

THE DAILY EXAMINER.

JULY 16, 1888.

Obituary.

A FAMILIAR form will be no more seen on our streets—the spirit of Major Cropley has passed into another world.

Major Cropley was an old and faithful officer, and spent the greater part of his life in Her Majesty's service.

The news of the death of Mr. Lemuel T. Owen, Agent of the Canadian Pacific Railway at Emerson, Manitoba, will shock and deeply grieve many relatives and friends in this Province.

Editorial Notes.

It is reported that the hay crop of Ontario is almost a complete failure, and that the prospects for good crops of roots and coarse grains are very bad.

The report of the Most Worthy Scribe, presented at the recent meeting of the National Division, shows the number of divisions in operation at the close of 1887 to be 1,604, an increase of 39 during that year.

It is reported that the Rev. Ralph Brecken has given fifteen thousand dollars towards the educational establishment at Mount Allison, as follows:—\$5,000 to the Library; \$5,000 for the endowment of a chair, and \$5,000 for the assistance of students in straitened circumstances.

Exports.

For the following return of exports of produce from Queen's and King's Counties, for three months ending 30th June, we are indebted to E. L. Lydiard, Esq.:

Table with columns for commodity (e.g., Potatoes, Oats, Eggs, Cattle, Horses, Miscellaneous, Meats, Ships, Starch, Fish) and values for Colonial and Foreign.

A NICE PRESENT.—Conductor "Joe" Edwards, of the Windsor and Annapolis Railway, left a few days ago for Providence, R. I., thence to Nantasket Beach, Mass., where he intends remaining until his health is improved.

PRESENTATION.—Rev. R. S. Crisp, of Moncton, who has been transferred to another station for which he leaves in a few days, was, on Friday evening, presented with an address and a handsome ebony cane, by the members of Intercolonial Division, Sons of Temperance.

The Ocean Jubilee.

In the Leisure Hour for July there is reference to the fiftieth anniversary of sea-going steamers.

The wonders of steam navigation as they exist to-day were not even thought of fifty years ago. Dr. Dionisius Lardner, the foremost authority on the steam engine in 1838, with all his confiding followers, did all he could to mar the interests of salt water travel by steam, and even committed himself to the assertion that it was, for natural reasons, impossible to maintain steam enough so continuously as would be required to cross the Atlantic Ocean; yet to-day we are in possession of a power (to use Tupper's lines on another subject),— "That mocketh at the fury of the storm, Yet rejoiceth in summer sunshine."

A power that is even now an infant before its own future development. That English Monthly says: "This spring occurred the fiftieth anniversary of what must be regarded as one of the decisive events of the world's history. On April 21, 1838, the two steamships Sirius and Great Western arrived in New York harbor from England, being the first steamers that crossed the Atlantic. The Sirius sailed from Queenstown on April 4, the Great Western from Bristol on April 8. Both arrived at New York on the same day, the latter vessel being behind the other by only a few hours. New York papers of the time gave vivid descriptions of the enthusiasm with which the vessels were received and the crowds which witnessed their arrival.

Captain Roberts, who commanded the Sirius on this eventful voyage, was three years later transferred to the ill-fated President, which was lost on her first voyage out, without leaving the faintest trace of her fate."

Lieut. Hasken, R. N., who had command of the Great Western on her first trip, was the hero of that terrible disaster to the Great Britain in Dundrum Bay, where mistaking the light on his starboard bow (he being out of his course) he ran her ashore. Afterwards he retired from the service under a cloud, and buried his future usefulness in the dominion of the Rajah of Sarawak.

Let us then not forget, on this jubilee of their success, the two men who commanded the two vessels, and while honoring them for what they did, pity them for what they suffered when their stars set in oblivion. As I was a passenger in the Great Western at the time referred to, I will state some personal experience calculated to show the strong feeling of distress that pervaded the English mind regarding sea-going steam vessels, so lately as the year of grace 1838.

My father had handed me his cheque for £38. 5s. 6d., (the price of passage in the Great Western being for the outward trip thirty-five guineas with one pound ten for the steward) which I shewed to my brother John, a thorough-going Lardnerite, as I passed on my way to the London agent of the Great Western owners to procure my berth ticket. He took it in his hand, and then directed my attention to the date. It was All Fools Day.

My great desire was to be a member of the first batch of steam travellers to cross the Atlantic, and be in the death of Dr. Lardner's assumptions, which I nursed in spite of opposition and ridicule. But my father was on my side and my mother not against me. An unlucky event, however, happened which threw a cloud over my hopes, and threatened my plans. The Great Western, on her first trial trip of her engines, caught on fire. Some over-heated steam pipes, close to a hatchway, had been covered for non-radiating purposes with some patent material which inflamed, and almost suffocated the engineer and stokers. As a consequence, the London Times reported that the Great Western on her trial trip had been "burned to the water's edge."

