

THE DAILY EXAMINER.

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NEW SERIES.

CHARLOTTETOWN, P. E. ISLAND, FRIDAY, JANUARY 25, 1889.

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The Daily Examiner

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ALMANAC FOR JANUARY, 1889.

MOON'S CHANGES.
New Moon, 1st day, 4h, 55.3m. p. m., S. W.,
(below horizon.)
First Quarter, 8th day, 8h, 28.1m. p. m., S. W.,
Full Moon, 17th day, 1h, 24.3m. a. m., S. W.,
Third Quarter, 24th day, 1h, 44.5m. a. m., W.,
(below horizon.)
New Moon, 31st day, 4h, 57m. a. m., N. E.,
(below horizon.)

DAY OF WEEK	Sun	Moon	High	Day's
M	rise	sets	water	length
1 Tuesday	7 50	4 19	7 21	10 39
2 Wednesday	50	20	8 20	11 39
3 Thursday	39	22	9 11	12 31
4 Friday	30	22	9 51	0 9
5 Saturday	23	23	10 24	0 51
6 Sunday	18	24	10 52	1 33
7 Monday	14	25	11 19	2 16
8 Tuesday	11	26	11 40	3 1
9 Wednesday	7	27	11 56	4 0
10 Thursday	4	28	12 0	4 41
11 Friday	1	29	12 0	5 8
12 Saturday	0	30	12 0	5 45
13 Sunday	0	31	12 0	6 47
14 Monday	0	32	12 0	7 49
15 Tuesday	0	33	12 0	8 51
16 Wednesday	0	34	12 0	9 53
17 Thursday	0	35	12 0	10 55
18 Friday	0	36	12 0	11 57
19 Saturday	0	37	12 0	12 59
20 Sunday	0	38	12 0	1 0
21 Monday	0	39	12 0	1 8
22 Tuesday	0	40	12 0	1 16
23 Wednesday	0	41	12 0	1 24
24 Thursday	0	42	12 0	1 32
25 Friday	0	43	12 0	1 40
26 Saturday	0	44	12 0	1 48
27 Sunday	0	45	12 0	1 56
28 Monday	0	46	12 0	2 04
29 Tuesday	0	47	12 0	2 12
30 Wednesday	0	48	12 0	2 20
31 Thursday	0	49	12 0	2 28

J. L. WHEAT, J. G. BRIDGE, S. L. BURR
WHEAT, BRIDGE & BURR,
Receivers and Commission Dealers

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Butter, Cheese, Poultry, Game, &c.

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JAMES A. MORRISON, GEORGE MUSGRAVE

MORRISON & MUSGRAVE,
BROKERS

Commission Merchants,
HALIFAX.

Consignments of Island produce will receive prompt attention.

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Oct. 24, 1887.

RELIABLE

WOODS' GERMAN BAKING POWDER
ALWAYS.

no 207

THE STAR TAILORING ESTABLISHMENT

WISHES TO EXTEND TO OUR NUMEROUS FRIENDS AND PATRONS

A Merry Christmas and Happy New Year,

And as an evidence of our good will towards you all, we invite you to call at our elegant apartments on

QUEEN STREET,

TO INSPECT OUR MAGNIFICENT DISPLAY OF

Holiday Goods!

As the good old year is about to bid us adieu, we have decided to give it and our patrons a good send-off, by giving RARE BARGAINS in all lines that we keep in stock.

Our reputation for FIRST-CLASS WORK is proverbial, and we have no hesitation in saying that anyone who has been meditating upon getting something "Tony" in SUITS or OVERCOATS, have no alternative than to call on us.

McLEOD & MCKENZIE,
Star Merchant Tailors.

Charlottetown, December 19, 1888

New Fruit, Confectionery, &c.,
WHOLESALE AND RETAIL.

WE HAVE JUST RECEIVED PART OF OUR NEW STOCK OF

Raisins, Currants, Peels, &c.,

—CONSISTING OF—

5,000 pounds CHOICE COOKING RAISINS,
2,500 " LAYER VALENCIA " (extra good and clean),
800 " SEEDLESS " (the finest we ever had),
4,000 " GOOD CLEAN CURRANTS,
250 " CANDIED CITRUS PEEL,
200 " LEMON AND ORANGE PEEL,

And a very large assortment of FIGS, DATES, NUTS, PRUNES, &c., expected daily.

