

THE DAILY EXAMINER.

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NEW SERIES.

CHARLOTTETOWN, P. E. ISLAND. FRIDAY, NOVEMBER 22, 1889.

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ALMANAC FOR NOVEMBER, 1889.

MOON'S CHANGES.
Full Moon, 7th day, 11h., 57.7m., a. m., N. below horizon.
Last Quarter, 15th day, 4h., 23.3m., p. m., NW below horizon.
New Moon, 22nd day, 9h., 31.1m., p. m., NW below horizon.
First Quarter, 29th day, 1h., 16.2m., p. m., E.

DAY OF WEEK	Sun	Moon	High	Day's
M	rises	sets	water	len h
1 Friday	6 47	4 41	2 28	4 54
2 Saturday	48	39	2 50	6 19
3 Sunday	50	38	3 21	7 28
4 Monday	51	36	3 43	8 23
5 Tuesday	53	35	4 6	9 6
6 Wednesday	54	34	4 29	9 44
7 Thursday	56	33	4 54	10 20
8 Friday	57	31	5 23	10 54
9 Saturday	58	29	5 54	11 28
10 Sunday	7 0	28	6 34	12 4
11 Monday	1	27	7 20	0 40
12 Tuesday	3	26	8 13	1 18
13 Wednesday	4	25	9 11	2 0
14 Thursday	6	24	10 12	2 46
15 Friday	7	22	11 17	3 44
16 Saturday	8	21	12 24	4 49
17 Sunday	10	20	0 23	6 3
18 Monday	11	19	1 30	7 9
19 Tuesday	13	19	2 39	8 6
20 Wednesday	14	18	3 51	8 52
21 Thursday	16	17	5 7	9 37
22 Friday	17	16	6 44	10 21
23 Saturday	18	15	7 43	11 4
24 Sunday	20	14	8 59	11 49
25 Monday	21	13	10 8	12 52
26 Tuesday	23	12	11 6	0 35
27 Wednesday	24	12	11 54	1 24
28 Thursday	25	11	12 31	2 17
29 Friday	26	11	1 2	3 14
30 Saturday	7 28	4 10	1 27	4 27

JOHN T. MELLISH,
Barrister, Attorney, Notary
Public, &c.,
CHARLOTTETOWN, P. E. ISLAND.

OFFICE—London House Building,
(Davies' Corner), Queen St.

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Money to loan at low interest.
—dly & wky—

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BROKERS

Commission Merchants,
HALIFAX

Consignments of Island produce will receive prompt attention.

REFERENCES: Thomas Fyche, Esq., Cashier Bank of Nova Scotia, Halifax; D. C. Chalmers, Manager Bank of Nova Scotia Charlottetown.

WARREN & JONES,
TEA MERCHANTS,
LONDON, ENGLAND.
Represented in Canada by MORRISON & MUSGRAVE, Halifax.
Oct. 24, 1887.

1889
BOSTON DIRECT.

Boston, Halifax and P. E. Island
Steamship Line.

Only Direct Line Without Change.

CHARLOTTETOWN TO BOSTON.

The Staunch and Commodious Steamships
"Carroll" and "Worcester,"

having been thoroughly refurbished and put into first-class condition in every respect, will, during the season of 1889, run as follows, commencing with the

"CARROLL,"
From Charlottetown, Thursday
9th May, at 4 p. m.

One of these vessels will leave Boston for Charlottetown EVERY WEDNESDAY, at Noon, and Charlottetown for Boston EVERY THURSDAY, at Six o'clock, p. m.

Excellent Passenger accommodation. Low rates.

FARES—First-class Passage Berth in well-furnished Cabin, \$6.50. Stateroom Berth, \$2.00 extra.

Lowest Rates for Freight, which is always carefully handled.

CARVELL BROS., Agents,
Charlottetown.
HARRISON LORING, Treasurer,
R. B. GARDNER, Manager,
Lewis' Wharf, Boston.

LONDON HOUSE.

HARRIS & STEWART.

Our Fall Stock Now Nearly Complete.

Dress Goods in all the new materials and shades, with Trimmings to match.