On my arriving at my father's office the next morning, my brother John was reading the Times article, and he greeted me with the refreshing assertion of "Now, you can't go, C." I confess I was taken aback at the news, but not too much to reply, "I tell you, John, I have father's consent, and if the ship is in two pieces, and one of them goes, I will go in it."

The accident, however, proved anything but serious (outside the opinions of those who claimed to know how it would end), and at last I found up as a blessing in disguise, for it had suggested the employment of an engine-worked extinguisher, in case of future like occurrences, and destroyed at least one chance of failure.

At this point of the Great Western's history, all the booked passengers (except a venturesome half dozen) clamored for their prepayments, and the ship's cashier had to discharge some thousand pounds sterling, while none offered to take their places; but there was no let up to the preparations for a departure, and when the advertised time arrived I quickly went to Bristol and took possession of my stateroom. With me went my brother Ben to see me off and inspect the ship, and return to tell the family what he knew about it. As he waved his farewell from the tug and our little company of six passengers returned the signals of adieu. The retiring boat gave us a British send off of three cheers while all on board the Great Western gathered for a response. Word was passed to the engine room to give her way, and the thump, thump of machinery told us that the voyage had begun.

This voyage in those days was held to be a monotonous affair, the only incidents of which were supposed to be two, which were expressed thusly:— "Two things occur, on an Atlantic trip, Sometimes we ship a sea, and sometimes see a ship."

The Great Western behaved as became an efficient pioneer, and we six passengers had a good time generally. No body became ill, and all the delicacies of refined living were at command, and fresh flowers (thanks to the Captain's niece who accompanied him) in well filled and unfurnished vases perfumed the saloon all through the trip.

Steady and sure, safe and expeditious, the Great Western paddled her way over an unbroken course, though as a side-wheeler it is remarkable how well she worked, and reaching The Georges, shut off her steam, to renew some floated-off buckets and tighten loose ones. The overhauling, however, only detained us an hour or two, and we then pointed straight for New York, which we reached in glorious style as the paragraph quoted from the July number of the Leisure Hour testifies.

The number now of the world's steam ships is estimated at ten thousand, giving

an aggregate burden of eleven million tons, of which number six thousand are owned by the United Kingdom and the Colonies, which makes her tonnage proportion as seven to eleven millions of tonnage capacity, all told. Thus the beginning and ending of this ocean jubilee, becomes another proof of great results sometimes following the smallest beginnings of human enterprise, and reminds us for our satisfaction.

How little drops of water when mingled make a sea, How tiny acorns growing become a mighty tree; While the smallest bits of thinking, if well directed show How man can fashion steamships, and then can make them go. C. B. BAGSTER.

Address

To the Rev. J. Shenton:—

The members of the Charlottetown Young Men's Christian Association have heard with regret that you are about leaving this city, after a residence here during the three years just past.

They remember with pleasure the Christian communion which they have all that time enjoyed with you, and cannot allow you to depart without placing on record their high appreciation of, and thanks for the valuable aid and kind sympathy in their work which they have received from you, Mrs. Shenton and family, evinced on all occasions and in many different ways.

Whilst expressing regret at your departure, they desire now through us, a committee appointed specially for the purpose at a general meeting of members of the Association, to convey to you, Mrs. Shenton and family, the assurance of their sincere and lasting esteem and regard and desire for your and their future prosperity and happiness.

In behalf of the Association,

JOSEPH HENSLEY, A. KENNEDY, GEO. BREMNER, Committee.

July, 1888.

REPLY

To Joseph Hensley, A. Kennedy and George Bremner, Esqs.:

DEAR BRETHREN,—Allow me to express to you, and through you to the members of the Y. M. C. A., the deep sense I feel of your words of kindness upon the eve of my departure from this city. In your work I have always felt a deep interest, not only in Charlottetown, but in all places where I have been called to labor for our Master. It in any way I have aided you, it has been to me a labor of love done for the sake of our Lord.

I would also express, on behalf of Mrs. Shenton and family, our appreciation of your regards to us.

Wherever the hand of God may lead, we go, bearing with us pleasing memories of our association in the work of the Lord.

Believe me ever to be your brother in Christ, JOE SHENTON. Methodist Parsonage, July 16, 1888.

"Cheering Indications."

In discussing the trade of the United Kingdom, The Colonies and India gives the following figures of the transactions up to April, and compares them with those of the same period for last year. It describes them as "cheering indications of the trading power of our colonies being increasingly in favor of the Mother Country:—

Table with columns for Year (1887, 1888), British possessions (Imports, Exports), and Foreign countries (Imports, Exports).

