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NEW SERIES.

CHARLOTTETOWN, P. E. ISLAND, FRIDAY, SEPTEMBER 30, 1887.

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Advertising at moderate rates.

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ALMANAC FOR SEPTEMBER, 1887.

MOON'S CHANGES.

Full Moon 2nd day, 7h., 0.2m., a. m., N. W.,
(below horizon.)

Last Quarter 10th day, 11h., 50.7m., a. m., S. E.
New Moon 17th day, 9h., 47.3m., a. m., S. E.
First Quarter 24th day, 0h., 51.4m., a. m.,
N. W. (below horizon.)

DAY OF WEEK Sun Sun Moon High Day's
M rises/sets rises water len h

DAY OF WEEK	Sun rises/sets	Sun rises	Moon rises	High water	Day's len
1 Thursday	5 25 6 34	6 26 10 3 13	9 5		
2 Friday	27 32	6 53 10 37	5		
3 Saturday	24 30	7 19 11 40	2		
4 Sunday	29 28	7 43 11 40	12 59		
5 Monday	30 26	8 7 11 42	56		
6 Tuesday	32 24	8 32 0 43	52		
7 Wednesday	33 22	9 0 1 16	49		
8 Thursday	34 20	9 31 1 54	46		
9 Friday	36 19	10 7 2 37	43		
10 Saturday	37 17	10 49 3 32	40		
11 Sunday	38 15	11 39 4 42	37		
12 Monday	39 13	12 0 5 8	34		
13 Tuesday	41 12	0 28 7 26	31		
14 Wednesday	42 10	1 41 8 29	28		
15 Thursday	43 8	2 57 9 21	25		
16 Friday	44 6	4 13 10 7	22		
17 Saturday	46 4	5 31 10 48	18		
18 Sunday	47 2	6 50 11 29	15		
19 Monday	48 0	8 0 12 0	12		
20 Tuesday	50 5 58	9 24 0 10	8		
21 Wednesday	51 56	10 39 0 51	5		
22 Thursday	52 54	11 49 1 36	2		
23 Friday	53 52	12 53 2 27	11 59		
24 Saturday	54 50	1 50 3 26	56		
25 Sunday	55 47	2 40 4 22	52		
26 Monday	56 45	3 21 5 7	49		
27 Tuesday	58 43	4 38 7 19	45		
28 Wednesday	6 0	4 1 4 30 8 15	41		
29 Thursday	6 4	39 4 58 8 52	39		
30 Friday	6 2	5 36 5 25 9 37	11 36		

L. ARTHUR & CO.,
COMMISSION MERCHANTS,

RECEIVERS FOR
Mackerel, Butter, Cheese EGGS,
Poultry, Potatoes, Fruit &
Vegetables.

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May 18, 1887.

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OF THE
INTERNATIONAL S.S. CO.

Leave St. John for Boston, via Eastport and Portland, every Monday, Wednesday and Friday at 5.30 a. m.

Fare from Charlottetown to Boston, \$6.50, 2nd class; \$9.50, 1st class.
For tickets and other information apply to
G. A. SHARP, P. E. I. Steam Nav. Co.,
P. O. Box 177, P. E. I. Steam Nav. Co.,
or to your nearest Ticket Agent.
Sept. 23, 1887—cod & wky

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—BY THE—

Boston, Halifax and Prince Edward
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The Only Direct Line Without Change.
Charlottetown to Boston

THE staunch and commodious steamships Carleton and Worcester have been thoroughly refitted and put into first-class condition in every particular.
During the season of 1887, one of these vessels will leave Pownal Street Wharf, Charlottetown, for Boston, at six o'clock, p. m., on THURSDAY of each week, and
Boston for Charlottetown every SATURDAY, at noon.
Excellent Passenger Accommodation! Low FARES!—Cabin, \$7.50; Stateroom Berth, \$9.50. Lowest Rates for freight, which is always carefully handled.
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HARRISON LORING, Managing Owner,
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July 21, 1886.

FOR SALE.
A SULTANA (base burner) Stove, used for two winters only, in perfect order; will be sold cheap.
Apply to
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Bankrupt Clothing.

Wonderful Bargains for All!

402 SUITS, bought at a sacrifice, will be cleared out at prices that will astonish all.

The natives have got to be surprised, and the only way to do it is to show them our Clothing and tell the price.

All-wool Suits, worth \$10.00 (just think of it) now only \$6.50.

Extra good Worsted Suits, worth \$14.00, now \$10.00.

Coat, Pants and Vest, separate, at tremendous low prices.

