

NOVEMBER 17 1888.

Patriotism in the Pulpit.

In the course of his sermon on Thanksgiving Day, Mr. Carruthers, speaking of Canada, said:

"Connected as we are with the Mother land, many of us fail to see that there is growing up here a great nation—in territory 800,000 square miles larger than the United States. In moral worth surpassed by no other nation. I for one have no desire to see the link that binds us to the Motherland severed. But I cannot shut my eyes to the fact that in a short time there will be a nation here the equal of any. Higher and higher is she rising, gradually drawing to her the best, the hardest sons of the old land; her great railways and steamboats drawing nearer to her than ever the east and the west.

"In view of this, we should cultivate national sentiment. An enthusiastic love of country is one of the most powerful factors in moulding the destiny of any people. No nation, ancient or modern, has ever attained greatness without it. No land, to the Briton, can excel his own native soil. The same may be said of Germany, France, and any other country; that national sentiment draws the people closer and closer together.

"The danger that threatens us is sectional pride. Every loyal Canadian must feel that the worst tendency of our national life is that indicated by the setting up of Province against Province. It was this that wrought so disastrously with the United States. A solid North and a solid South made secession possible, and a bloody war inevitable. In olden times it was a solid Israel and a solid Judah that weakened the surrounding nations. The questions on the Pacific Coast, the North-west Territories, in Ontario, Quebec, and the Lower Provinces should be the questions with us. It is here and on such occasions as this that true national sentiment can be cultivated. The religion of Christ, uniting as it does all hearts in one,—here that spirit is cultivated, which, when the hour of trial comes, crushes forever all the narrowness of local jealousies and helps every loyal soul to lift up its voice and say, 'God bless our Canada.' Cultivate this sentiment. Draw closer to you the land of your adoption, or the land of your birth. Frown down the man who knows no love of country.

"There are a few things this country can do without, but it has no use for the man, be he Whig or Tory, who has no good word to say of his country, and is forever praising some other land.

"On the verge of Nationhood we stand. Pray God that He may help us love our country and hold her honor ever dear."

The sentiments here expressed are as just and true as the words are eloquent. We cannot too highly commend Mr. Carruthers' "Thanksgiving Day teaching." The same lesson might fittingly be instilled into every congregation. Cleanliness is akin to Godliness; so is love of country; and the clergyman who utters patriotic sentiments is working within the lines of his duty as a preacher of righteousness. Canada has not, it is true, a "storied past," to boast about; but if her sons and daughters are true to her, there is in store for her a glorious future.

Business by Rail.

It is pleasing to learn, from one who knows, that the supply of cars is fully adequate to the demands of our merchants and traders, and that the complaints made to THE EXAMINER on that score are baseless. The fact that there is discontent along the line—on the part of merchants and traders—is, however, one of which THE EXAMINER may be better informed than the railway officials. Nor are we prepared—without a fuller explanation than our correspondent has afforded—to admit that it is wholly without cause. It is, for instance, true—if we are not wrongly informed—that the freight on a bushel of potatoes from Tignish to Boston is ten cents, and from Kensington to Moncton seven cents! No doubt the comparatively low rate to Boston is due, in great part, to competition among the Boston steamers, and that the same sort of medicine would have a good effect upon the gentlemen of the Steam Navigation Company. But the gravamen of the merchants' complaint against the railway is that, while the railway charges full rates for freight in connection with the Island boats and the Intercolonial Railway, it makes a considerable discount or reduction for freight in connection with the Boston steamers.

We are free to admit that it is very difficult to grapple practically with the matter, and that it is right to give traders with Boston every facility which can, in justice to this country and its interests, be afforded. But we think that if the railway can afford to make considerable abatements on account of freight by the Boston boats, it ought also to be able to afford to make considerable abatements on account of freight by the Steam Navigation Company's steamers and the Intercolonial railway. The issue that is given with the goose should be given with the gander.

Pauper Immigration.

THE assertion that the British Government have been shipping their paupers to Canada to get rid of them, is not borne out by the facts. The London Local Government Board have recently submitted a report which goes to show that only 411 children and 269 other poor persons were sent to the Colonies and the United States during the past year. This is a small showing when the number of paupers to be found in the Old Country is considered. The London Times, in commenting on the Board's report, says that "in the future as in the past our paupers will probably be with us," and adds that "the notion that the colonies and other countries will absorb them has received no countenance in the report." There is plenty of room in Canada for all the able-bodied farmers England can send us; but we do not want any of her paupers.

