

THE DAILY EXAMINER. SEPTEMBER 19, 1888.

Crops—Here and in the Northwest.

HARVEST is unusually late this year; and the results are by no means so cheering as they promised to be a month ago. If, however, the fine weather which began this morning, should continue for a week or two, our farmers, and all who depend upon their produce, may still rejoice in the important fact that there will be plenty to eat, and something to spare. The bad weather, has, however, affected considerably the quality of the hay and grain. It was quite impossible, for even the most watchful and careful farmers to secure their crops in first class order, though it is wonderful what those who manage well have accomplished in this regard. Speaking generally, the hay crop is short and not very well saved. A larger acreage of wheat than last year has not produced results equally satisfactory, as weevil and rust has done some damage, and wet weather has made the grain comparatively soft. Of oats and barley the yield is large. But it is safe to say that a considerable quantity of oats has been lost in the fields, and that barley has suffered more or less deterioration. As to roots, the principle contained in the saying, "it is too soon to count chickens before they are hatched," will still apply—though the probability is that the yield will be large and the quality good. Fruits of all kinds are abundant.

Professor Saunders, who has lately been in the Northwest estimates that the wheat crop in the Territories is fully fifty per cent. greater than last year, and that only about five per cent. of it has been injured by frost. Barley and oats all through Manitoba and the Territories are, he says, a magnificent showing, and will give a grand yield. As to the Manitoba wheat, Prof. Saunders concurs in the opinion expressed by other observers, that 25 per cent. of the crop in Western Manitoba will be a failure, but a large percentage will be merchantable as frozen wheat. Eastern Manitoba, around Winnipeg and in the Red River district, does not appear to have been touched. In about eight townships south and south-west of Brandon scarcely any damage has been done. In fact, with the exception of two townships east of Brandon and two to the west of that city, the whole country along the line of the Canadian Pacific Railway, one township deep on either side of the line, has been almost exempt. It is encouraging to note, despite the seeming drawback from frost, that the surplus for export this year will be fully equal to last year, owing to the larger area under cultivation, while the price of grain is nearly doubled. Professor Saunders is a very careful observer, and his estimate may be relied upon.

Wheat Prospects.

A London (G. B.) correspondent writes, (Sept. 14): "On the continent and throughout the United Kingdom the weather for the past week has been good, and farmers have secured largely of their outstanding wheat. With continued favorable weather, a few days more will enable them to harvest the balance in fair condition. The wheat markets have all been dull and have declined two or three cents per bushel with buyers only present requirements. The outlook is for lower prices. Corn, in sympathy with wheat, has been dull and drooping."

The Bristol (England) Times says: "The parishioners of Lullington had a very pleasant sight on Sunday—a bishop and three of his sons engaged in the conducting of divine service, a picture certainly unique and assuredly unsurpassed in the histories of many of our parish churches. The prelate was the Most Reverend the Lord Bishop of Fredericton and Metropolitan of Canada, who was habited, in addition to the episcopal robes worn on his former visit, with the hood of his recently-conferred degree from Cambridge University. His three sons were the Rev. J. B. Medley, the respected vicar of the parish; the Rev. C. Medley, canon of Fredericton cathedral, New Brunswick, and the Rev. E. Medley, Norwich. In the morning the vicar read the prayers, the lessons being taken by his brother, the Rev. E. Medley. In the afternoon service the canon read the Epistle, the bishop the Gospel, the vicar the rest, with the exception of the absolution, until the Prayer of Consecration, when his place was taken by his reverend father, who continued the service unto the end. In the actual communion, of which there was a good number of communicants, all four were engaged in the administration. His Lordship gave the final blessing, which concluded the solemn and impressive service."

The attention of a prominent Cabinet minister of Canada was called to the recent American contention to the effect that notwithstanding the possibility that article 29 of the Washington treaty is still operative, the American government is justified in retaliating on the ground that the Canadians have violated that article by refusing transshipment of the cargoes of fishing vessels. The minister in reply asserted the contention to be untenable, because at the Halifax commission a resolution was put forward by the American counsel asserting that the matters referred to in article 29 were not subjects within the scope of that commission.

The British Consul at San Francisco has made an official report in which he states that the progress in fruit raising in California is something wonderful. The growing of raisins has proved a profitable crop and many believe it will ere long supply the whole country. The wine crop in 1886 was thirteen million gallons.

