

THE DAILY EXAMINER

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THE WEEKLY EXAMINER

is issued every Friday morning. It is made up of the matter which has appeared in the Daily, and is a first-class newspaper, containing all the latest news. Subscription \$1.00 a year.

The Examiner Calendar.

...FOR MARCH...

MOONS CHANGES.

Last Quarter, 4th.
New Moon, 11th.
First Quarter, 18th.
Full Moon, 27th.

D of M	Day of We'k	Sun		Days length	High Water.
		Rises.	Sets.		
1	Wednesday	6 39	5 45	11 5	2 26
2	Thursday	38	46	8	3 15
3	Friday	36	47	12	4 04
4	Saturday	34	49	15	4 53
5	Sunday	32	50	18	5 42
6	Monday	30	52	22	6 31
7	Tuesday	28	53	25	7 19
8	Wednesday	26	54	28	8 08
9	Thursday	24	56	31	8 56
10	Friday	22	57	35	9 45
11	Saturday	20	59	39	10 34
12	Sunday	18	6 0	41	11 23
13	Monday	16	1	45	morn
14	Tuesday	13	3	48	1 01
15	Wednesday	13	4	51	1 50
16	Thursday	11	5	55	2 39
17	Friday	9	6	58	3 28
18	Saturday	8	7	12 0	4 16
19	Sunday	5	9	4	5 05
20	Monday	3	11	8	5 54
21	Tuesday	1	12	11	6 42
22	Wednesday	5 59	13	14	7 31
23	Thursday	57	15	18	8 20
24	Friday	55	16	21	9 09
25	Saturday	53	17	24	6 59
26	Sunday	51	19	28	10 46
27	Monday	49	20	31	11 35
28	Tuesday	47	21	34	even
29	Wednesday	45	22	37	1 13
30	Thursday	43	24	41	2 02
31	Friday	5 42	25	12 4	2 50

Wants, Lost, Found, &c

WANTED—by the first of April, a girl for general housework in a small family, good wages apply at this office 63

FOR SALE OR TO LET—That brick house situated on north side P. W. College Block, 46 rooms, hot water heating large garden and barn in rear apply to S. C. Moore or F. W. L. Moore Exces F. W. Moore 63 dy 1w

TO LET—Two small houses on Dorchester Street, apply to Wm Murray 1 wk pd 59

LOST—A pair of gold rimmed spectacles Finder will please leave at this office. 58

WANTED—A young man of good address as travelling salesman must have some experience and be a hustler. Apply by letter to A. E. Post Office Box 547 Ch'town 45

WANTED TO HIRE—on a farm a young man, steady employment, and good wages Apply at THE EXAMINER office

ORGAN FOR SALE—an organ in good condition. Price \$20.00. apply at this office. 62 60 d

TO LET—The house and premises known as the "Old London House," situated on Water St., next to Government Warehouse No 1 Apply to Peake Bros & Co. jan 28-17

SKATES—Sharpened while you wait and repaired by a competent hand at Rice's Bicycle Repair Store opposite the Skating Rink 287 17.

WANTED—a steady young man who has had some experience in Double Entry Book-keeping and useful for general office work. Apply at this office. 61

TO RENT—for a term of 1 to 5 years, that twelve (12) acre lot situated on west side of Maloune Road, now in possession of J. T. Pearson Esq. Possession given 1st May next Apply to Peake Bros & Co 61

"The Low Birthrate," "Christianity and Agnosticism," sermons, by Rev. James Simpson, price 5c and 10c respectively, for sale at THE EXAMINER office and at Carters' and Howard & Moore's Bookstores.

NOTICE IS HEREBY GIVEN that an application will be made to the Parliament of Canada at its next session, by the Dominion of Canada Guarantee & Accident Insurance Company for an Act to amend the Act of Incorporation of the Company, to enable the Company to carry on business of insurance against sickness, and for other purposes.

DATED at Toronto, this 26th day of February.
BARRY BASKETT Nesbitt Chadwick
Solicitors for the Applicants.

LOST—Some days ago, a black locker Spangle. Reward paid for its return to Mr. A. W. Weeks. 58&d w

NOTICE

It is hereby given that an application will be made to the Parliament of Canada at its next session for an Act incorporating The Canadian Mortgage and Investment Incorporation for the following amongst other purposes: To carry on the business of a loan and savings company with all the necessary powers incidental to such a business, and to acquire and undertake the assets and business of The Canada Permanent Loan and Savings Company, The Freehold Loan and Savings Company, The Loan and Ontario Investment Company, Limited and The Western Canada Loan and Savings Company, respectively, or of any of them, and of such other companies of a similar kind as may agree hereto; and enabling the necessary corporations and parties to enter into all necessary agreements for the purposes aforesaid.

THOMAS G. BLACKSTOCK,
for the Applicants.

DATED at Toronto this 26th day of January, 1899.

THE LOSS OF THE LABRADOR.

(Continued from page 1.)

coast. Thick weather set in and at three o'clock the engines were slowed, so that we were going along at half-speed, trying to make Tory Island, the first land seen by steamers going to Moville. At seven in the evening a light was signalled from the crow'snest to the bridge, which was taken for Tory Island light, but which was never seen again.

