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NEW SERIES.

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ALMANAC FOR AUGUST, 1889.

MOON'S CHANGES.
First Quarter, 4th day, 9h., 14.4m., a. m., N. E.
Full Moon, 11th day, 0h., 30.4m., a. m., S.
Last Quarter, 18th day, 6h., 39.0m., a. m., S.
New Moon, 26th day, 9h., 47.6m., a. m., S. E.

DAY OF WEEK	Sun	Moon	High Day's	Low Day's
1 Thursday	4 47 7 25 9 25 0 59 15 38			
2 Friday	48 23 11 34 1 37 33			
3 Saturday	49 22 11 43 2 18 33			
4 Sunday	51 21 11 56 3 7 30			
5 Monday	52 19 2 9 4 13 27			
6 Tuesday	53 18 3 24 5 27 25			
7 Wednesday	54 16 4 35 7 3 22			
8 Thursday	56 15 5 39 8 16 19			
9 Friday	57 14 6 34 9 15 17			
10 Saturday	58 12 7 18 10 7 14			
11 Sunday	59 10 7 54 11 51 11			
12 Monday	5 0 8 25 11 33 9			
13 Tuesday	2 8 8 41 11 6 6			
14 Wednesday	3 6 9 14 10 40 3			
15 Thursday	4 4 9 37 1 55 0			
16 Friday	5 2 10 1 2 4 13 57			
17 Saturday	7 1 10 22 2 47 54			
18 Sunday	8 0 10 56 3 41 52			
19 Monday	9 6 58 11 30 4 46 49			
20 Tuesday	10 53 6 2 46			
21 Wednesday	12 54 0 11 7 12 45			
22 Thursday	13 52 0 58 8 11 39			
23 Friday	14 50 1 52 8 59 36			
24 Saturday	16 49 2 51 9 41 33			
25 Sunday	16 47 3 55 10 19 30			
26 Monday	18 45 5 1 10 55 27			
27 Tuesday	19 42 6 8 11 28 24			
28 Wednesday	20 41 7 16 12 0 21			
29 Thursday	22 40 8 25 0 2 18			
30 Friday	23 38 9 35 0 26 16			
31 Saturday	5 24 6 36 10 47 1 13 13 12			

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THE HALIFAX CARNIVAL. A BAD PASSAGE But Good Seamanship.
HALIFAX EN FETE. THE REGATTA.

(Staff Correspondence of The Examiner)
THE passage from Charlottetown to Halifax via Eastern ports, on the steamer Princess Beatrice, usually a very pleasant one, was, for some reason or another, exceedingly disagreeable and unpleasant on the occasion of my making it. The weather throughout the trip was of the most unpropitious character. We left Charlottetown about ten minutes after six on Thursday evening, and were not fifteen minutes out when it began to rain, greatly to the chagrin of some of the lady passengers who had selected cosy nooks on the poop deck to watch the setting sun, and take in the situation generally. The rainfall, which at first was just heavy enough to be unpleasant, gradually increased in violence until about eight o'clock when it came down at a very hard rate. This heavy rainfall continued until after nine next morning, when the sun found his way out from behind the clouds, and favored us with the light of his presence.

Some time near midnight on Thursday the steamer reached Souris, but it was not until about five o'clock next morning that she made fast at the wharf. Here some freight was taken in and an addition made to the passenger list. At six she proceeded on her destination. Three hours later, as already stated, the clouds lifted, the sun came out, and the passengers as well as the officers all felt in much better spirits. The run to Hastings, Hawkesbury, Mulgrave and Arichat was very pleasant, the passengers taking advantage of the few hours of sunshine to view the scenery along the route, which was very picturesque, particularly along the Strait of Canso.

Just after leaving Arichat on Friday evening, the discovery was made that one of the pumps was not in good working order, and the steamer put back to Arichat to enable the engineers to enquire into the extent of the damage. The damage did not amount to very much, however, and the pumps were soon in good trim again. But in the meantime a heavy fog had set in, and it was decided to remain in Arichat over night, sailing early the following morning. This was done. The fog grew thicker and thicker as the day wore on, and the water became decidedly rough. At eight o'clock on Friday night the fog lifted, when Beaver Island light was sighted, but almost immediately settled down again even thicker than before.