Varia.

According to some accounts England has been invited to make common cause with Germany in putting down the slave trade in Eastern Africa. Of course one is loth to discourage any effort towards the removal of this terrible curse, but it would be well before entering upon anything like joint action, to be better informed as to the origin of what is certainly an unexpected outburst of philanthropy on Prince Bismarck's part. Is it the single object of both powers to make short work of this traffic? Or is the secret of the German detestation of it to be looked for in its interference with their own trading operations? Whatever be the reason, it will be a cause for rejoicing if the slave trade is put down; but the wisdom of an alliance between powers actuated by motives which have no real or lasting resemblance, is to be questioned. The ultimate discovery that two allied powers have all along been going on different lines is apt to prove a fruitful source of quarrel.

King Milan has followed up the divorce () of his wife by suspending two Bishops who dared to protest against the high-handed proceedings of the Metropolitan. Fearing lest so many acts of impudent despotism should alienate his subjects, he has promised an immediate revision of the Constitution, and a thoroughly representative Commission is to take the matter in hand at once.

In Greece and Denmark the respective Kings are just celebrating the twenty-fifth anniversary of their accession to the throne. It will be remembered that the crown of Greece, after being offered to a number of European Princes, including the present Duke of Edinburgh, was finally accepted by Prince George, second son of Prince Christian of Schleswig-Holstein. A fortnight after the young Prince, who was then only eighteen years of age, ascended the throne of Greece, his father became King of Denmark; so that both father and son have now reigned for twenty-five years. The latter's reign has been a decided gain for Greece. Not only has the country recovered from the lawless state in which it was when King Otto was deposed, but it has made great strides in the art of civilization, and has received several accessions of territory, including the Ionian Islands ceded by Great Britain in 1864.

In France General Boulanger has come once more to the fore, in spite of the feeble exhibitions he has been making of himself. He has been feted at a banquet, and has turned the marriage of his daughter to political account.

It is very difficult to get at the real facts which took place at the interview between the Pope and the German Emperor. The current rumors are constantly receiving fresh additions. The Vienna correspondent of a leading London newspaper says that Prince Henry told the Austrian Imperial family all about it. From this report it appears that the Pope in vain tried to lead the Emperor to talk of the temporal power. According to the correspondent of the Daily Telegraph, His Holiness is greatly displeased with the rudeness of the Emperor in cutting short the conversation just when it was becoming interesting; but I think it may be safely affirmed that interviewers are not always on their guard against hasty inferences from a silence which they think significant, and in this case the words attributed to Leo XIII may represent what the correspondent thought he meant rather than anything actually spoken.

Your readers have, I dare say, often come across curious old advertisements, but the following examples are quaint enough. I think, to merit a place in this column. They show the mercantile light in which the negro was regarded in America, while yet under British rule:—

FRANCIS LEWIS HAS FOR SALE  
A Choice Parcel of Mascovado and Powder Sugars, in Hogsheads, Tierces and Barrels; Ravens, Duck and a Negro Woman and Negro Boy. Inquire of said Francis Lewis.—New York Gazette, April 25, 1765.

This day run away from John McComb, Junier, an Indian Woman about 17 years of age, pitted in the face, of a middle stature, and indifferent fat, having on her a Druggat, Wastcoat, and Kersey Petticoat of a light Colour. If any person shall bring the said Girl to her master, shall be rewarded for their Trouble to their Content.—American Weekly Mercury, May 24, 1726.

A Female Negro Child (of an extraordinary good Breed) to be given away; Inquire of Edes & Gill.—Boston Gazette, Feb. 25, 1765.

Here is an advertisement equally as curious as the above, which appeared in a London newspaper in 1726:—

"On Tuesday next, being Shrove Tuesday, there will be a fine hog barbyqu'd whole, at the house of Peter Brett, at the Rising Sun; in Islington Road, with other diversions. Note—It is the house where the ox was roasted whole at Christmas last."

Barbecu'd is a West Indian term and means a hog roasted whole, stuffed with spice, and basted with Maderia wine. It is related of Oldfield, a noted gormandizer of former years, that he spent a fortune of fifteen hundred pounds a year in such expensive cooking as this. Pope alludes to this eminent glutton thus:—  
"Oldfield with more than happy throat endu'd  
Cries, 'Send me, O, gods, a whole hog barbecu'd!'"