Mantles, Dolmans, Ulsters,
Ladies' Felt Hats, Feathers, Ribbons, Flowers.

FURS! FURS!

A Splendid Assortment of MUFFS, BOAS, CAPES, ASTRAKAN JACKETS
FUR-LINED CLOAKS.

HARRIS & STEWART.

oct22—cod&wky.

GOFF BROS' FALL BOOTS
Beat Them All!
NOTICE TO SHOEMAKERS—We are Headquarters for French Calf Tops, Sole Leather, Upper, Calf, Goat, Kid, Awls, Pegs, Pincers, Nails, Shoe Thread, Wax, Webb, Eyelets, Brass Nails, Bristles, Hammers, &c., sold cheaper than can be imported.
Orders by letter carefully and promptly attended to.



Charlottetown, Oct. 21, 1889.

Horse Powers.

THRESHERS AND SHAKERS

Combined Threshers and Cleaners.

WE are manufacturing these Machines, and have some ready to ship. They combine the latest American improvements, are fast Threshers, very light running, and easy on horses. We believe them to be superior to any machines of the kind ever sold on P. E. Island, and we guarantee them to give satisfaction in every respect. Terms liberal. For sale at

MARK WRIGHT & CO'S.

Charlottetown, Nov. 15, 1889—2aw wky

EUREKA!

D. A. BRUCE, MERCHANT TAILOR.

THE PEOPLE'S FAVORITE PLACE OF TRADE, where the prices are so low that we will send you away rejoicing. We would specially invite you to see our

Mens' Reefers, Mens' Overcoats, Mens' Suitings, Mens' and

Boys' Furnishing Goods, 100 Fur and Cloth Caps,

Fur Coats and Sleigh Robes.

WE'VE BARGAINS FOR EVERYBODY!

The fat, the lean, the rich, the poor, the wise, the simple, the young, the old, the millionaire, the beggar, the blind, the lame.
Charlottetown Oct. 1889.

Beauty

Is desired and admired by all. Among the things which may best be done to enhance personal beauty is the daily use of Ayer's Hair Vigor. No matter what the color of the hair, this preparation gives it a lustre and pliancy that adds greatly to its charm. Should the hair be thin, harsh, dry, or turning gray, Ayer's Hair Vigor will restore the color, bring out a new growth, and render the old soft and shiny. For keeping the scalp clean, cool, and healthy, there is no better preparation in the market.

"I am free to confess that a trial of Ayer's Hair Vigor has convinced me that it is a genuine article. Its use has not only caused the hair of my wife and daughter to be

Abundant and Glossy,

but it has given my rather stunted moustache a respectable length and appearance."—R. Britton, Oakland, Ohio.

"My hair was coming out (without any assistance from my wife, either). I tried Ayer's Hair Vigor, using only one bottle, and I now have as fine a head of hair as any one could wish for."—R. T. Schmitt, Dickson, Tenn.

"I have used Ayer's Hair Vigor in my family for a number of years, and regard it as the best hair preparation I know of. It keeps the scalp clean, the hair soft and lively, and preserves the original color. My wife has used it for a long time with most satisfactory results."—Benjamin M. Johnson, M. D., Thomas Hill, Mo.

"My hair was becoming harsh and dry, but after using half a bottle of Ayer's Hair Vigor it grew black and glossy. I cannot express the joy and gratitude I feel."—Mabel C. Hardy, Delavan, Ill.

Ayer's Hair Vigor,

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

Horses, Carriages and Sleighs FOR SALE.

MR. E. J. HODGSON having no further use for his Horses, Carriages and Sleighs, will sell them, together with Furs, Harness, &c., by private sale. They may be seen at any time at his Stables.
oct28—tf

Celery! Celery!

CLAY & SONS are taking orders for winter supply of Celery. Celery packed in boxes or barrels, and delivered on board car or steamer without extra charge. Orders taken at the Market, Charlottetown, or address J. J. Gay & Son, Pownal. Prices range from 25 to 40 cents per dozen, our best at \$3 per hundred. Taking the medicinal properties of Celery into consideration, and the prevalence of fevers in our midst, it is a wonder that even more of this truly medicinal plant is not used.