Try us, we can do it, and the goods must go.

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SIGN OF THE GREAT BIG HAT, 74 QUEEN STREET.
Ch'town, August 8, 1887—cod & wky

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—o—

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New Designs---New Methods---New Prices.

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We do not make a practice of running down or trying to depreciate other people's goods—ours sell on their merits.

Ch'town, Sept. 17, 1887.

A PERFECT TREASURE.

People using the WANZER LAMP say it is a "Perfect Treasure." No Chimney to clean;

no Smoke; no Smell; big Light; very little Oil required; better than an Oil Stove for Heating Water, Milk, &c. Indispensable in the Nursery and Sick-room; will save its cost in oil in one year.

Now that the long nights are coming it will pay to buy Wanzer Lamps for the House, Store or Workshop.

GOFF BROS.,

AGENTS.

Ch'town, Sept. 24, 1887—cod & wky

Pickling Vinegar and Spices.

WHOLESALE AND RETAIL.

English Malt Vinegar.—This is without doubt the Best Pickling Vinegar in the Market to-day, and as we import it direct from London, England, we are prepared to give the best value for your money.

White Wine Vinegar.—We have lately received a large supply of this article from one of the best Vinegar Factories in the Dominion, and we guarantee it to be strictly pure and unadulterated.

Cider Vinegar.—A stock of this nice Table Vinegar always kept on hand.

Pickling Spices.—We have just received a large quantity of Choice Mixed Pickling Spice, which we can recommend as a first-class article. It contains sixteen different kinds of highly aromatic seeds, and is mixed by an adept in the business.

BEER & GOFF,

QUEEN SQUARE AND KING SQUARE STORES.
Ch'town, Sept. 6, 1887—cod & wky

ADAMSON'S BOTANIC COUGH BALSAM

SAFE. SURE. PROMPT. 25 Cts.

ADAMSON'S BOTANIC COUGH BALSAM.
It is as pleasant as honey. Coughs, Colds, and Asthma, which lead to Consumption, have been speedily cured by the use of ADAMSON'S BALSAM after all other medicines have failed. Sufferers from either recent or chronic coughs or bronchial affections, can resort to this great remedy, confident of obtaining speedy relief. Do not delay, get it at once.

FOR SALE BY ALL DRUGGISTS,
Bottled at St. Stevens, N. B., by the proprietors,
F. W. KINGMAN & CO., Druggists,
342 4th Ave., N. Y.

WANTED.

AGENTS—SEA & LAND is the most popular book of the day. Contains over 800 pages, 300 fine engravings, and sells quick; low priced. One agent reports "25 subscribers for 22 hours' work"; another, "13 books in 5 1/2 days." We might quote others. J. Buel is the popular and well-known author. Exclusive territory to active canvassers. For terms and outfit address:

W. E. EARLE,
St. John, N. B., Manager,
J. S. ROBERTSON & BROS.,
Publishers,
August 31, 1887.—Zaw & wky

A CARD.

To all who are suffering from the errors and indiscretions of youth, nervous weakness, early decay, loss of manhood, &c., I will send a recipe that will cure you, FREE OF CHARGE. This great remedy was discovered by a missionary in South America. Send a self-addressed envelope to the
REV. JOSEPH T. INMAN, Station D, New York City.

PUBLIC NOTICE.

PUBLIC NOTICE is hereby given that it is my intention to apply at the next meeting of the City Council of Charlottetown to have my new Hotel, in course of erection, on Water Street, exempted from taxation under the provisions of the eighteenth section of the 48th Victoria, cap. 8.

Dated this 14th day of September, A. D. 1887.
JOHN J. DAVIES,
Sept. 15, 1887—oaw wky 41

H. W. VINNICOMBE,

Instructor of the Violin, formerly of the Exeter Oratorio and Philharmonic Orchestra, pupil of John Rendall, R. A., England.

Tuition given on the instrument individually—not in class. Dancel's conservatory method used. Age preferred—twelve to sixteen years. There is an Orchestral Class in connection for those that are sufficiently advanced, free of charge.

For particulars apply to H. W. Vinnicombe, Fitzroy Street, near St. James' Church. Orders for piano tuning left at U. P. Fletcher's, will be attended to promptly.

N. B.—I have two fine old Violins for Sale.
August 20, 1887.

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BORAX
CURRY POWDER
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1827 - - - 1887.

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Dry Goods and Shipping,
HALIFAX, CANADA.

