

PROVINCIAL ELECTION!

Liberal-Conservative Candidates for the City:

HON. NEIL MCLEOD, PATRICK BLAKE, ESQ.

THE DAILY EXAMINER.

JUNE 15, 1886.

The Third District.

At a Convention of delegates from the Third District of Queen's County, held to-day, Lucius O. Kelly, Esq., was unanimously chosen a candidate for the representation of the Third District of Queen's County.

Communication with the Mainland.

The Royal Gazette, issued to-day, contains a despatch from the Department of State, which says that the "correspondence respecting the establishment of Steam Communication between Prince Edward Island and the Mainland" has been printed, and will be laid before the Imperial Parliament. This shows that the representations of our Local Government have made a deep impression upon the British Government, and that the question will not be dropped before their "friendly offices" have been exercised with satisfactory results.

Next to their economical administration, the Local Government deserve credit and thanks for the efforts they have put forth to secure to the Province the great boon of uninterrupted communication with the neighboring continent and the world. These efforts have been timely, able and judicious. They were begun in 1881, after the Dominion Government had had eight years in which to fulfil their bargain. About the same time it was shown that railway extension was needed to Capes Traverse and Tormentine. To this demand the Dominion Government responded promptly. The Cape Traverse Branch has been built, notwithstanding the protests of the Grit party—voiced by the Hon. Alexander Mackenzie—and the Cape Tormentine Branch will be completed in the present season. These are substantial gains; for the railways are necessary adjuncts to the sub-way or steamers, etc., which are required before the bargain can be completed. In 1882 and again in 1883, the Local Government addressed the Governor-General in Council; and in 1884 another joint address of the Legislature was despatched to Ottawa. No satisfactory result having been obtained, an appeal was last year sent to the Queen, and in the early part of this year Messrs. Sullivan and Ferguson went to Ottawa and London, and personally represented the grievance of the Province to the Dominion Government and to the Secretary of State for the Colonies, submitting formal answers to the objections raised, and by word of mouth explaining the whole matter.

All the correspondence has before this (in all probability) been laid before the Imperial Parliament. A great deal of time, and labor, and care, and rare ability have evidently been expended upon them. Not the statements of the delegates only, but the minutes of Council and the Joint Addresses are masterly and exhaustive. It is not surprising that they attracted the particular attention of the Secretary of State for the Colonies. Even our own Local Opposition were forced to bear witness to the ability displayed by the delegates, Mr. Yeo said:

"The delegates undoubtedly have done very well indeed."

Mr. Beer said:

"The delegates presented our case in a very strong manner."

Mr. Sinclair said:

"As far as I can judge the delegates acquitted themselves very well, and put forth their arguments in a very forcible manner. They have cleverly exposed the fallacy that this Province requires more than it pays into its revenue. The Province will gain by their efforts in that direction."

Mr. Perry said:

"He could not find fault with the delegates who had put our case in a very strong way before the Imperial Government. They did not leave anything unsaid, although perhaps they may have said too much on some points. The case of the Island, however, was well put."

The immediate result has been an official survey of the Strait between the Capes, to be followed by a thorough investigation by a Board of Engineers; a despatch from Earl Granville in which he declares that "the proposed metallic subway should receive a full, and if feasible, favorable consideration on the part of the Dominion," and a proof of the importance the Secretary of State for the Colonies attaches to the subject is the presentation of all the papers connected with it to the Imperial Parliament.

We trust that the work so well begun, and so happily progressing will be properly appreciated by the people of the Province, and that the present Local Government will remain in power to see it completed.

It has been discovered that the refusal of the United States to make a fish bargain with us has resulted in the serious crippling of the "sardine" industry of Maine. Canadian herring, which is the raw material of the sardine manufacturer, is getting scarce, and the chances are that the unfortunate American will be forced to eat genuine sardines or go without. We suppose, too, that the increased export duty on Canadian sardines will be a terrible blow to the Oceanic sardine industry.

Indian and Colonial Exhibition.

(From the Canadian Gazette, June 3.)

The visitors to the Exhibition last week numbered 160,170, making the large total of 646,281 since the opening on May 4th.

The Queen has been pleased to extend her recent purchases in the Canadian section. The latest recipients of the Royal patronage are Messrs. La Liberté, of Quebec, from whom Her Majesty has secured a valuable otter muff. The Royal party were evidently much impressed during their visit with the fur exhibits forming part of Canada's display.