We ran along until 9 o'clock when the ship was turned around and headed for the sea, on account of the heavy fog being too thick to make land. We all felt a little uneasy as it is always the case among those who know anything about travelling on a steamer when making port in a fog. We went on deck at twelve o'clock along with some other passengers to see how things were. The steamer was still heading for the sea at half-speed, and running in a northerly direction. We stayed on deck about half an hour, and then went down to our stateroom and turned in.

At 6 30 a. m. Wednesday a sudden crash was felt, and a scraping sound reached our ears; it did not take long for us to understand what had happened. We were out of our berths in less time than it takes to mention, grabbed the first clothes we could lay our hands on, our money and order books, and hastily ran on deck.

On arriving there we found everything in a bustle, the sea covered with grain, showing that a great hole must have been rent in the steamer's bottom. We found we had struck on McKenzie Rock, being a small rock 3 miles S. W. of Skerryvore lighthouse, off the west coast of Scotland. The ship was hard and fast on the rock, there being 64 fathoms of water at the base of the rock. Just before striking the lead showed 40 fathoms. Weather was clear and daylight just setting in. The Captain, who was on the bridge at the time of the accident, ordered full speed astern, but

the ship would not move. It is a blessing that she did not move or she would have dropped into 40 fathoms of water and we should not have been able to tell the tale. The sea was running very high, and as there was some fear of the ship foundering, the boats were ordered to be lowered. This took over two hours to do, as the boats' tackles were stiff and the blocks hard to reeve. There was perfect order—no confusion whatever—the officers being quite cool. The ladies and children were all put into the first boat. While this was all going on the ensign was run up to the masthead, upside down, and rockets were fired signalling that we were in distress.

We boys from Charlottetown all kept together, managing to get into the same boat. One of the boats was smashed to pieces while being lowered. When our boat was filled we started for the lighthouse. About half way we sighted a sail, which proved to be a Norwegian trader, which bearing our signals of distress was aiding for the wreck. Our boat consisted of 18 passengers, one officer and a crew of three. We continued our course and landed at the lighthouse where we were most hospitably received by the lighthouse keeper and his two assistants. Great praise is due to the 2nd officer, in charge of our boat, for his coolness and excellent judgement in larding us on the lighthouse, as it is one of the hardest places on the coast to land a boat. It has been known to take 30 days before the lighthouse steamer could land a boat at this place. After we landed on the rock the officers and crew of the lifeboat went to the assistance of the boats containing the women and children, which were drifting off to sea, with the intention of bringing them to the lighthouse, but on account of the heavy seas and increasing wind could not make any headway, and eventually were picked up by the trader. She had picked up all the boats, but on account of the rocks and heavy sea could not send a boat to rescue us. She then sailed for Terrymore, a town on the island of Mull off the west coast of Scotland and we being left on the rock set to work to make the best of a bad job. The nearest point to the lighthouse, is Tires Island, where there is a signalling station to answer any signals from the lighthouse, but owing to the haze over the land, they could not make out our signals until Friday evening. Skerryvore lighthouse is the largest in the world, being 138 feet high, diameter at base 42 feet; diameter at top, 16 feet, containing 10 stories. You can imagine the exercise we had climbing up the steep and winding stairs. The kitchen was up 5 stories, and the library, which was converted into a bedroom, 8 stories. The keeper and assistants were genuine Scotchmen and the first thing they asked us when we got up to the kitchen was "Will ye hae a glass o' beer ta whet your wustle." (Of course needless to say we all said "No.")

Amongst the number of us on the lighthouse were, Agoncillo, Delegate Extraordinary of the Philippine Government, and his secretary F. Mari-Burgos. Also a Persian priest, who always when saying grace at the table, said in his broken English, "we give ye tousand million times thanks over." Our first meal over, which consisted of canned meat, hard tack and coffee, we then set to work to solve the question of how twenty-one persons could get into five boats. A several of our number were used to camping

out, it was easily solved. We boys took the kitchen for our bedroom, putting mattresses on the stone floor, and we can positively state that this is the first time that the dry goods merchants of Charlottetown ever laid down their arms together.

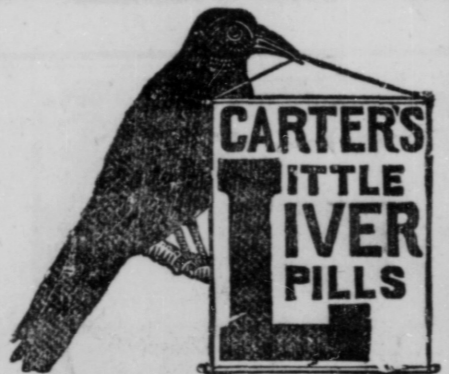
There was not much sleep for us owing to the anxiety caused by being unable to communicate with our friends at home, knowing that they would hear of the accident and have no word of us.