The Business Side of Retaliation.

(The Empire.)

Mr. Blakeley Hall, a special correspondent of the New York Sun, writes from Ottawa to his journal on the effect of the Cleveland Retaliation Message. Mr. Hall appears to have got hold of at least one citizen of the United States, travelling in Canada, who fully appreciates the consequences of Retaliation. He does not give the gentleman's name, but he gives reasons for withholding it:—

"The fact is," he said, "the conditions of public sentiment are so curiously involved in Canada just now, and my interests are so extensive that I am afraid to allow my name to be used, though I think it may do no harm to give publicity of the results of my recent experiences."

How retaliation strikes a United States merchant having large business transactions with Canada will appear from the following:

"I have within the past ten years brought into America and sent out of the country again into Canada materials used in railroad construction amounting to over 300,000 tons. I am, therefore, familiar with the conditions of the trade between the two countries, and particularly with that branch of it relating to the transshipment of bonded goods. This year I have taken a trip along the Canadian Pacific and Grand Trunk railroads in connection with business matters of importance. I have just arrived in Ottawa after making a tour which had occupied two months. During this time I have talked with Canadians of all degrees and conditions, and think that I have a fair idea of the general settlement of the country."

"What is it?"

"In the first place, the recent action of the President in the direction of retaliation has had the effect of making Canada a nation. The change has been growing gradually with the people for years, but the President's Message brought it to a finish. Heretofore people whom I met referred to themselves as Englishmen, Scotchmen or Irishmen. Now they speak of themselves only as Canadians. When a Scotchman gives up his nationality, you may make up your mind that he has adopted a new one in earnest. This change strikes me as being significant."

Mr. Hall's informant descends to particulars which are interesting:

"Concerning the retaliation measure itself, I believe that Canadians are becoming more and more of the opinion that its effect will be unfavorable to Canada. The Canadian Pacific and Grand Trunk railroads spent nearly \$1,000,000 in less than three years in passing their materials over American roads. This would be impossible under the proposed law as outlined in the Retaliation Bill. It is true that such lines are not built every year, but it will not be long before the roads will have to be double-tracked, and the whole Northwest of Canada is looking up in such an extraordinary fashion that new railroads are becoming matters of necessity everywhere there."

"Remember," added the merchant, wagging a large forefinger impressively, "that I speak by the card. Let me give you an instance. In the little town of Brandon, which is a thousand miles from anywhere, and which, four years ago, consisted of a little grass, less trees and a swarm of emaciated and exhausted mosquitoes. When I passed through there eight days ago the place had actually grown into a town of respectable importance. I have seen nothing that was more significant since the early growth of Minneapolis. It is an instance of the general jump and enterprise and prosperity in the Northwest of the Dominion."

"The retaliation measure will debar us from supplying any of the demands which this growth will call for. Mr. Blaine is generally regarded as having rather a shrewd eye for the main chance, and the manner in which he has fought the bill goes far toward explaining the increased Republican majority in Maine. Portland is Maine, and Blaine is fighting for Portland. Take away the business of the Canadian Pacific and Grand Trunk roads from Portland, and you take away the prosperity of the State, for nothing then remains to Maine but the lumber trade, which is rapidly dwindling."

This seems to be pretty plain speaking, and goes to show that it is dawning on the United States mind that their President's policy is based on the idea of "cutting off your nose to spite your face," and is not exactly in the line of statesmanship. The United States citizen who has been supplying Canada with railway material, goes on to say:

"The great trouble with that bill is that it hits the wrong party. The bluecoat fishermen in Prince Edward Island, Nova Scotia, and New Brunswick slap the Americans in the face, and the Americans turn around promptly and smite the offending inhabitants of Ontario and Manitoba. Nothing in the new retaliatory measures is more absurd than the manner in which the real culprits are allowed to escape, and your best friends here and the buyers and producers of Western and North-western Canada are cornered and embarrassed."

"Concerning the amount of shipping (freight?) passing through the United States for Canada, I should say that the statements made at Washington in regard to this matter were decidedly wrong. I don't know much about statesmanship, but I pay freight bills, and one of them for Canadian freight through New York about three years ago came to \$190,000. The sort of statesmanship that would take away from us this freight strikes me as impressive."

"What would be a fair estimate of a year's business in the shipment of Canadian goods in bond through the United States?"

"Not a penny less than \$75,000,000."

