Square, Sept. 3-21

REGULAR TRADERS

1886. FALL TRIP, 1886. BILLANTINE "ZERELDE," L. RICKHAM, COMMANDER, WILL SAIL FROM

Liverpool for Charlottetown, Direct, About the 15th SEPTEMBER, Next. AND BARK "MOSELLE," R. RUNDLE, 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 Peake & Sons, 7, Great Winchester Street; in Liverpool to Pittman Brothers, 51 South John Street, or to the owners. PEAKE BROS. & CO. Ch'town, Aug. 14, 1886—cod 17

OPENING TO-DAY AT THE LONDON HOUSE.

Our Autumn Stock now open, Ex "British Queen," from London. A New Lot Just Open. All Qualities and Prices.

FELT HATS, FELT HATS, FELT HATS. RUBBER CIRCULARS, RUBBER CIRCULARS, RUBBER CIRCULARS. NEW FLANNELS, NEW FLEECY COTTON, NEW WHITE COTTON, NEW SHEETING, NEW PILLOW COTTON.

HARRIS & STEWART, SUCCESSORS TO CEC. DAVIES & CO.

Ch'town, August 23, 1886. Boots, Boots.

Buy Your FALL BOOTS

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

OUR FALL STOCK

OF Gents' Hard and Soft Felt and Silk Hats, Just Opened direct from CHRISTY'S, the famous, world-renowned Hat-makers. No Better Value can be shown in the city.

JAMES PATON & CO. 44 CASES AND BALES OF

CANADIAN AND AMERICAN FALL GOODS

now ready, all bought for cash, will be sold at Lowest Prices. Bear in mind we buy everything for spot cash, and in large quantities, and can afford to sell at very BOTTOM FIGURES.

JAS. PATON & CO., Successors to W. A. WEEKS & CO., MARKET SQUARE. Ch'town, August 25, 1886.

Just Received!

AT STANLEY BROS,

BROWN'S BLOCK:

New Mantle Plushes, New Striped Plushes, New Plain Plushes, New Striped Velveteens, New Chenille Trimmings, New Chenille Loop Fringe, New Black Rosary Trimmings, New Felts for Fancy Work, New Canvas for Fancy Work, New Chenille Cords for Fancy Work, New Fancy Drops, New Trimming Braids, New Dress Trimmings, New Wool Wraps.

STANLEY BROS., Brown's Block, Opposite Market House. Ch'town, Aug. 20, 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.

Ch'town, Sept 1—wky