There has always seemed to me to be something pretty about the watchmen of old and their way of making known the hours of the passing night. The following—the manner in which the watchmen intimated the clock at Herrnhuth, in Germany—will, I think, be interesting to your readers:

- VIII—Past eight o'clock! O, Herrnhuth, do thou ponder! Eight souls in Noah's ark were living yonder.
- IX—Tis nine o'clock! ye brethren, hear it striking! Keep hearts and houses clean; to our Saviour's liking.
- X—Now, brethren, hear, the clock is ten and passing; None rest but such as wait for Christ embracing.
- XI—Eleven is past! still at this hour eleven, The Lord is calling us from earth to Heaven.
- XII—Ye brethren, hear, the midnight clock is humming; At midnight our great Bridegroom will be coming.

- I—Past one o'clock; the day breaks out of darkness; Great morning star appear, and break our hardness.
- II—Tis two! on Jesus wait this silent season.
- III—The clock is three! the blessed Three doth merit The best of praise from body, soul and spirit.
- IV—Tis four o'clock when three make supplication, The Lord will be the fourth on that occasion.
- V—Five is the clock! five virgins were discarded, When five with wedding garments were rewarded.
- VI—The clock is six and I go off my station; Now, brethren, watch yourselves for your salvation.

LETTERS TO THE EDITOR.

A Humane Society.

SIR,—The Rev. John Read, at the close of his sermon on Thanksgiving Day, very fittingly called attention to the need that exists here (he might have said in every town in Canada) for a Humane Society. The good pastor did well to give prominence to this cardinal trait of Christianity, which is first merciful, and to intimate to this selfish and covetous generation that religion is something more than a matter of talk. A Humane Society should be something more than a Society for the Prevention of Cruelty to Animals, although in that direction there is room for improvement. For instance, from sheer thoughtlessness, many tie their sheep's legs together and transport them long distances in that way, the poor sheep suffering agony all the while. The constant ill-treatment to which horses are subject is too apparent, but there is another field in which there is need for effort, viz., in the protection of the human animal. Fatal accidents are of almost daily occurrence. Take the case of McGregor, a most estimable citizen who lost his life through getting his foot caught in a railway frog on the P. E. Island railway. These man traps are the cause of serious loss of life. The coupling of cars is a fearful cause of accident and death. Then again, the annual loss of life at sea from ill-found vessels and badly equipped boats, to say nothing of the ill-treatment of women and children by drunken fathers. The writer disclaims any intention of censure on either ship owners or railway managers, many of whom would willingly assist in efforts to lessen the sum of human suffering. For a humane society there is a large field; and who, in this Canada of ours, with means and public spirit, will take up the mantle of the late Henry Berg, who was not only the friend of the dumb animal, but of the weak and helpless of human kind.

H. F. COOMBS.

An Explanation.

SIR,—In your leader of last evening you state, on whose authority I cannot conceive, that the railway cannot supply cars enough to meet the demands of merchants and traders; that complaint is rife among business men whose freight is delayed along the line; and that the railway officials furnish cars for the transport of produce to Boston steamers at rates more favorable than can be obtained by merchants who are sending freight via the Intercolonial, thus assisting to foster foreign trade at the expense of inter-provincial traffic.

Had you called at the Railway Office before giving currency to these statements, I think you could have been satisfied that no reasonable cause for complaint exists. In the first place, cars are being supplied as readily as in ordinary seasons in the past, and with much less delay than last fall. Again, if complaint is rife among business men, we hear very little of such at the Railway Office, there being so far only one case in which a shipper complained of not having been accommodated with cars as quickly as he desired.

With regard to the more serious charge of the Railway favoring the Boston steamers at the expense of inter-provincial interests, I have to say that the statement is entirely incorrect. It must be known to you, sir, that the Boston potato market is very "flat" this fall, so much so, that, were it not for the "war of rates" now being carried on between the two rival lines of direct steamers, and steamers and Railway had charged regular rates, our people would not have been able to place a bushel of Island potatoes in that market this season, unless at a cost which no shipper would be foolish enough to incur. The Railway management arranged a through rate from stations along the line in connection with both lines of steamers, this fall, as has been done every season in the past, in which the interests of the Railway required a reduction to be made from regular rates; but the Railway's proportion of this year's rate is higher than it has been for several years, higher than its proportion of through rates to St. John, Halifax, Boston and other points via Summerside and Point duChene.