My dear fellow dyspeptic sufferers, have you tried munching a stalk of Celery as a finishing off (so to speak) at each meal? If you have not, make a start; if you have, I need not tell you why.
nov18—2aw (mon thu) wky 2f

MR. H. S. HEARTZ,

Organist of Methodist Brick Church,
Will take a Limited Number of Pupils on the Pianoforte.
For terms, etc., apply at the DUNCAN HOUSE, corner Water and Prince Streets.
oct22—3m

Mortgage Sale.

To be sold by Public Auction, at the Court House, Charlottetown, on FRIDAY, the Third day of January, A. D. 1890, at the hour of Twelve o'clock, noon, by virtue of a power of sale contained in an Indenture of Mortgage, bearing date the 14th November, A. D. 1879, made between Edward Trainer, of Lot 22, in Queen's County, in Prince Edward Island, of the one part, and the Right Reverend Hubert Binney, Lord Bishop of Nova Scotia, of Halifax, Nova Scotia, and Benjamin Gerrish Gray, of same place, Esquire, Trustees of King's College, Windsor, of the other part, which said Indenture was, by said Benjamin Gerrish Gray, surviving Trustee, by an Indenture bearing date the 13th September, A. D. 1888, assigned to Edward J. Hodgson of Charlottetown, in said County—All that tract, piece and parcel of land, situated and being on Lot or Township Number Twenty-two, in the Parish of Granville, in Queen's County, in said Island, bounded as follows:—Commencing at a stake fixed in the west side of the Centre Settlement Road, on the north side of land leased to John Trainor; thence west to the West Settlement Road; thence north along the same nine chains and fifty links; thence east to said Centre Settlement Road; thence south along the same to the place of commencement, containing by estimation fifty acres of land, a little more or less.

For further particulars apply at the office of Edward J. Hodgson, Charlottetown.
Dated this 19th day of November, A. D. 1889.

EDWARD J. HODGSON,
Assignee of Mortgage.

S. S. "WILLIAM."

FOR CHARTER.

THE ABOVE STEAMER is now open for charter. Will be due here from Montreal on 14th inst. Apply to
R. McMILLAN.
nov3—dy tf

Sunol at Short Range.

HOW THE MARVELLOUS TROTTING MACHINE LOOKS AND ACTS.

(New York Tribune, Nov. 18)

The performance of Senator Lelan Stanford's trotting wonder Sunol, and the sale of the filly to Robert Bonner for a price supposed to be over \$50,000, puts the name of that precocious young performer in every horseman's mouth, but the many padded columns that have been devoted to the Palo Alto phenomenon have been written at long range. With a view to gathering some rock-ribbed facts about the mare, the writer asked Leslie E. Macleod, the junior editor of Wallace's Monthly, who spent last winter at Palo Alto, and thereby became intimately acquainted with the mare and her training, for particulars.

"I was at Palo Alto," said Mr. Macleod, "from the middle of January to the 1st of April, and, of course, had extraordinary opportunity for observation. Sunol is a difficult animal to describe, for the reason that she is of a conformation and individuality peculiarly her own. She is a beautiful bay in color, and stands fifteen hands two inches high at the withers, while measured at the quarters she is full sixteen hands high. This conformation you will see at a glance is very favorable to high speed—it is the greyhound type, and necessarily gives great length to the rear quarters and legs, and hence great stride. Maud S. is of that conformation, and so is Electioneer, the sire of Sunol, but among all the celebrities of the trotting turf none have it to the seeming exaggerated extent observed in Sunol's outlines. She has an exquisitely handsome head, marred somewhat, however, by a rather sour expression, and the neck is of good length and very beautifully lined. The shoulder is prominent, running obliquely to a rather low and smoothly turned withers. Her depth through the heart region and the formation of the chest gives the requisite lung capacity. There is just the slightest tendency to roach in her back, but the coupling is strong and the loin broad. The lower line of her barrel runs harmoniously, if I may so express it, with her back, curving high at the flank, and this, though she is not very light-waisted, in connection with her great length from the hip to the hock, gives her the most greyhoundish appearance imaginable. She is not particularly handsome, as the popular idea of equine beauty goes, but her speedy and rakish look has a charm for the critical eye. She has the sloping rump that trotting-horsemen define as 'the pacing conformation,' and some critics see in these outlines a resemblance to that great campaigner, Goldsmith Maid."