At daylight next morning we went out on the rock to see how things looked and behold the sea was covered with wreckage. We then turned our eyes towards the wreck, and found that during the night, the steamer had sunk only part of her two rear masts showing above water. We then climbed up the ten staircases in order to perform our morning toilet, as the wash basin, which consisted of a ten gallon tin pail, was on the balcony, at the top of the lighthouse. Then we had our breakfast. We kept a lookout all day to see if the lighthouse steamer was to be seen, which we hourly expected, but as she did not put in an appearance we had to pass another night on our "kitchen bed." Next morning was fine and clear and at nine o'clock we sighted the steamer, heading for the rock but owing to the heavy swell they could not send a boat in until low tide which was two o'clock.

At three o'clock, after shaking hands, and cutting all the buttons off the lighthouse keeper's garments, we embarked on board the steamer headed for Oban a distance of 50 miles. We arrived at 8 o'clock and on reaching the landing there were thousands of people to greet us. We were so delighted on reaching terra firma that we all formed up, and gave three cheers for Scotland, afterwards singing "for they are jolly foot fellows." A big curly customs officer came up and demanded to examine our baggage. This took us by surprise as our baggage consisted only of a life preserver each, and the buttons a ready mentioned. We are keeping the life preservers as mementos. He then let us go and we proceeded to the Telegraph office to cable to our families of our safe arrival. In the morning we boarded the train for Glasgow, and on arrival there, proceeded to a photographers and had our photographs taken, as we stood, lifebelts and all. We then provided ourselves with a white shirt, and a collar, and dispensed with our nightshirts, which we had worn for four days. So you can see we were always ready for bed, but could not get there. We left Glasgow at two o'clock and arrived in London at midnight. We are all well and on Monday we intend to replenish our wardrobes.

Thanking you Mr. Editor, for this space, and hoping to see you in the near future,

We remain,
Yours respectfully,
[Signed] CHARLES LEIGH, Jr.
L. E. PROWSE,
W. W. STANLEY,
S. A. MCLEOD,
W. A. HUESTIS.



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Positively cured by these Little Pills.

They also relieve Distress from Dyspepsia, Indigestion and Too Hearty Eating. A perfect remedy for Dizziness, Nausea, Drowsiness, Bad Taste in the Mouth, Coated Tongue Pain in the Side, TORPID LIVER. They Regulate the Bowels. Purely Vegetable.

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Carter's Little Liver Pills



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Before it is too late, stop that succession of colds that means nothing more nor less than catarrh. Stop the suffering. Stop the disagreeable catarrhal discharges that are so humiliating to you and offensive to your friends. Don't let it run on until your condition causes you to be ostracized as if you were a leper. Don't neglect yourself until consumption makes its fatal appearance. You can be cured—not merely relieved, but absolutely and perfectly cured.

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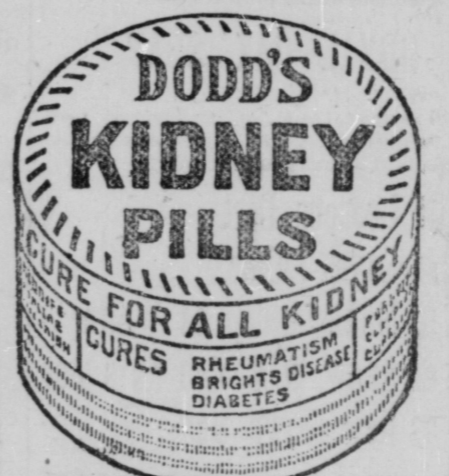
will restore you to complete, perfect health. It gives relief at once. It cures in an incredibly short time. Hundreds of cases of from 5 to 20 years' standing have been cured—cases that physicians had pronounced incurable. The catarrhal powder acts like magic, not only in catarrh, but in colds, sore throat, tonsillitis, hay fever, loss of smell, deafness and all similar diseases.

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Mfgs. of "Ready-to-Wear" Clothing.

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NEW HATS

The latest and nobbiest styles in

Christies' Londo Hats

Just opened up at

John McLeod & Co's

Tailor-Made vs. Factory-Made!

Take up the printed announcements of makers and importers of ready-made clothing, and when they strive to give emphasis to the alleged merits of their clothing they invariably tell how nearly they approach to tailor-made.

Here are some quotations—

'Elegantly tailored.'
Cut and finished equal to ordered work.' Equal in quality, fit, and finish to suits made to order, or similar statements.

Then tailor-made clothes are different to imported factory-made, otherwise there would be no need to make comparisons. If tailor-made were not the better clothes they would not be held up as the ideal to which the ready-made strive to reach.

The fact is there is a great deal of difference between a factory-made imported suit and a tailor-made in style and durability.

The man that is indifferent as to the appearance of his clothes when he buys them and when worn a month, may be satisfied with a factory-made, but if he has regard to looks and economy, he will buy tailor-made garments.

For those who are not disposed to give the prices usually paid for clothes made to special order, and are not satisfied with the imported ready-made clothing, we have made, and are daily adding, Suits and Overcoats of superior workmanship that we are selling as low in price as imported makes of inferior quality.

All Wool Oxford Tweed Suits, \$9.15
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