This appears to be a pretty level-headed condemnation of the President's policy, that policy for which citizens of the United States have been hurrahing so loudly. It suggests, however, ideas which Canadians will do well to consider seriously. Why should we pass \$70,000,000 a year of imports and exports through United States ports and over United States railways when we do not need to pass a dollar's worth? Why should we pay those freight bills of "\$190,000" at a time, when we can import our rails direct without paying a cent of tribute to the United States railways or a cent of commission to United States railway supply men? Why should 300,000 tons of railway materials have come to us from England via the United States and through the hands of foreign commission houses, when every ton of this immense body of material could have been handled by our people, leaving the commissions, freight, labor, etc., in our own country, building up our own ports and strengthening the traffic of our own railways.

The fastest run by a sailing vessel from the St. Lawrence to a British port has just been made by the Norwegian ship *En-prise*, from Bie to Greenock in 17 days.

Railway Accident.

MAN BADLY INJURED AT SUMMERSIDE.

This afternoon about 2 o'clock, when the western train, in charge of Conductor Thompson, was leaving Summerside, a very sad accident occurred. It appears that about three-quarters of a mile from the station there is an up-grade, up which the freight trains, when heavily loaded, are helped by the station engine. As the engines were taking the train over this grade, a brakeman named Charles Villiers, while connecting the bell rope over some flat cars that belonged to the train, fell, somehow, between two of the cars and had his right arm broken and his right leg so fearfully crushed that it will have to be amputated. It is not known whether the wheels passed over him or whether he was jammed between the cars. The train was stopped at once, and the unfortunate man taken to the Russ Hotel. Drs. Jarvis and Bearisto were called in and by them the broken arm was set. Villiers is a strong young fellow about 23 years of age, and it is thought will soon recover, though he will suffer the loss of his leg.

Personal.

Lieut. Col. Irving returned from Aldershot on Monday evening.

Hon. Messrs. Costigan and Haggart are visiting New Brunswick.

Mr. B. D. Higgs, of the *Pioneer*, left this morning to resume his studies at Dalhousie College.

Rev. E. A. Harris, who has been visiting his relatives and friends in this city, returned to Nova Scotia to-day.

Inspector Jarvis, of the Merchants' Bank, is to relieve the local agent at Fredericton, who takes two weeks' vacation.

Patrick Blake, M. P. P., C. C. Gardiner, G. A. Hughes and other prominent gentlemen left this morning for Halifax.

Major Wright, of Centreville, and two daughters, took passage for Halifax on the steamer St. Lawrence this morning.

Mr. John L. McKinnon, lately editor of the *Guardian*, left for Summerside on Monday evening. It is reported that he intends leaving the Province.

James Hannay, the historian of Acadia, has begun to publish a newspaper in the rising town of Parrsboro, N. S. It is called the *Camden Leader*.

Bishop Whipple, of Minnesota, should be proud of the name by which he is known among the Indians, for whom he has done so much. He is called "The Straight Tongue" and "The Father Who Don't Lie."

Sir Morell Mackenzie continues to live in retirement, hard at work on his history of the late Emperor's illness. The greatest interest is felt in Mackenzie's work. The date of publication is not yet definitely fixed upon, but will not be much longer delayed.

Mr. Chauncey Dewey, who has returned from Europe, says that "the most delightful thing on the side of the United States is English hospitality." The *Empire* remarks that when the lion's tail is put into his hand later on, however, he will have to give it a retaliatory twist.

Dr. McKay, member for Cape Breton in the Nova Scotia House, had a remarkable escape from death by lightning. An examination of his clothing revealed a small hole in the back of his overcoat collar, such a hole as a pistol ball would make, and similar holes in his undercoat and vest, but smaller and lower down. From this point down the spine, the skin was slightly burned, leaving a somewhat zigzag-shaped mark; thence down the leg, scorching it slightly, and to the foot, where there is a burn. The shoeing was completely out on this foot.

News Notes.

In the human race the butcher holds the steaks.

The largest theatre in the world is the new opera house in Paris. It covers nearly three acres of ground; its cubic mass, 4,287,000 feet. It cost 63,000,000 francs.

The *Saturday Review*, of England, commenting on the fisheries question says Canada in future negotiations can take Chamberlain's draft of the treaty as a model. If retaliation is persisted in, Canada can trust her own resources.