The Canadian section is rapidly assuming its complete form. The further arrangement of the goods recently received has done much to add a finish and brightness hitherto lacking in the Central Gallery and other parts. In the Entrance Hall, too, vacant panels no longer speak of Canada's backwardness, each being filled by its allotted representation of the civic life of the Dominion. And excellent representations they are; those of St. John, Ottawa and Toronto calling for special notice. Indeed, of the whole series of eight it must be said that they show excellent work, highly creditable to the artists concerned, and far outstripping in general interest and merit the views of the cities of other Colonies.

Attentions are being showered from every quarter upon Canadian with other Colonial visitors who are here in connection with the Exhibition. On Saturday, by invitation of the Secretary of State for the Colonies, a number of seats were placed at the disposal of Canadian visitors in the Colonial Office stand for the purpose of viewing the customary trooping of the colours in celebration of the Queen's birthday. The Peninsular and Oriental Steam Navigation Company with their wonted liberality invited, through the Exhibition Committee, a large company of Colonists, and among them many Canadians, to a luncheon at the Royal Albert Docks yesterday (Wednesday) the party being conveyed by special steamer from the Temple Pier. The proprietors of the Times newspaper have also, through the Reception Committee, issued invitations to a small party of Canadians to inspect their machinery and works on Friday next.

A Phenomenal Rain Storm.

The most terrific and phenomenal rain storm that ever fell in the vicinity of Marshall, North Carolina, occurred on the 8th. A train left Asheville at 6 p. m. Two small slides occurred before reaching that place. They were soon removed. The rain descended in torrents, and there was great uneasiness for fear of other troubles on the road ahead. When the train reached a point just below Marshall a slide in front of the train stopped it. The conductor ordered the train back to the depot. A mountain torrent, which five minutes before the train had crossed, could not now be crossed. The driftwood, trees, timber of houses and boulders piled upon the track by the raging torrent made it impossible for the train to return to the depot. The roadbed is on the margin of the river, and the turnpike road between the railroad and the mountain. The embankment next to the river began crumbling away, and the conductor and passengers fled in consternation from what appeared to be instant destruction to the train. The water was four feet deep on the track and rising at the rate of six inches per minute. Heavy logs, two and three feet in diameter, were dashed against the cars, and for a few moments the scene was one of the greatest fear and excitement. By the most heroic efforts the construction force got the drift wood and debris from the road, which was actually melting away from the cars, and then the engineer, Mr. Clark, drove bravely through the turbulent waters to a place of safety. Captain Murphy, the conductor, says that he never spent moments in such imminent danger in all his years of railroad life. The stream, which is known as Rigsley's Run, is ordinarily not more than three or four feet wide. The sudden and unparalleled rise is attributed to a waterspout which broke forth a short distance from the town of Marshall, augmented by the heavy rain which was all the while falling in great volumes. The crops along the stream were swept away, the water at one point in the lowlands below Marshall spreading out to a distance of half a mile. Houses and stock were carried off by the raging waters of the heretofore small and comparatively harmless stream.

A Sea Snake.

The following story is told by Captain Nutter, of the Minnie G. Elkin, and must be taken for what it is worth.—While on the voyage out from Ireland to Sydney, in lat. 53.29, lon. 27.33, on May 6th, about 5 a. m., we saw an object right in the vessel's track, which appeared at first like the entrails of some animal. At the time our vessel was running about two knots an hour. As we came up to it, we saw the object was coiled up in the shape of a barrel. Just as we came alongside of it, it commenced to unravel and straightened out. It was of a beautiful light pink color, and was about twelve or fifteen feet long and about six inches in diameter in the thickest part, with large black eyes. It was just the shape of a snake with a flat head, and it moved out of the vessel's way in a zig-zag manner. We were so close to it that we could see the joints of its back, which appeared like that of a Spanish mackerel, as it moved off. It did not appear to be afraid of the vessel, but turned and watched us until we ran out of sight of it. Capt. Nutter says he never saw anything like it before, and could form no idea of anything it was like except a snake. All the sailors on deck saw the strange looking reptile, and all thought it was a snake.

Too Early in the Season.

Young Featherly was a guest at Sunday dinner, and was somewhat amused because Bobby complained of there being no ice-cream for dessert. "The weather is rather cold for ice cream, Bobby," he said. "Ice cream is only nice when the weather is hot." "You like it in cold weather," granted Bobby. "Oh, no, I don't." "Well," said Bobby, as if dismissing the subject "all that I know is that sister Clara says it's a cold day when you buy any. So, isn't I have had more of it?"