About half-past five on Saturday morning, when going up to the wharf at Canso, the steamer scraped against a rock, which Captain Kelly says was not properly buoyed, and in coming out she repeated the offence. However, the jar in both cases was very slight, both steamer and rock escaping without any apparent injuries. From Canso to Sheet Harbor the water was exceedingly rough and every one of the passengers paid tribute to Neptune. Arriving at Sheet Harbor late on Saturday night the steamer "laid too" until early on Sunday morning when she rode up to the wharf and was made fast. Here about eighteen passengers—mostly ladies—were taken on board. After a stoppage of an hour she left for Halifax, which port was reached about half-past six on Sunday evening—some twenty-six hours late.

The fog stuck to us like glue until the light at the entrance to Halifax Harbor was sighted, when Arab-like "it folded its tent and stole quietly away." None regretted its departure, and everyone was glad that we were nearing our destination. In connection with the foregoing synopsis of the run from Charlottetown to Halifax, it may not be out of place to remark that no one attaches any blame to the steamer or her officers for the disagreeable passage. Than Capt. Kelly it would be hard to find a more painstaking and careful commander; and purser Crayden and steward Whidden are also capable and obliging. But they could not control the elements. They did not want fog or sea-sickness any more than did any of the passengers. But they got it all the same, and it was harder on them than on us, because they had to pilot the vessel while we had only to lay back and—trust to them and Providence.

So much for the trip to Halifax. Now a few words about the Summer Carnival. The weather this morning was fine and clear, with enough sunshine to make it pleasant, and everyone was happy. At an early hour the people were astir, and the decorating of the streets and houses began. All went to work with a will, and by noon the work was pretty well completed. The two big Hollis Street hotels went into the decorating business very extensively. At the Halifax, the iron pillars, balcony, etc., are trimmed with bunting of various colors. The stone platform in front of the main entrance and the balcony above contain a profusion of large and handsome plants. Little flags are displayed from the windows and a string of large flags runs across the street. At the Queen two long strings of flags extend up the front of the building, small flags are flying from every window, and a string of flags also extends across the street. A collection of plants occupies a conspicuous position on the platform as well as on the balcony above, and the rails are prettily trimmed with bunting. In the next block north, "Hattie & Mylius make an extensive display with large and small flags. This firm has a long staff erected on the top of the big telephone pole in front

of their store, and at the top floats a large flag containing the words "Acadia Drug Store." The other most noticeable displays of bunting, etc., on Hollis Street are those made by J. Geoffrey Smith, the "Critic," St. James Billiard Hall and the Western Union Telegraph Office. The latter is rather elaborately decorated, the front of the building bearing a large sign in colors, and the windows and doors being profusely trimmed with bunting. A handsome string of flags is stretched from W. & C. Silver's to the post office, and Silver's and the Apothecaries' Hall buildings are decorated with small flags. Yates, Mitchell's, Knowles, Smith & Power's and Peart's buildings are all decorated with small flags, and a string hangs from Smith and Power's. The upper story of Notman's building and the carnival office are festooned in red, white and blue, as well as showing flags from the windows.

Granville Street is also a mass of bunting, and when the several additional electric lights put thereon are lighted up cannot fail to present a beautiful appearance. The Royal Hotel on Argyle Street has a small flag suspended from every window, and Ruggles' and Gass' stores are profusely trimmed with flags. Hessian and Devine's, the American Hotel, and the China Tea Store are all in line with the others, and a string of flags is hung from Hessian and Devine's to Davidson Brothers. H. C. Betcher's and W. A. Maling's establishments are profusely ornamented, as well as Ald. Pickering's, T. C. Johnson's, the Halifax and China Tea Store, and Wm. Mahoney's. An ensign floats from the staff at the point of the new city hall tower, and below it are smaller flags, including the Stars and Stripes. At Oddfellows' Hall, two transparencies are being placed in position, one bearing the words, "In God We Trust," and "Halifax Encampment," and the other "Orient Lodge." But my space is limited, and I will not go into a further relation of the decorations.

The city is full of strangers, and more are coming by every boat and train. The hotels are thronged and the private boarding houses rapidly filling up. But then Halifax is big in area as well as in notions and there is still room for more.