Talk about opening the railway to the prejudice of our own line of steamers! I say this: that until such time as the owners of these steamers, or some other corporation or individual furnish better facilities for the conveyance of freight to the Mainland than is now afforded, it is folly to complain of what is being done by the Boston steamers. It is a fortunate thing for the people of this Island, under existing circumstances, that lines of steamers ply from here to Boston direct. Are you not aware of the fact that at this season every year railway traffic is crippled to a greater or less extent in this Province owing to the lack of facilities for the regular transportation of freight between Summerside and Point duChene? What was the position of affairs at Summerside a year ago? From the middle of October until the close of navigation at that point, from five to twenty cars or upwards of freight were left behind by the steamer every day, the boat on some trips taking as few as four cars from the railway. So great was the freight blockade at this point that the railway was obliged to send instructions along the line not to forward any freight thither for some days. Even on the very day you complain of injustice being done our own line of steamers, the boat left five cars freight behind at Summerside, and this is likely to be the daily report from there for the remainder of the season of navigation.

RAILWAY.

The first instalment of Christmas Cards just opened at Lewis'.

Fire at Summerside.

[SPECIAL BY TELEPHONE.]

A fire occurred at Summerside about half-past eight o'clock last night in a barn on the west side of the Market House, used as a stable by Levi Silliphant. In about eight minutes after the alarm had been given the hand engine was throwing quite a stream of water on the burning building, and in a very short space of time the steam engine Beaver threw two heavy streams which soon put the surrounding houses out of danger, and stopped what might have been a very serious conflagration. The fire is said to have been caused by a spark falling from a pipe into some straw.

Personal.

Mr. John P. Brennan, Collector of Customs at Alberton, returned from North Sydney, C. B., last evening.

Lord Stanley is trying to inaugurate a series of free lectures on popular subjects for the benefit of the working people of Ottawa.

Cardinal Manning and other English Catholic prelates have sent an address to the Pope protesting against the Italian penal laws.

Mr. D. T. Johnstone, of Chatham, N. B., who has accepted a responsible position with the Charlottetown Milling Co., arrived here last evening. He is accompanied by Mrs. Johnstone and family.

Our Advertisers To-day.

Daniel Davies gives notice of an important reduction in the price of gas. George E. Full wants 10,000 bushels potatoes for his starch factory. C. Lewis advertises a stock of picture mouldings.

James Keegan, the well-known horse buyer, wants thirty or forty good horses.

READ THIS!

C. LEWIS has the largest stock of American and Canadian MOULDINGS in the city, Wholesale and Retail, very cheap. Also—FRAMES made to order. nov17—3i

THE PRICE OF GAS.

AT a meeting of the Directors of the Charlottetown Gas Light Co., held at their office this morning, the following resolution was unanimously adopted:—

Resolved.—That the net price of Gas to consumers be reduced to Two Dollars and Fifty Cents per Thousand Feet, on and after the first day of December next, and that no discount be allowed thereafter on the payment of Gas accounts.

DANIEL DAVIES, President.

Ch'town, Nov. 17, 1888—pat het guar

WANTED!

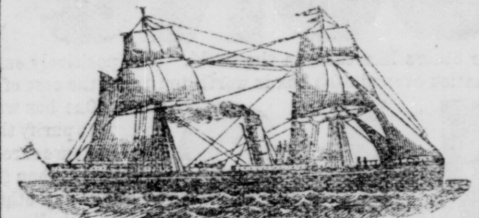
10,000 Bushels Potatoes, FOR STARCH FACTORY.

All sound kinds taken. Large and small not picked. To be delivered at Freight Shed, Charlottetown. GEORGE E. FULL. nov17—dy 6i wky li

Horses Wanted.

THE Subscriber will be on the Island for a few weeks longer, and will purchase about thirty or forty good Horses. JAMES KEEGAN. nov17—dy 4i

For St. John's, Newfoundland.