In consequence of the cool summer, oystermen say we are to have very nice, fat oysters the coming winter. The oyster doesn't like hot weather, and grows into luscious development best when cool waters play around his sandy nest.

Springhill, N. S., is to vote on the subject of incorporation in a month, and will likely vote yes, as its growth demands a more closely organized municipal government than now exists. Its population is now 5,000 and is increasing daily, and is the largest coal-producing centre in Canada. The mines disburse \$45,000 every month in wages to some 1,200 men and boys, and most of the money goes to enrich the farmers of the surrounding country.

Work is being pushed on the Halifax dry dock and a perfect army of men is employed in the different branches of the construction. Some delay has been caused for want of men; stonecutters have been imported from Scotland and the United States, and laborers from Newfoundland. Some idea can be had of the magnitude of the work when it is stated 5,000 tons of cement will be used for concrete and 22,000 cubic feet of granite goes into the structure. It is expected the dock will be finished and in operation next year.

The proposition that all the world loves a lover probably does not hold good in Jacksonville now. This whole yellow fever business is a love affair, or the result of a love affair. McCormick, the man who brought the yellow fever to Jacksonville, was a lover. His sweetheart was in Tampa, and Tampa was isolated on account of yellow fever. But yellow or no yellow fever, McCormick wanted to see his girl; so he managed to pass the cordon and steal an interview with his love. Then he came back to Jacksonville and brought yellow fever with him. Surgeon General Hamilton is authority for this short history of the spread of yellow fever. It is another confirmation of the wisdom of the sage who once declared there was a woman at the bottom of every mischief.

Local Notices.

See the great bargains in suits, overcoats and reefers at John McLeod & Co's.

Great rush to Knight's bakery for Graham bread. sep19 li

Hats, caps and woolen underclothing in great variety at John McLeod & Co's.

Auction sale of furniture, stoves, &c., tomorrow, Thursday, at rooms, No. 11 Queen Street. A very fine Walnut Side-board, Ash and Walnut Bedroom Suites, are among the articles which must be sold. Remember the hour, 11 o'clock a. m.—A. McNeill, Auctioneer.

Voices.

What are the soft winds sighing to-day? Summer is dying; List to its echoes fainting away Like sad souls dying.

What say the waves beating the shore Far inland humming? What do we hear in their angrier roar? Autumn is coming.

What call the wild-geese over the main A seeking our shore? Winter rules on the far northern plain, Hear ye his roar?

What says the low voice to the list'ning heart? Another year's going; Prepare ye the reaping to bring to the mart— Prepare ye by sowing. E. L. M.

King's Co.

P. E. ISLAND RAILWAY.

King's County Exhibition.

RETURN TICKETS at one first-class fare will be issued as under to George-own, in connection with KING'S COUNTY EXHIBITION, to be held on the 27th September, inst.—From all Stations between Souris and Mount Stewart by afternoon Train on September 27th, to parties in charge of exhibits; from Stations west of Royalty Junction by Evening Accommodation Train on 26th September, and from Charlottetown, Souris and intermediate Stations by Forenoon Trains on Sept. 27th, all tickets being good to return up to and on Sept. 28th, 1888.

A Special Passenger Train will leave Charlottetown for Georgetown at 8.00 a. m. on Sept. 27th; returning, will leave Georgetown for Charlottetown at 4.30 p. m. Return Tickets at \$1.25 will be issued from Charlottetown to Georgetown by this Train, good to return by Special Train on same date, and from other regular Stations at single first-class fare, good to return up to and on Sept. 29th, 88.

Live Stock and other exhibits from Stations on Souris Branch will be run through to Georgetown on the evening of Sept. 26th, and will be returned on the evening of the 27th, the Regular Train being detained at Georgetown until 3.45 p. m.

J. UNSWORTH, Superintendent.

Railway Office, Ch'town, Sept. 19, 1888. sep19—By pat cod wky pra li

Queen's Co. Rifle Association.

THE ANNUAL PRIZE MEETING of the Queen's County Rifle Association will be held on Kensington Range on WEDNESDAY, 26th September, instant, commencing at 10 o'clock, a. m.

WILLIAM A. WEEKS, Capt., Secretary. sep19—31 19, 21, 25

WANTED.