TELEGRAPHIC NEWS.

(SPECIAL DESPATCHES TO THE EXAMINER.)

A Horror of the Sea.

Cow Bay, C. B., June 15.

Bright Scottswood, Capt. Huxtable, eleven days from St. John's, Nfld., has arrived, and reports that on Tuesday, 8th inst., at 5 a. m., she discovered a dory drifting to the northward of the vessel. The Scottswood launched her ship's boat and went alongside, and was horrified to find two men lying dead in the bottom of the dory.

The smaller man of the two was lying face upwards in the bow, dressed in blue trousers, shirt and canvas jacket, and with heavy sea boots on. He appeared to have been dead for some time, as decomposition had set in. He was small of stature, of dark complexion, with but little hair on his face.

The larger man was in the prime of manhood, of light, sandy complexion, rather bald on the top of his head, of large and heavy frame, with large features and heavy sandy whiskers. He had on oilskin trousers and heavy sea boots, shirt and a knit frock. He was also tattooed with Indian ink on the left arm, but the marks could not be made out. He had evidently died hard, as his hands and teeth were firmly clenched.

There were no signs on anything by which they could be identified excepting a knife which was marked "L" on the handle, and a thole pin and thwart which were marked "No. 3." There were no paddles although the tholes were shipped. Their clothes were not torn, and everything went to show that they had slowly starved to death.

In the opinion of the discoverers they were French fishermen.

The crew of the Scottswood buried the bodies, and hoisted the dory upon deck, and brought it with them to show to the authorities.

Among the articles found in the dory was another thole pin marked "D. J.," and two grey woolen mittens with the letter "R" stitched on them with red yarn. The boat baler was marked "V," and there were three fishing hooks.

The little man's shirt was made of a black and red checked flannel, and the dory when found was about one-third full of water.

Vancouver Obliterated by Fire.

HALIFAX, June 15.

The following despatch has been received here:—

VICTORIA, B. C., June 15.

Vancouver is in ashes. Three thousand people are homeless. Send us aid at once. Repeat this message to other Canadian cities.

(Signed) "W. A. McLEAN, Mayor."

LATER.

VICTORIA, B. C., June 15.

The city of Vancouver was obliterated by fire on Sunday last. Only four houses are now left standing. The loss will foot upwards of a million dollars. The insurance is about \$15,000. Fifty lives are known to have been lost. Fourteen bodies already have been recovered. Among those identified are John Craswell, Mrs. Nash, George Bailey and Mr. Fawcett. Everything was swept away, and the survivors only saved what they stood in.

About half-past two o'clock on Sunday afternoon the wind rose to a gale, and caused fires burning in the Canadian Pacific wood lands to spread towards the town. A house in the extreme west end caught fire, the flames spread with great rapidity to the adjacent buildings, and in one hour and a half the last house was in ashes. Four hundred houses were burned. Vancouver is a new city, and the Pacific terminus of the Canadian Pacific Railway.

The surrounding towns are sending aid. Heroism characterized the whole dreadful affair.

Families were compelled to abandon their homes at a moment's warning and run the gauntlet of a cyclone of fire driven by the furious wind.

Business men perished in the flames and smoke while searching for valuables.

Everybody was panic stricken.

Many sought relief in the water where some were drowned.

The horrors of the holocaust defy description.

"Twas All for Love."

SHELBOURNE, N. S., June 15.

David McGrath, aged 24 years, of the fishing schooner John Purney, was engaged to be married to Miss Catherine Goulden of Jordan Bay. During his absence fishing on the Banks, some busy-bodies, with kind intent, told Kate stories derogatory to David's good name and fame, and she made up her mind to jilt him. When he went to see her on Sunday night they had a quarrel over the matter. Yesterday, at noon, as he lay in his bunk brooding over his sorrows, he fired a heavy charge of slugs and shot into his right side tearing and lacerating it in a fearful manner causing instant death.

An inquest was held and the coroner's jury returned a verdict of "Death by deliberate suicide."

Nova Scotia Elections.

HALIFAX, June 15.

The elections are proceeding here to-day. It is glorious weather and a large vote will be polled. Both sides are working with great energy and both are confident of victory. The Grits claim that Premier Fielding will surely be elected.

Charles Dickens' Son.

OTTAWA, June 15.

J. F. Dickens (ex-inspector of the Mounted Police and the second son of Charles Dickens, England's Novelist) whose detachment was driven out of Fort Pitt during the late Indian rebellion, is dead.