DESSICATED COCOANUT, FLAVORING EXTRACTS, SPICES, &c., &c., in great variety.

We have also just opened the largest and finest assortment of CONFECTIONERY ever imported by us, and in order to work it off will give extra good value to Country Dealers and Jobbers.

Our Stock consists of MINTS, CONVERSATION LOZENGES, MIXTURES, ONE CENT NOVELTIES, GUM GOODS, CARAMELS, BARLEY SUGAR TOYS, &c., &c.

No old goods on hand. Everything guaranteed GOOD, FRESH STOCK.

BEER & GOFF,
Queen Square and King Square Stores.

Ch'town, Nov. 26, 1888—oaw & wky

You Don't Say So!

\$2.50! \$3.50! \$4.50!
CUSTOM MADE PANTS.

\$7.00! \$8.00! \$9.00!

At above prices we have on hand and make to order NAP REEFERS, guaranteed to give you solid comfort.

\$8.00, \$10.00, \$12.00.

We have OUR OWN MAKE OF OVERCOATS at above figures. This is the chance of the bargain-hunter's life. You have here an opportunity which should not be missed.

\$15.00, \$17.00, \$19.00.

Of the OVERCOATS in this line, we have only to say: COME AND SEE FOR YOURSELF. We agree to give you Bona Fide Value for your Money. Don't forget that our CUSTOM TAILORING DEPARTMENT is making its patrons happy with good fitting garments.

FUR CAPS, CLOTH CAPS and HATS, FUR COATS, RUBBER COATS, and all goods in our line marked very low with a view to exchanging them speedily for Cash.

D. A. BRUCE, MERCHANT TAILOR.

Charlottetown, Oct. 24, 1888.

BEER BROS.

JANUARY 25th

SPECIAL PRICES
SPECIAL PRICES

DURING
DURING

STOCK TAKING
STOCK TAKING

ON
ON

HOUSE FURNISHINGS
HOUSE FURNISHINGS

AND
AND

DRY GOODS.
DRY GOODS.

BEER BROS.

1839—1889.

SPRING IMPORTATIONS.

ALL CLASSES OF SPRING GOODS are now coming to hand, and will soon be ready for re-shipment.

The special attention of buyers is directed to our lines of
WHITE GOODS,
PRINTS,
DRESS GOODS,
HOSIERY,
GLOVES and RIBBONS.

Our stock of above is the largest in Eastern Canada.

Early delivery, liberal terms, prompt attention to orders.

SMITH BROS.,

Wholesale Dry Goods and Millinery,
Granville and Duke Streets,
Jan 19 HALIFAX, N. S.

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SLEIGHS.

I HAVE NOW ON HAND a nice assortment of SLEIGHS in all the leading styles. Intending purchasers would do well to inspect my stock before going elsewhere. Factory and Show Rooms, UPPER PRINCE STREET (McKinnon & Fraser's Old Stand.) J. J. SEAMAN, dec 21—dy 2aw & wky 1m

THIS PAPER may be found at Geo. P. Rowell & Co's Newspaper Advertising Bureau (10 Spruce Street), where advertisements may be contracted for.

THE DAILY EXAMINER.

JANUARY 25, 1889.

The Fisheries Difficulty.

It is understood in London that the Foreign Office takes Sir Charles Tupper's hopeful view of the fisheries question. A correspondent says the opinion is generally held in official circles that the time is not far distant when the difficulty will be settled on principles similar to those which underlie the rejected treaty of 1888.

Winter Navigation.

We have been furnished by Mr. Theo. L. Chappelle with the following information relative to the date of the last trip of winter steamers since 1878. A comparison at the present time will be interesting. It will be noticed that in one year, 1880, navigation was kept open until February 8th. If the present mild weather continues, we may expect 1889 to break the record:—

1888.—Northern Light left Georgetown on Monday morning, Jan. 9, arriving at Pictou on Thursday the 12th. Left Pictou at 6 a. m., Saturday, 14th, reaching Georgetown at 3.30 p. m., same day. Left Georgetown, on 16th, at 6 a. m., but when within four miles of Pictou Island had to return. On 17th Jan., went to Souris and laid up.