T. & E. KENNY,

(F. C. MAION)
Ship Owners and Brokers,
General Commission Merchants,
161 GRESHAM HOUSE,
Bishopsgate Street,
LONDON, E. C.,
England.

Scott's and Vaughan's Codes
March 29, 1887.

EDITORIAL CORRESPONDENCE.

Ottawa to North Bay

In a C. P. R. Colonist Car.

WHAT WAS SEEN THERE

Some Successful Islanders.

The C. P. R. train, going west, leaves Ottawa shortly after midnight. The train I am travelling on is composed of three Colonist cars, crowded with passengers, a first-class car not so full, and a "sleeper." All the C. P. R. cars I have seen so far seem, at first sight, to be quite new—so that the first impression they convey is a favorable one. It is only after you sit down, and begin to look around, that you observe the worn upholstery and other marks of usage, and mentally conclude that the new and fresh appearance must be maintained by the frequent application of paint, oil, varnish, and elbow grease.

The motion of the cars is very easy. While they are dashing along at the rate of thirty-five or forty miles an hour, I am extending my notes; and so smoothly do they move that, I flatter myself, the compositor and proof-readers will find the manuscript as plain and legible as mine usually is.

To me the Colonist cars and their occupants are most interesting. These cars are cane-colored—bright-looking and clean. The backs and bottoms of the seats are hinged together, and by a simple contrivance supports are furnished upon which the backs and bottoms of two seats can be drawn. Thus two seats can be changed into one first-class bedstead. For these improved bedsteads the railway furnishes at terminal stations cheap mattresses, rugs, etc., at first cost, or the passengers may bring their bedding with them and rest and sleep quite comfortably while journeying across the continent.

Shelves about four feet wide, each six or eight feet long, are attached to the roof of all the Colonist cars. These may be drawn down or thrown back at pleasure, and are used to stow the luggage and provisions immediately required by the colonist as he travels along. In the case of families, the youngsters sleep in them by night, while the old folks rest on the improvised bed below; or when the cars are overcrowded (as they are at present) the young men and boys sit or lie on them, while the older persons and the girls remain below.

Each car is provided with a lavatory, or washing place, and if the passenger is provided with a piece of soap and a towel, he (or she) may keep clean as well as comfortable.

This latter provision is, however, thrown away upon a portion of the immigrants now going West—Russians or Icelanders, I am told. Filthy and foul smelling, the car in which they are an abomination, and will need a vigorous scrubbing after they are out of it.

Very different is that which a party of British Colonists has made its quarters. The odor which greets the nostrils is not offensive, the sight which greets the eye is most pleasing. There is an aspect of cleanliness and health about the British party. Good people these for the new country!

A number of young men are just out from London. They were quite disposed to exercise an Englishman's privilege when they entered the train at one of the junctions and found them already crowded; but they quickly subsided when initiated into the mysteries and uses of the shelves which the train officials drew down from the roof of one of the Colonist sleeper cars.

I passed through these cars while their inmates were for the most part under the benign influence of tired nature's sweet restorer. Husband and wife, brother and sister, young men seeking their fortunes, girls seeking places—or husbands, elderly men and their wives to whom fortune had proved unkind in the East, here a young mother with three little children at her side, and in the next bed an old mother and her grown up daughter,—all locked in the arms of Morpheus, passing peacefully but rapidly to the Western land of promise. I went through the train again in the early morning, and found most of them at breakfast—drawing their supplies from well-filled hamper. A family of four had a small kerosene oil stove, and were, by its means, enabled to have their "coffee hot" as cheaply and pleasantly as when at home. Surely this is immigration made easy!

On the strength of my observations I would strongly advise those Islanders who may intend to go out West by the C. P. R. and who are not able to afford the luxuries of the sleeping and dining cars to provide themselves for the journey with a good hamper or valise full of provisions. To this add a towel or two and a piece of soap; and if they should take the second class cars, a small mattress and a few rugs. The latter can be obtained at the station in Quebec for a dollar or two.

Before morning dawned we had passed Arnprior (where there is a marble quarry.) Carleton Junction (population 3,600.) Renfrew, (population 2,000.) Pembroke, (population 4,000.) and several other villages and stations. I was informed that the railway for some distance past Carleton Junction, lies through a fine farming country; but I could not, of course, see it in the darkness. We had reached Chalk River before it was possible for one to note the features of the country. By the way, the station master at Chalk River—as I afterwards discovered—is an Islander, Mr. Hayden, of Charlottetown.

