

First Quar 6th day, 9h 50.5m, p. m., below horizon. Full Moon, 14th day, 12h 9.0m mid., S. Last Quar 22nd day, 8h 19.6m. a. m., S. E. New Moon, 29th day, 1h. 31.5m. a. m., N. below horizon.

Table with 4 columns: Day of Week, Sun rises, Sun sets, High water. Rows for days of the month from Saturday to Sunday.

THE DAILY EXAMINER

THE LEADING DAILY NEWSPAPER OF P. E. ISLAND.

Published every afternoon from the office of EXAMINER PUBLISHING COMPANY, in the London House Building, Queen Street. RATES OF SUBSCRIPTION. (IN ADVANCE)

ADVERTISING RATES For small advertisements which are ordered for only one or two weeks the charge is 20 cents per inch for the first insertion, and 20 cents for each continuation.

THE DAILY EXAMINER is considered by our Merchants and Manufacturers to be the leading newspaper in P. E. Island, and consequently the most valuable advertising medium through which to make their announcements public.

THE DAILY EXAMINER is for sale by the following agents: Post Office, Charlottetown. J. McIntyre, Malpeque Road, ...

THE WEEKLY EXAMINER is issued every Friday morning from the publishers' office. It is made up of matter which has appeared in the Daily editions, and a first-class weekly newspaper-interesting and full of the latest news.

Collegiate School for Boys, WINDSOR, N. S. 106th YEAR. HEAD MASTER—Mr. H. M. Bradford, M. A., Cambridge.

STANLEY'S LIVERY STABLE, GREAT STREET, NORTH SIDE OF QUEEN SQUARE. First-class Trains, Barouches, Buggies and Open Wagons.

TO HIRE. A first-class Horse and Buggy, also a Double-seated Phaeton. Enquire at G. G. JURY'S Jewelry Store, north side Queen Street, opposite Post Office, Charlottetown. Tel. (w. f. 3m)—25.

TINWARE FOR Creameries and Cheese Factories. The very best work guaranteed on all jobs for Creameries and Cheese Factories. WE MAKE A SPECIALTY OF THIS KIND OF WORK.

M. STEVENSON, MANUFACTURER OF Tinware, Stove Pipe, &c., 35 QUEEN STREET, CHARLOTTETOWN, P. E. ISLAND. All orders promptly attended to.

Run Down Watches. Patronize Watchmakers of recognized ability. We make a specialty of bringing Fine Watches to keep close time.

G. G. JURY, North Side Queen Square, Opposite Post Office. Charlottetown, August 1, 1894.

ROBERT PALMER & CO., Charlottetown Sash and Door Factory. READ THIS!

FOR SALE. The Dwelling House on Fitzroy Street, now in my possession. The premises may be inspected daily from 1 to 4 p. m. For terms apply to Messrs. M. & D. C. McLeod, or to the subscriber.

W. W. CLARKE, Ticket Agent, Corner Queen and Water Streets, Charlottetown, June 22, 1894.

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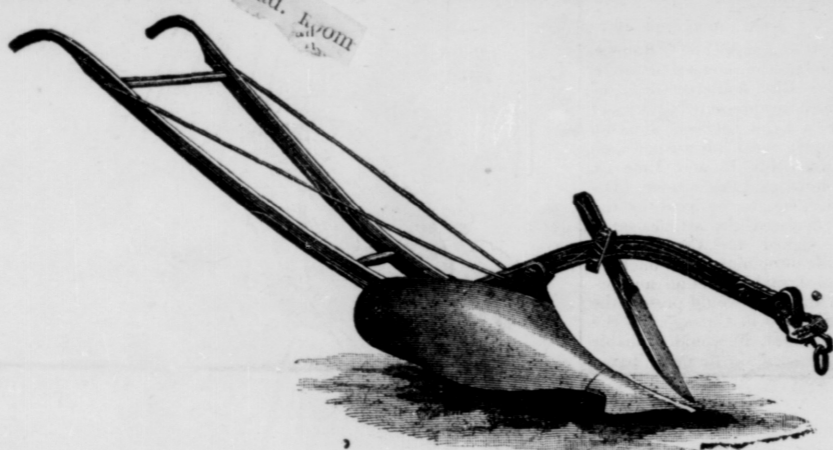
TERMS: Four Dollars a Year

"This is true Liberty, when Free Born Men, having to advise the Public, may speak free."—Euripides.