1887.—Friday, January 28, Northern Light and Neptune both left Pictou at 6 a. m. Northern Light made Georgetown at 7 p. m., the Neptune arriving next morning at 6. The Northern Light got to Souris February 3rd, unable to reach Pictou. 1886.—Northern Light arrived at Souris on Wednesday evening, Jan. 27th, having left Pictou morning 26th January, and laid up until February 26th, when she resumed regular trips, reaching Pictou at noon of the 27th. Left Pictou 6 a. m., Tuesday, March 2d, and arrived at Georgetown same day at noon, making regular trips thereafter.

1885.—Northern Light ceased plying about 1884. 1884..... January 21 1883..... January 14 1882..... January 8 1881..... January 5 1880..... January 2 1879..... February 8 1878..... January 12 1877..... February 1

Trade With the West Indies.

THE HON. JOHN McDONALD, who lately returned from the West Indies and British Guiana, delivered an address before the Toronto Board of Trade a few days ago. He referred in detail to his trip and gave a mass of statistics, bearing on the United States trade with the south, which, he said, was away in advance of Canada, without reason for its being so. Our destiny, he said, is in our own hands, and not in the hands of any foreign power, however near or however great. Realizing this fully, he felt that if in working it out we were but true to these great underlying principles of truth and righteousness, we had the guarantee not only for a nation's prosperity, but a nation's stability. If we were but true to our country and to ourselves, nothing could stand in the way of our progress, nothing could by any possibility retard our development. He dealt with the general products of the countries and the possibilities of building up an extensive trade. What was needed, he said, was: First, a rapid and regular steam communication; second, a direct and inexpensive cable service; third, a regular and prompt postal service; fourth, an efficient light house service; and, fifth, a new departure bringing our merchants, millers, lumber dealers and manufacturers into direct contact with the great leaders in trade in the various islands and in British Guiana. After a vote of thanks to the speaker the following resolution was passed:—

That the Council of the Board of Trade be instructed to take into consideration the many matters referred to in this report as to the best means of opening up and extending trade with the West India Islands and as to the same time to indicate what steps would be deemed best in approaching the Government in order to secure these ends, and to report at an early meeting of the Board.

Entertainment at New Perth.

THE QUESTION raised some time ago by THE EXAMINER, of how to utilize the long winter evenings, has received a practical solution in New Perth. On the evening of the 17th inst., a long series of entertainments was brought to a close by a festival which proved one of the most pleasing events of the season. The residence of Mr. John Kaneen was the scene of the festivities, and though the evening proved unfavorable, the youth and beauty of the community might be seen at an early hour wending their way to the hospitable mansion, ablaze with light, and as the night wore on,—

"From ilks bore the beams were glancing,
And loud resounded mirth and dancing."
As the jovial company gathered around the festal board, laden with every delicacy, they were not forgetful of the command to be temperate in all things, and after which they continued to "trip the light fantastic toe," till the approach of morning. The strictest sobriety prevailed, and altogether it proved a most pleasing and interesting event, and forms an excellent illustration of the manner in which the Christian practice can be reconciled with innocent diversion.

FUN.
New Perth, Jan. 23, 1889.

LETTERS TO THE EDITOR.

The Tunnel Across the Straits.

SIR,—I arrived here this morning. After breakfast I started to examine the proposed tunnel across the St. Clair River, between Port Huron, Michigan, U. S. A., and Sarnia, in Ontario, Canada.

This is being built by the St. Clair Tunnel Company in the interest of the Grand Trunk Railway of Canada.

I found the Chief Engineer, Mr. Joseph Hobson, to whom I presented my letter of introduction from the obliging and gentlemanly Superintendent of the Grand Trunk Railway at Montreal. He was quite ready to afford me every information in his power.

This tunnel is to be three miles long, including approaches, twenty-one feet on the inside, so as to accommodate a double broad gauge track. The plan of building is not exactly either the English or American plan, but a mixture of both.