THE S. S. "BONAVISTA," for St. John's, Newfoundland, will be due at Charlottetown on MONDAY MORNING, 19th November, and will carry Cattle and Sheep on deck. For Freight or Passage apply to PEAKE BROS. & CO., Agents. nov16—2i

TO LET.

FOR ONE OR MORE YEARS, as may be agreed on, the HOUSE AND PREMISES on Dundas Esplanade, lately occupied by the subscriber. Immediate possession given. Apply to THOMAS MORRIS. nov16—3i

American Baldwins.

BY AUCTION, on WEDNESDAY, 21st inst., at 10.30 o'clock: 150 Barrels Extra Choice WINTER-KEEPING BALDWIN APPLES, ex steamer Carroll from Boston. Offered for positive sale. A. McNEILL, Auctioneer. nov16

LECTURE

—IN THE—  
Y. M. C. A. HALL,  
—ON—  
Monday & Tuesday, 19th & 20th Inst.

THE FAMOUS ORATOR,

JOHN R. CLARKE,

Will Deliver His Celebrated Efforts: "Gough in Humor and Eloquence," —AND— "Rose, Shamrock and Thistle." Doors open at 7.15 p. m. Chair taken at 8. Admission, 25 cents. Tickets to be had at G. H. Howard's and at the door. nov17

Seasonable Goods

PERKINS & STERNS.

White Blankets, Grey Blankets, Bed Comforts, Colored Counterpanes, Railway Rugs, Horse Rugs, Sleigh Robes, Fur Coats, Wool Carriage Wraps, Fur Jackets.

Fine Display of Fancy Goods for Christmas Presents.

AN IMMENSE STOCK OF WINTER DRY GOODS

AT PRICES WHICH CANNOT BE BEATEN.

PERKINS & STERNS.

Charlottetown, Nov. 14, 1888—dy & wky



BEER BROS.

ASTRACAN SACKS, SUPERIOR QUALITY.

Beaver and Hare Capes, A LARGE VARIETY.

FUR-LINED CLOAKS, LATEST STYLES.

Beaver, Seal, Persian Lamb, Astracan and Hare Muffs, SPLENDID VALUE.

FUR BOAS AND CAPS, A LARGE STOCK.

FUR TRIMMINGS, BEAVER, NUTRIA, HARE, &c.

Mens' Fur Coats, AT VERY LOWEST PRICES.

SLEIGH ROBES, AT VERY LOWEST PRICES.

All Fur Goods, CHEAP, AT

BEER BROS.

Charlottetown, Nov. 16, 1888—dy & wky

HARRIS New Winter Clothing, now open,

Mens' Nap Reefers, Mens' Nap Overcoats,

Boys' Overcoats, Boys' Reefers,

Felt Hats, Caps, Gloves, Hosiery,

STEWART, LONDON HOUSE.

Charlottetown, October 15, 1888.

Flour, Rice, Beans, Raisins, Sugar, Molasses.

IN STOCK AND ARRIVING:

750 brls. Kent,	50 puns. Choice TRINIDAD MOLASSES,
250 " Howard, Choice Roller,	50 " ANTIGUA "
375 " Jewel, " Family,	200 cases LAMP CHIMNIES,
500 " Tadusac, " Bakers,	200 gross WICKS,
125 " Ogilvie's Hungarian, Family,	200 " BURNERS,
100 brls. Hand-picked BEANS,	150 sacks RICE,
400 bxs. Choice New Valencia RAISINS,	100 brls. HERRING,
50 bbls. PORTO RICO SUGAR,	8,000 GRAIN SACKS,
10 " BARBADOES "	300 cases KEROSENE,
125 puns. BARBADOES MOLASSES,	200 stiles SOLA LEATHER,
20 tierces "	50 cases Orlando Jones STARCH,
33 brls. "	20 " NO. 1 WHITE STARCH, &c., &c.

ALSO—A FULL STOCK OF

Baking Powder, Brooms, Blue, Blacking, Baking Soda, Biscuits, Butter Salt, Currants, Cheese, Corn Starch, Cream Tartar, Flavoring Extracts, Mustard, Matches, Wooden Pails, Zinc Pails, Pipes, Potash, Pickles, Rope, Paper Bags, Soap, Tea, Twines, Vinegar, Washing Soda, Washing Crystal,

AT LOWEST WHOLESALE PRICES.

FENTON T. NEWBERY.

Charlottetown, Nov. 14, 1888—1w