Single Copies Two Cents

NEW SERIES CHARLOTTETOWN, P. E. ISLAND, MONDAY, SEPTEMBER 10, 1894. VOL 34.—NO. 59

Steel Plows! Steel Plows!



We have the following reliable goods which we will sell very cheap for Cash or on Credit terms:—

Frost & Wood Steel Plows, Proctor's and McKenzie's Potato Diggers, Holl's and Dickieson's Fan Mills and Seed Separators, Holl's Threshing Machines, Fleury's Grain Crushers, Root Cutters, Straw Cutters and Easilage Cutters (with Universal Carrier attached), Tudhope's Road Carts, etc.

A. HORNE & CO.

Charlottetown, August 29, 1894—dly & wky

MASTERPIECES of the World's Art Galleries.

PHOTO-ENGRAVED REPRODUCTIONS

MOST CELEBRATED PAINTINGS IN THE WORLD

We have secured the right to offer these fine Engravings to our readers. They are bound in Portfolios, each containing 16 pictures. The price is 10 cents each, delivered at this office or at R. H. Mason's News Stand.

- Our Grandmother's Dancing Lesson, A Wee Bit Fractious, After Dinner, Charity, Low Tide, The Dice Shakers, A Scratch Pack, Domestic Pastimes, Woodland Vows, Jack Ashore, Merry Making in the Olden Times, Lilacs, Romeo and Juliet, Coming Home—A Highland Cottage Doorway, At the Capstan

THE EXAMINER PUBLISHING COMPANY.

INSURANCE—FIRE, MARINE, LIFE. Quebec Steamship Co.

The undersigned represents the following first-class British Companies:— FIRE. North British and Mercantile Insurance Company, Union Assurance Society (1714), Manchester Fire Assurance Company.

MARINE. British and Foreign Marine Insurance Company, Reliance Marine Insurance Company. LIFE. London and Lancashire Life Assurance Company.

Provincial Loan. Under authority of the Act of last Session, 57 Vic., Cap. 6, the Government of Prince Edward Island is now prepared to receive, from any person or persons, Temporary Loans, at 4 per cent. interest, on call or on such terms as may be agreed upon.

Run Down Watches

Patronize Watchmakers of recognized ability. We make a specialty of bringing Fine Watches to keep close time. Special attention given to Railroad Men's Watches.

Correct time your watches will keep if we repair them. Watches and Jewelry at lowest prices in the city.

G. G. JURY, North Side Queen Square, Opposite Post Office. Charlottetown, August 1, 1894.

ROBERT PALMER & CO., Charlottetown Sash and Door Factory.

READ THIS! We are now better prepared than ever to supply Contractors with PANEL DOORS and FRAMES, SASHES and FRAMES, MOULDINGS and FINISH SPOUTING and CONDUCTORS, STAIR RAILS, STAIR BALUSTERS, NEWEL POSTS, which are always kept constantly in stock.

ROBT. PALMER & CO., Ch'town, Nov. 3, 1893—wky PEAKE'S, NO. WHARF.



KNOWLEDGE

Brings comfort and improvement and sends to persons enjoyment when rightly used. The many who live better than others and enjoy life more, with less expenditure, by more promptly adapting the world's best products to the needs of physical being, will attest the value to health of the pure liquid laxative principles embraced in the remedy, Syrup of Figs.

Its excellence is due to its presenting in the form most acceptable and pleasant to the taste, the refreshing and truly beneficial properties of a perfect laxative, effectually cleansing the system, dispelling colds, headaches and fevers and permanently curing constipation. It has given satisfaction to millions and met with the approval of the medical profession, because it acts on the Kidneys, Liver and Bowels without weakening them and it is perfectly free from every objectionable substance.

Syrup of Figs is for sale by all druggists in 75c. bottles, but it is manufactured by the California Fig Syrup Co. only, whose name is printed on every package, also the name, Syrup of Figs, and being well informed, you will not accept any substitute if offered.