"Tell me about her temper; has she a good disposition?"

"She is one of the most nervous, high-strung and cranky animals that ever vexed the heart of a trainer. Not that she is particularly vicious, but she is amazingly irritable, and acts as though every individual hair was an exposed nerve. I have seen it stated that Mr. Bonner will drive her in Central Park. I do not think he will either drive or shoe her."

"How was she trained?"

"Charles Marvin, Senator Stanford's trainer, is a man of great resources in his profession, and indefatigable worker and a close student of the mental traits of the horse he trains. He is far and away the most successful trotting-horse trainer of this age, and a man of even temper and superior intelligence. My visit to Palo Alto was for the purpose of preparing for publication a work on training, written by Mr. Marvin, and necessarily I had to study the Palo Alto methods closely. The usual course was followed with Sunol. The colt at Palo Alto was weaned at about 5 months old, and is then haltered and taught to lead by the halter. After he has become thoroughly accustomed to this, he is given his first lesson in preparation for his turf career. This is on the miniature track, or, as I call it, the kindergarten, and, mark you, this innovation is one of the distinctive features of the system of training which Senator Stanford and Mr. Marvin have perfected. This is a covered track, about one-fifteenth of a mile in circumference, and, in fact, a counterpart in miniature of the regulation mile track. The colt is lead around it until the novelty wears off, and is then turned loose, after being carefully booted with perfect-fitting shin and quarter boots. Of course the colt's first impulse is to gallop around the track, but he soon settles into a trot, and is thereafter kept at it as much as possible, being controlled by the voice and the whips of the trainers, but he is never struck or treated with the slightest violence."

"The youngsters learn surprisingly fast what is wanted of them, and after a few months take the exercise with scarcely a mistake. Prominent among the good features of this training equipment, it may be mentioned that it fits the good from the bad, and enables the trainer to pick out those that are most promising. This is no small advantage at a place of the extent of Palo Alto, where there are about 300 brood mares in the stud, and from 70 to 100 horses and colts always in training."

"How long does this training on the miniature track continue?"

"Until the colt is about fourteen months old it is the only training. After that he is worked, both in harness and on the miniature track, until, say two years old, when he sees the last of the kindergarten. At about fourteen months of age the colt is broken to harness, and his work begins on the mile track. This work consists in short, sharp brushes to develop high speed, and this 'brush system' is also a Palo Alto innovation. This, with the miniature track, has been criticised by trainers of the old school, but their criticisms do not have much weight against the fact that horses bred and trained at Palo Alto hold the fastest trotting record for yearlings, two-year-olds, three-year-olds and four-year-olds; and Sunol's three-year-old record is within one-half second of Jay-Eye-See's five-year-old record."

"To show how little Mr. Marvin prac-

tics the old system of drilling horses many slow miles, instead of driving short distances at high speed, I may say that Sunol was never driven around a mile-track at speed until a day or two before her first race at Los Angeles, Cal., as a two-year-old. She was then worked a mile in 2.40, and another in 2.38. Two days before the race she worked a little faster, and won the race in 2.33—2.25. Then work was resumed on the usual Palo Alto plan, and she was driven no more miles until August 19, at Petulama, where she was worked in 2.38 and 2.33, and won a race on the 21st in 2.28 and 2.26. Then she was taken home, and not worked at a mile until October, when she was given a mile and repeat well within her limit. A few days later she lowered the two-year-old record to 2.20, and she was not driven at speed again a full mile until she made her marvellous two-year-old record of 2.18, and this year she has lowered the three-year-old trotting record 7/8 seconds—from 2.18 to 2.10. This performance at three years old is a much greater one than Maud S.'s 2.08 at maturity."