Our contemporary remarks: "Here, though both colonial and foreign trade have increased, it is in the former that the greatest advance has taken place; for whilst in total amount it is barely more than one-third of the latter, the gain has been actually more than three times as great. For the year 1887 the growth of colonial was only a trifle over 1 per cent., and the foreign nearly 5 per cent. For the first quarter only of 1888 colonial trade advanced close upon 15 per cent., and the foreign only 1 1/2 per cent. The figures plainly show that the United Kingdom finds far better customers in emigrants who settle in the colonies than in those who establish themselves in foreign lands. Forty-four and a half millions of trade with the colonies against say one hundred and nine millions, with all the rest of the world is a grand showing and a most significant fact."

LETTERS TO THE EDITOR.

Farewell Services.

SIR,—It was the privilege of the writer on last Sunday evening to be present in the Methodist (brick) Church, while the Rev. Job Shenton preached his farewell sermon to the congregation over whom he has been placed during the past three years. The well known ability of the rev. gentleman, as a pulpit orator, drew large numbers from the city churches, to hear the farewell discourse. His eloquent and pointed remarks carried us in imagination back to a period of some thirty years ago, when the Rev. Frederick Smallwood officiated in the pulpit of the Old Methodist Church, and particularly to a sermon from the text, "The devil and his angels." The burning words of Mr. Smallwood's discourse have never been effaced from the writer's memory, together with the soul-stirring strains of the grand old choir, led by the late venerable James Moore, and nobly assisted by a band of devoted men and women, the melody of those sacred songs will never die, but go on vibrating through the coming ages. The efficient and well-trained choir of the present day, with its handsome organ, furnishes highly artistic music, but lacks the thrilling pathos of the good old tunes of our fathers. Yet the rendering of the "Golden Gate" as a voluntary last evening was excellent, and the closing anthem was listened to by the retiring congregation with rapt attention.

VISITOR.

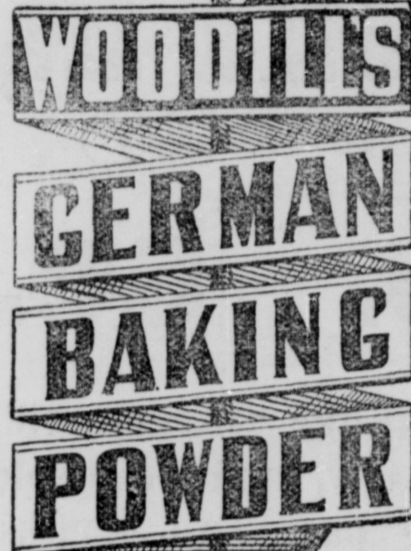
Supreme Court.

Francis Finuagan and another vs. Francis Bradley and others. This case which has been before the court for several days was given to the jury this afternoon, but up to the hour of going to press a verdict had not been returned. The Court stands adjourned till August 1st, when motions, etc., will be heard.

RICE.

Just Received: 150 Bags CHOICE RICE, in 224, 100 and 50 lb. Bags. Wholesale at Lowest Prices. FENTON T. NEWBERRY. jy16—pat s jour dy 31 wky 21

You Will Find



Equal in Quality to and Lower in Price than any other. jy16

Picnic and Bazar.

A PICNIC in aid of the Cornwall Sabbath School, and a BAZAR in aid of the Women's Missionary Society, will be held on the grounds of Zacharia Mayhew, Jr., near the Parsonage, On Wednesday, 18th July.

Tea will be provided for visitors. The Bazar will be well supplied with fancy articles. Should the day prove unfavorable, the Picnic will be held on first fine day following. WILLIAM BOYLE, Secretary. jy13—dy 11 dte

NOTICE.

MR. MCKAY will be thankful to the parties who broke into his Store on the evening of the 11th inst., for the return of papers which are utterly useless to them. Should they have any delicacy about returning them, please address where they may be found and he will be extremely thankful. D. MCKAY. Oyster Bed Bridge, July 13, 1888. jy14—dy & wky other prs

Moonlight Excursion.

STEAMER "SOUTHPORT"

Will leave the FERRY WHARF ON THURSDAY, JULY 19, AT FOUR O'CLOCK, P. M.

for Hillsborough River, returning at 6.30, and will leave again at 7 p. m., returning at 9. Refreshments and Tea may be obtained on board. Strawberries, Aunt Sallie, and other attractions. St. Peter's Brass Band will be in attendance. Fare 20 cents. Children under 12, half price on the afternoon trip. dy 11 dte—jy14

COAL.