Notes from the Fisheries.

HALIFAX, N. S., June 15.

Fishermen along the Eastern Shore refuse to sell but to American fishermen, who

steal into out-of-the-way ports in the hope of obtaining it.

Squid have struck into Chedabucto Bay in large quantities.

The American mackerel catch so far this season, is thirty thousand barrels less than for the corresponding period of last year, and is the smallest catch on record.

The cruiser Houlett drove several yankee fishermen out of Canso last night.

THE EVENT OF THE SEASON

ENTERTAINMENT

Tableaux Vivants, Music and Readings.

MARKET HALL,

THURSDAY, 17th JUNE.

PROGRAMME:

Song—Rule Britannia. . . . . Mr. F. P. Carvell

Tableau—Britannia. . . . . Mrs. Arnaud

Music. . . . . St. Peter's Boys' Band

Reading—Pride of Battery B. . . . . Miss Lawson

Tableau—

Piano Duet—Queen's Jubilee March. . . . .

Tableau—Flower of the Family. . . . .

Tableau—

Song—Star Spangled Banner. . . . . Mr. Green

Tableau—America. . . . . Miss L. Strickland

Tableau—Old King Cole. . . . .

Tableau—

Tableau—Canada. . . . . Mr. G. Webb

(After Mr. Robert Harris' Picture.)

Piano Solo. . . . . Mrs. Jas. Brown

Trio and Tableau—Witches (in MacBeth)

Tableau—

Reading—Hiawatha's Wooing. . . . . Miss Harris

Tableau—

Miss Sharpley, Messrs. P. Carvell, Geo. Webb

Song—Home Sweet Home. . . . . Mrs. Strickland

Tableau—P. E. Island. . . . . Miss McKay

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Tableau—National Anthem. . . . .

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A GREAT SUMMER RESORT.

THE SEASIDE HOTEL,

RUSTICO BEACH, P. E. I.

HAS been much improved this season, and will be open for Guests and Visitors on or before JULY 10th.

TERMS:—Moderate. The Proprietors will spare no pains to make this the finest summer resort in the Province.

JOHN NEWSON & CO. Ch'town, June 15, 1886.

BOSTON,

HALIFAX AND P. E. ISLAND

Steamship Line

Will, on and after 1st July, 1886, make

TWO TRIPS PER WEEK.

The Steamship "MERRIMACK" 2,200 Tons.

The Steamship "CARROLL" 1,400 Tons.

The Steamship "WORCESTER" 1,400 Tons.

Commencing on Thursday, 1st July, one of the above Steamships will leave Charlottetown at 6 o'clock, p. m., on

MONDAY AND THURSDAY

of each week, until further notice.

These vessels have superior Passenger Accommodations.

Freight handled carefully.

The LOWEST RATES charged for both Passengers and Freight.

For further particulars apply to

CARVELL BROTHERS,

Agents, Charlottetown.

NICKERSON & CROSSBY, General Agents, Nicker'son's Wharf, Boston.

June 14th, 1886—dy wy pat her jour 2 mos

We ask your consideration when buying Dry Goods

JAS. PATON & CO., Market Square.

You will be served by Courteous, Reliable and Obitaining Clerks.

JAS. PATON & CO., Market Square.

FOR THE MONTHS OF JUNE AND JULY

OUR aim will be to Clear Off the whole of our Magnificent Stock, at astonishing prices.

Every department is loaded with Exceptional Bargains, and those who really consider the spending of their money to the best advantage, should avail themselves at once in securing cheap goods.

JAS. PATON & CO., Successors to W. A. WEEKS & CO.

WE are offering a lot of Excellent Values in Prints, Dress Goods, Parasols, Gingham and Shirtings; also a big stock of Ladies' Dolmans and Jackets.

JAS. PATON & CO., Market Square.

IN Millinery, we are now at the top of the tree. The work done in this department is under the management of Miss Hobbs, who has had large experience in the United States

JAS. PATON & CO., Successors to W. A. WEEKS & CO.,

MARKET SQUARE.

Ch'town, June 9, 1886.

NEW SPRING GOODS.

GREAT SHOW

J. B. MACDONALD'S.

NEW DRESS GOODS, in all the newest makes.

NEW MANTLE CLOTHS, in all the newest makes.

NEW OIL, TAPE and STRAW HATS.

NEW FLOREAS, FEATHERS.

NEW HONEY, NEW GLOVES.

NEW PRINTS, NEW CROQUETTES.

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