The country between Chalk River and Mattawa is high and rocky with low sedgy flats at intervals, and here and there a spot of earth cultivated or capable of being cultivated; though one wonders how farmers could be found to settle down in such places while an abundance of good land can be had, east and west for the asking. To my mind, the country here resembles Nova Scotia very strongly indeed; and it is, like Nova Scotia, rich in minerals. Mr. James Hughes, of Charlottetown, is now in this vicinity assisting in the development of mines of gold and crystallized phosphates.

As far west as Mattawa, the railway follows pretty closely the course of the Ottawa River. The site of Mattawa is for all the world like that of Windsor Junction, near Halifax. But west of Mattawa the railway leaves the Ottawa, striking westward towards Lake Nipissing, and we soon enter a better section. A fine growth of wood begins to appear; rocks are not so often seen. As we approach North Bay the Islander might almost fancy himself home again. The lay of the land, the character of the forest, the tall birches, the fir, spruce, juniper, hemlock and cedar are the same; the raspberry bushes and thick underwood on either hand are the same; the stumped fields, partially ready for the plough, passed from time to time, are the same. But the gray rock, cropping through the soil here and there, and the yellowish gray sandy soil, which appear on the edges of the road-bed, dispel the illusion, if it has been entertained.

The last man with whom I shook hands at Ottawa was Mr. John Wellington Hughes, lately of County Line—now a transient, or, it may be, a permanent resident of Ottawa. By a curious coincidence, the first man by whom I was greeted on my arrival at North Bay, was his son, Mr. Mortimer Hughes, who is a clerk—and a highly respected and rising clerk—in the Station House, at this place. Mr. W. E. Bagnall is also here—chief of the staff of train dispatchers stationed at this important terminal point. I was not long in finding him out; and at his kind invitation "stopped over" for a day and a night.

W. L. C.

LETTERS TO THE EDITOR.

Those Passes.

SIR,—The public was informed, through the newspapers, that passes would be issued on the P. E. Island Railway to Exhibition Commissioners attending the Prince and the King's County Exhibitions. Acting on this information, several Commissioners applied to the Secretary of the Provincial Exhibition, Mr. A. McNeill, for the passes aforesaid. What was the result? It turned out that these passes were only intended for Queen's County Commissioners—and for Prince and King's County Commissioners, too, providing the latter saw fit to go to Charlottetown and leave and return by special train at 9 o'clock a. m., for their respective County Exhibitions! 'Tis ever thus. Everything is done to accommodate Queen's County, while Prince and King's are compelled to play second fiddle. We don't begrudge the Lieut. Governor a special car, but there is no necessity of giving in connection with it a special train for the accommodation of Queen's County Commissioners and a few of their friends.

Such an arrangement amounts to this: Charlottetown Exhibition Commissioners, &c., can travel free to Prince and King's County Exhibitions, while the Commissioners residing in those two Counties cannot attend their own County Exhibition without having to pay, if they go by train, the full fare exacted on such occasions.

Why not treat all Exhibition Commissioners alike? A special train costs about sixty cents a day. In the way of dollars and cents then the special from Charlottetown is no saving to the Government; and besides if that amount were expended in providing passes for bona fide Commissioners on the regular trains, it would be much more like fair play to those who happen to reside outside of Charlottetown.

The fact is, there is no need of a special train to Summerside and Georgetown on the day of the Exhibition. Give the Lieut. Governor a special coach by all means. He is worthy of it. He would not, however, object to travel by the regular train. In any case, free passes should be made available to all Commissioners, city and country alike. Either this, or do away with the passes altogether.

Yours,
K. A. P.

Sept. 29, 1887.

Crop Prospects and Other News.

SIR,—As I see by the Summerside Journal and other western papers that parties are giving accounts of this year's crops it might not be out of place to hear from the south end of Queen's County.

The hay crop, to begin with, has been much better than last year, as some that only had a box car load then have housed fifteen tons this season. The wheat crop has been fair, the Messrs Squarebrigs having thrashed two hundred bushels. The oats have turned out more bushels than stocks. There are some complaints about the potato crop, as we had prospects of an abundant crop, but in digging find a shortage to the acre. The turnip crop is somewhat light, as the majority of the people had to seed the second time owing to drought.

The Dominion pier, which is now almost completed and ready for shipping upon, has undergone a thorough repair under the supervision of Hector D. Morrison.

The shipping of produce has commenced, and would no doubt be largely carried on here had we the pleasure of having the steam dredge to improve our harbor, which Belfast had the promise of if William Welsh got a seat in the House of Commons. The seat has been well warmed, but the sand has not been removed.

BELFAST.

Pinette, Sept. 20, 1887.