The regatta on the harbor was the principal event on the programme for to-day. The press representatives witnessed the races that took place from the tug Goliath. The harbor was literally swarming with launches, sail boats, row boats, canoes, and every conceivable kind of small craft, some of which narrowly averted collision with the larger tugs. The other steamers and wharves, and in fact every place from which a glimpse of the different races could be obtained, was occupied, and the greatest interest was taken in the proceedings. The first event on the programme was the professional single scull race. The distance was three miles with a turn; the first prize \$100 and the championship of Halifax Harbor and the second prize \$40. The starters were George Hosmer, of Boston, John McKay, of Dartmouth, L. Lovett, of Halifax, Richard Fleming, of Ketch Harbor, and Peter Carroll, of Pictou. They came in in the order in which their names appear. The race between Hosmer and McKay was close throughout with the others straggling in the rear. Time—20.40.

The professional four-oared in-rigger race was won by the West End crew of Boston, with the Belyea crew of St. John second, the Spain-Norris crew of Halifax third, the Williams crew of Dartmouth fourth. Time 17.40; distance, three miles with turn. The first prize in this race was \$200, the second \$100, and the third \$25.

The four-oared professional squid-boat race was won by the "Contest" crew of Halifax, with the Ralph of Portuguese Cove second, and the D. Lynch of Richmond third. There were eight starters. The first prize was \$50, the second \$30, and the third \$10. The distance was three miles with turn.

The professional four-oared race for bona fide Labrador whalers, was won by the Richmond crew, with the Bluenose crew of Halifax second, and the Bonnie Mary, also of Halifax, third. There were several other starters. The first prize in this race was \$100, the second \$50, and the third \$25.

The other races rowed were largely between men-of-war boats, and some of them were very closely contested.

The amateur races, to have begun on the completion of the professional events, were postponed until Wednesday forenoon on account of the rain which began to come down lively about six o'clock, squelching, for the present, the concert in the gardens, the excursions on the harbor and the other events set down for this evening.

Prof. McKay's assault-at-arms in the exhibition building drew big audiences this afternoon and evening. The different events were very interesting and deservedly applauded.

The following visiting newspaper men registered at the press headquarters, Halifax hotel this morning:
J. D. Rolston, Times, Yarmouth.
Wm. Newsome, Jr., Herald, Boston.
Thos. T. Stokes, Transcript, Boston.
F. H. Claffin, Traveller, Boston.
W. B. Alley, Sun, Truro.
E. Woodworth, Chignecto Post.
J. W. D. Stearns, Island Reporter, Sydney.
W. F. Murray, Herald, Boston.
Geo. E. Lavers, Herald, Yarmouth.
F. H. Congdon, Cape Sable Advertiser, Barrington.
Hugh McInnis, Examiner, Charlottetown.
Louis P. Kibb, Empire, Toronto.
H. E. Twining, American Field, Chicago.
Jas Stewart, New Star, Kentville.
G. B. Dakin, Spectator, Annapolis.
W. Harry Waters, Hants Journal, Windsor.
W. C. Anslow, Advocate, Newcastle, N. B.
C. B. Nicolson, Clarion, Windsor.
Geo. Hensley, Colonial Standard, Yictod.

ODDS AND ENDS
Mr. L. H. Davies, M. P., Charlottetown, and Mrs. Davies were expected here this evening to do the carnival.

One of the evening papers says there is to be a naval attack on the city some night during this week, the details of which are being kept private. The idea is to take the defenders by surprise. It is understood

the attack will be made on one of the last nights of the week. This is a feature not contained in the carnival programmes published.

Amongst the Charlottetownians here attending the carnival are Messrs. Joseph McCarey, of the Post Office Department; Patrick McQuillan, of the P. E. Island Railway, and Robert Russell, of THE EXAMINER mechanical staff.

It is said that a car load of fireworks intended for the harbor display of Wednesday night and for private parties, attached to the passenger train which left Montreal for Halifax on Friday night, exploded when the train was about 15 miles this side of Montreal, through an exploding lamp. The car was completely wrecked, and Express Messenger Rogers killed, and the baggage master injured. This, however, will not interfere with the display, as available pyrotechnics will be obtained elsewhere.

The great military and naval demonstrations will be the leading events for tomorrow. The press men will view the demonstrations on the harbor on the steamer Halifax, the use of which has been kindly tendered them.

H. M.
Halifax, N. S., Aug. 5, 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 lustrous 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 mustache a respectable length and appearance."—B. 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.

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