It is to be 23 feet under the bed of the river. A trial boring of six feet has been made under this, so as to test the material with which they may have to contend. This was found to consist of "blue clay," which is somewhat analogous to Island "brick clay," but harder. The "bedrock" is soft porous limestone, somewhat, also, like Island red sandstone, in its affinity for water, and quite as full of fissures.

Mr. Hobson said, in all tunnelling operations of this nature, water is our greatest enemy, and the thing most to be dreaded. In support of this he quoted the number of years the tunnel across the Severn in England suffered from this cause. To provide for this, he said, our "shield" is so conducted that the moment we strike water we can shut it up tight, and it forms a coffer dam. Attached to this we have force pumps of sufficient capacity to pump off the water and keep it under complete control, and so proceed with our work.

The "shield" is propelled by two hydraulic rams of two thousand horse power each, which can also be applied at once, when necessary, for our force pumps. The tunnel is to be lined with metal throughout. A full description of this is given in the *Engineering News* of New York, which figures out the cost at \$2,250,000 (two million two hundred and fifty thousand dollars) to complete the tunnel, portals and approaches.

At the present time the work is being pushed forward with energy, and to-day and since the beginning of the year 135 men have been engaged in excavating on the Canadian side, and 125 men on the United States side.

On the surface the excavation and the sides will have a slope of one foot to three. The "hopper," which carries the excavated matter to the top, will be about 65 feet. The whole work is to be finished within two years.

The matter of the Northumberland Straits tunnel was then introduced. I was quite surprised to find him *en-fait* in the matter. It appears he has had his attention called to it as he had a copy of the late survey placed before him. He had fully examined the data as to the borings, depth of water, nature of the bottom, the distance of 6 1/2 miles, etc. He was of opinion the sandstone rock would be quite as good to bore through as the soft limestone, which they would have to contend with.

I suggested to him I feared the water, on account of the sponginess of the Island red sandstone, as well as the fissures, generally found therein. He replied, these could all be controlled with the water-tight "shield," and force pumps as I have already described.

The matter of ventilation was also gone over, which he dismissed with the remark, "It was the least difficult feature in the whole work."

I next visited Detroit to make some inquiries about the proposed tunnel between Detroit and Windsor. I found surveys and explorations have been made, the requisite legislation procured, but no actual operations had yet commenced. I learned it was the intention of this company, "The Canada and Michigan Tunnel Co." to commence operations during the present year.

When the "Port Huron and Sarnia Tunnel" is finished, a trip through it will convince anyone willing to be convinced, of the entire feasibility and practicability of building the tunnel across the Straits of Northumberland.

As you suggested a few days ago, the people of P. E. Island should not be satisfied until this question is sent to a proper board of enquiry, and by them fully investigated and reported on.

The Parliament of P. E. Island should also see to it that no settlement of this long-standing and most vital question should be arrived at until the feasibility and practicability of this question is set at rest.

Yours respectfully,
TRAVELLEK.
Port Huron, Mich., Jan. 21, 1889.

ADVICE TO MOTHERS.—Mrs. Winslow's Soothing Syrup should always be used when children are cutting teeth. It relieves the little sufferer at once; it produces natural quiet sleep by relieving the child from pain; and the little cherub awakes as "bright as a button." It is very pleasant to taste. It soothes the child, softens the gums, allays all pain, relieves wind, regulates the bowels, and is the best known remedy for diarrhoea, whether arising from teething or other causes. Twenty-five cents a bottle. Be sure and ask for Mrs. Winslow's Soothing Syrup, and take no other kind. [April 1 '88]

TILL stock-taking you can get American cranberries for 9 cts. per quart; American Baldwin apples at 29 cts. per peck; green grapes 15 cts. per lb.; pickles, 18 cts. per quart. 10 cts. per pint; best cooking prunes, 12 cts. per lb. Any kind crockery cheaper than any house on P. E. Island at R. K. Bruce's. jan 22 wcd 2w

One thousand pounds of Cracked Grain for sale by Geo. Carter & Co. 21 wsl—jan 24