50 LABORERS. Also—10 BRICKLAYERS Laborers' wages, \$1.25 to \$1.50 Bricklayers, highest wages and steady employment. Apply to O. S. LEGER, Union Hotel, Lower Main Street, Moncton, N. B. sep19—dy 1w

Furniture, Stoves, &c.

I WILL SELL BY AUCTION, at my Rooms, on FRIDAY, 21st instant, at 1.30 o'clock, p. m. Parlor and Bedroom Sets, Tables, Chairs, Sofas, &c.; Crockery and Glassware; Stoves; Parlor, Hall, viz. Sultana, No. 50, Denmark, No. 21, Cooking Stove, Express, &c., &c.

GEO. M. HARRIS, Auctioneer. sep19

Furniture, Stoves, &c.

BY AUCTION, on THURSDAY NEXT, September 20th, at 11 o'clock, at Rooms, 11 Queen Street:—

Bedroom Sets, in Ash and Walnut. Mattresses, Feather Beds, Pillows, &c. 1 Black Walnut Sideboard (new), cost \$40.00. Tables and Chairs, Cook, Parlor and Shop Stoves, Regis or Grates, &c. 1 large Office Desk (double). 1 small Piano 1 Hall Stand (metal). Large Parlor Croquet Board (complete). Carpets, Mats, Window Curtains, &c. All of which must be closed out.

A. McNILL, Auctioneer. sep15

A GRAND PICNIC.

THE PARISHIONERS of COVEHEAD and ST. MICHAEL'S CHURCH, CORRAN BAN intend having a Picnic

On Wednesday, Sept. 26th,

on the beautiful Grounds of MR. PHILIP HUGHES, adjoining the Corrnan Ban Bridge. All kinds of Refreshments, also Lancing Booths and all kinds of Games customary on such occasions, will be provided on the grounds. The Committee will spare no pains to make this one of the greatest days of the season. Should the day prove unfavorable, the Picnic will take place on the first fine day following.

By order of Committee. Grand Trac'die, Sept. 14, 1888—wky tl date

Cheap Excursion HALIFAX.

Persons desirous of attending the RACES IN HALIFAX, 23th and 21st of September,

can purchase TICKETS at the following prices from the Stations as under to CHARLOTTETOWN AND RETURN:—

Table with 2 columns: Station and Price. Includes Tignish, Hunter River, North Wilshire, Royalty Junction, Bedford, Mount Stewart, Cardigan, Georgetown, St. Peter's, Bear River, Souris, and Charlottetown.

Also in CHARLOTTETOWN on STEAMER—Tickets to Halifax and Return for Four Dollars.

Tickets will be issued at Stations on 18th September, and on Steamer on 19th September, good to return to Charlottetown on Saturday, 22nd, and on P. E. Island Railway on Monday, 24th September.

JOSEPH UNSWORTH, Supt. P. E. I. Railway. F. W. H. A. Esq., Secy. B. N. Co. Ch'town, Sept. 18, 1888—31

LONDON HOUSE.

First Arrivals

FALL GOODS

NOW OPENING.

HARRIS & STEWART.

Ch'town, September 19, 1888.

JAS. PATON & CO.

FALL, 1888.

Large Stock of English Goods. Royal Smyrna Rugs, Beautiful Shades, Grey Flannels, Blankets, Blankets, Fine Top Shirts, Underwear, Collars, Cuffs, Ties, &c.

CLOTHING.

A Large Stock to select from—Very Cheap. JAMES PATON & CO., BROWN'S BLOCK. September 6, 1888.

NEW FALL GOODS

J. B. MACDONALD'S.

Three Thousand Yards Grey Flannels, One Thousand Yards Scarlet and White Flannels, Three Thousand Yards Canton Flannels, Fifteen Thousand Yards Grey and White Cottons, One Thousand Yards Tickings, A Full Line of Ladies' Fall Jerseys.

LOTS MENS' READY-MADE CLOTHING OPENING EVERY DAY, THE LARGEST STOCK IN THE CITY TO SELECT FROM.

250 DOZEN MENS' KNT UNDERCLOTHING.

You will find it to your advantage to call at J. B. MACDONALD'S, Ch'town, Sept. 3, 1888. QUEEN STREET.

FROM GREAT BRITAIN.

FIRST INSTALMENT OF 48 CASES

NEW FALL & WINTER GOODS

Now Opening and will be sold Cheap at PERKINS & STERNS'. Ch'town, Sept. 17, 1888.