"Is not her breeding in dispute?"

"The breeding of her granddam is. It is contended by Senator Stanford and others that Waxy, her granddam was by Lexington out of a daughter of Gray Eagle, but this Mr. Wallace, the Editor of the Trotting Register, disputes with evidence that will not down. Mr. Wallace does not contend that Waxy was not a racing-bred mare, but concedes that she probably had running blood. He does not contend, however, and successfully I think, that she was not by Lexington out of the Gray Eagle mare. Waxy started only once in a race, and she performed so wretchedly that her owner gave her away immediately after. But she was the dam of the good race-mare Alpha, the best of the get of imported Hercules, and this is presumptive evidence that she was racing-bred. Electioneer, the sire of Sunol, was bred at Stonyford, New York, and General Benton, the sire of her dam, Waxana, was also bred in New York. Whatever her granddam was Sunol must be conceded to be the most marvellous trotting-machine that has yet appeared, and the greatest triumph of Senator Stanford, her breeder, and Marvin, her trainer. And as I have shown, New York favors the glory with California."

Turning Water into Wealth.

THE GREAT WATER POWER AT THE KAKABIKKA FALLS TO BE UTILIZED.

A business transaction has just been consummated which involves a scheme to utilize the water power of the great Kakabikika Falls, a few miles from Port Arthur, Ont. Deeds have been recorded by which Thomas Marks, of Port Arthur, conveys to Dr. A. M. Eastman, of St. Paul, and B. J. Anderson, of Minneapolis, representatives of a wealthy St. Paul, Minneapolis and Philadelphia syndicate, the property known as Kakabikika Falls, containing 480 acres and the water rights to the Kamistiquia River at that point. The river there is 350 feet wide, with a perpendicular fall of 100 feet, and can be developed to furnish 200,000 horse power.

The new proprietors propose to build at that point a Canadian Minneapolis. With this end in view a large tract of adjoining property has been secured, which will give ample space for a city. A large amount of capital is behind the scheme, and it is proposed to build there large flouring mills equal to those of Minneapolis for grinding Manitoba wheat; pulp and paper mills for utilizing the poplar fiber adjoining, reduction works for turning the silver ores of the neighboring mines into bullion, blast furnaces, saw mills, and factories of all descriptions for the output of which a market can be found.

Eventually it is intended to use a portion of the power for generating electricity, to be used not only for local purposes, but also to operate the silver mines. The Port Arthur, Duluth and Western Railway is extending its lines two miles to the falls. A branch of three miles will connect the Canadian Pacific with the new city. Engineers are now on the ground to make a complete topographical survey, in order that the plans may be made as complete as possible.

Napoleon the Great.

I saw Napoleon crossing the bridge of Lodi with the tri-color in his hand—I saw him in Egypt in the shadows of the pyramids—I saw him conquer the Alps and mingle the eagles of France with the eagles of the crags. I saw him at Marengo—at Ulm and Austerlitz. I saw him in Russia, where the infantry of the snow and the cavalry of the wild blast scattered his legions like winter's withered leaves. I saw him at Leipzig, in defeat and disaster—driven by a million bayonets back upon Paris—clutched like a wild beast—banished to Elba. I saw him escape and retake an empire by the force of his genius. I saw him upon the frightful field of Waterloo, where fate and chance combined to wreck the fortunes of their former king. I saw him at St. Helena, with his hands crossed behind him, gazing out upon the sad and solemn sea.

I thought of the orphans and widows he had made—of the tears that had been shed for his glory, and of the only woman who ever loved him, pushed from his heart by the cold hand of ambition. And I said I would have rather been a French peasant, and worn wooden shoes. I would rather have lived in a hut with a vine growing over the door, and the grapes growing purple in the autumn sun. I would rather have been that poor peasant with my loving wife by my side, knitting as the day died out of the sky—with my children upon my knees and their arms about me. I would rather have been that man, and gone down to the tongueless silence of the dreamless dust, than to have been that imperial impersonation of force and murder known as Napoleon the Great.

—Robert G. Ingersoll.

LEXINGTON.