TO ARRIVE IN A FEW DAYS from Glace Bay, C. B.:

90 TONS ONTARIO MINES ROUND COAL. Will be sold cheap from vessel. A. McNEILL, Auctioneer. jy14

Household Furniture.

I WILL SELL BY AUCTION, AT MY SALESROOM, —ON— Tuesday, 17th Instant, AT ONE O'CLOCK, P. M., Parlor, Bed-room and Dining Room Furniture, Carpets, Rugs, Crockery, Pictures, etc., etc. Also—Stoves and Kitchen Utensils. jy13 G. M. HARRIS, Auctioneer.

DESIRABLE DWELLING HOUSE,

BY AUCTION. I am instructed by JOHN HIGGINS, ESQ., to sell by Auction on the Premises, On Thursday, 26th Instant, AT 12 O'CLOCK, NOON, His Valuable Dwelling House on Prince Street.

This is a very desirable property, situated as it is in one of the most pleasant parts of the city. G. M. HARRIS, Auctioneer. jy13

School for Children.

MRS. J. D. MARTIN has still a few vacancies in her Morning Class. Should a sufficient number of Pupils come forward, an Afternoon Class will be formed. These Classes will continue during the Summer. For terms, etc., apply at residence, FITZROY STREET, month 11—ju28

SOURIS TEA.

THE CONGREGATION OF ST. MARY'S CHURCH intend having one of their usual First-Class TEAS at SOURIS, on the beautiful grounds near the Convent, on Wednesday, 1st August Next.

The Managing Committee are determined to make this gathering the best of the kind of this season's Tea Parties. Arrangements will be made with the Superintendent of the P. E. Island Railway for the usual reduction of fares, of which due notice will be given. M. McCORMACK, Secretary. Souris, June 26, 1888—dy & wky her wky pat

Attractive Bargains for Men

JAMES PATON & CO'S.

Black Worsteds, at Bottom Prices, Blue Worsteds, Very Cheap, Scotch and Canadian Tweeds, nice patterns for Suits, Felt and Straw Hats, Braces, Scarfs, Umbrellas, &c., &c., Ready-made Clothing, Cheap for Ready Cash.

JAS. PATON & CO., MARKET SQUARE.

Ch'town, June 13, 1888—cod & wky

NOBODY HURT

But the Manufacturers.

\$7,000 WORTH OF READY-MADE CLOTHING, FOR MEN AND BOYS,

Bought at a Great Sacrifice, and will be cleared out at Slaughter Prices.

A LOT OF BANKRUPT CLOTHING.

SAMPLE PRICES: 550 suits selling for - - - \$3.75 680 suits " - - - 4. 2 750 suits " - - - 5.50

Come straight along for the Best Bargains to

J. B. MACDONALD'S.

Ch'town, June 14, 1888—dy & wky

TRY OUR FEATHERBONE DRESS STAYS.

The only Dress Stay made that will not Break, Rust, Warp or split; is not affected by Perspiration or Body heat. Cut to exact lengths required, or purchased in covered lengths (6, 7, 8 and 9 inches.) Always ready for use, and can be attached to dress-seam by machine or hand.

ASK THE FEATHERBONE CORSET!

THE ONLY PERFECT CORSET! The Lightest and Most Durable Corset! The lightest and most durable. Has no side steels to rust and break, yet keeps its form perfectly and cannot roll up at the hips. OUR GUARANTEE

Each Featherbone Corset is guaranteed to be absolutely unbreakable, to give perfect ease to the wearer, to wash and laundry without damage, and to be satisfactory in every respect. If not, return within four weeks and your merchant is authorized to refund your money.

FOR SALE BY ALL FIRST-CLASS MERCHANTS. ST. THOMAS FEATHERBONE CO., Sole Manufacturers, St. Thomas, Ont. E. J. HOWELL, Sole Agent for the Maritime Provinces, 17 King Street, St. John, N. B. July 9, 1888.

FEATHERBONE CORSETS,

—FOR SALE BY—

STANLEY BROS., BROWN'S BLOCK.

Charlottetown, July 9, 1888.

In a Dilemma!

THE DEMAND for our Cheap Line of \$35.00 Walnut and Hair Cloth Parlor Suits and \$20.00 Bedroom Suits has been so great that we are entirely sold out, and we find it impossible to supply the demand, and will either have to increase our output or disappoint our patrons. While we are arranging this matter, will our friends kindly wait a few days, when we will have a new lot finished, and will sell them at the same price as before. Remember, this is not imported slop work, but solid home-made bargains.

We are showing full lines of all kinds of Furniture, and sell at prices that defy competition.

MARK WRIGHT & CO

Charlottetown, July 8, 1888.