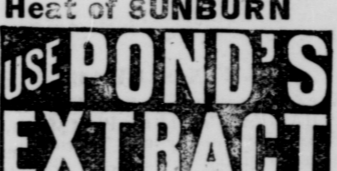
For sale by W. R. Watson, druggist, Charlottetown.

NOTICE. LAND SURVEYING, &c.

The subscriber is now prepared to make Surveys of Land, run Boundary and Division Lines, furnish Plans, etc.; also, mechanical and Architectural Drawings, Plans, Specifications and Estimates.

J. P. NICHOLSON, Land Surveyor, Power Street, Charlottetown, Aug. 25, 1894—dly & wky

THEY DON'T AGREE.



INSTANT RELIEF from Stinging of MOSQUITO BITES Heat of SUNBURN

USE POND'S EXTRACT. IT IS THE UNIVERSALLY RECOMMENDED SPECIFIC FOR HEALING ALL WOUNDS AND SORES.

Bathe the Aching Head or the Swollen Feet with POND'S EXTRACT. What comfort!

JOHN CALDWELL, JOHN MAIR, ESTABLISHED 1883. Fruit and Produce Commission Merchants, 187 MCGILL and 131 ST. PETER STS. MONTREAL.

What's the time? If you have a Cough it is time you were taking GRAY'S RED SYRUP OF SPRUCE GUM

THE OLD STANDARD CURE FOR COUGHS, COLDS, ASTHMA and all LUNG AFFECTIONS. Gray's Syrup has been on trial for more than 20 years and the verdict of the people is that it is the best remedy known.

Tickets to Boston. Buy Your Tickets for Boston by S. S. "FLORIDA," (Canada Atlantic and Plant Line), FROM W. W. CLARKE, Ticket Agent, Corner Queen and Water Streets, Charlottetown, June 22, 1894.

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THE WAY OF IT.

This is the way her youth went: Care as I love for a motherless brood Trained her heart of its fiery blood; Some fatal ailment she had in her, Blinded and clipped her wings, That is the way her youth went.

This is the way her youth went: There came the hope which maddens prize, A woman's longing for closer ties, Then a love-lap, though close it be; But she spoke, and she made no plea, That is the way her love went.

ABOARD A BRITISH BATTLESHIP.

A correspondent who is familiar with life on board great British battleships writes as follows in connection with a British naval manœuvre: "The strength of the British fleet is shown by the fact that the squadrons on foreign service have not been called upon, with the exception of the Mediterranean squadron, to furnish a single ship, and yet we have a fleet putting to sea composed of 38 vessels, and comprising some of the strongest battleships and cruisers and the fastest torpedo boats and torpedo boat destroyers in the world. In a word, it is a fleet that the country need not be afraid to put against that of any country in the world. And this fleet has been collected without interfering with the foreign service. Such a feat could only be performed by the nation that was the Roman Emperor's friend, by showing him fifteen miles of warships moored stem to stern. The power represented by such a fleet as the present can hardly be estimated. The best way to obtain an approximate idea is to come aboard one of the battleships, say the Royal Sovereign. Here you find yourself in a population of 1,000 men crowded into a small town. The crew numbers over 700 men, and firemen cannot be found anywhere. One of them tenders his services to show you over the ship, and before you have proceeded far you find that he is a walking encyclopedia as to everything connected with warships and guns. He informs you that his vessel has a displacement of over 10,000 tons and an indicated horsepower of 14,000. These figures a layman does not appreciate, but when he is told that this 'box of machinery' on which he stands runs at the rate of 1675 knots an hour, or something like 20 miles an hour, he begins to open his eyes. But when he takes you to the guns in the low and informs you that they are 110 ton guns, that the total weight of the projectiles fired from them at a single volley is 5,300 pounds, and that they have a muzzle energy of 57,500 foot-tons, you stand aghast.

A blow with a force of something like 6,000 tons would, on a small island, destroy almost anything in the way of armour or fortifications that man has ever constructed, and yet these guns can be handled as easily, far more easily in fact, than the machinery that than an ordinary field gun. You are shown how the gun is worked by hydraulic machinery, the powder and projectiles hoisted out of the hold, and the charge loaded by electricity. You then visit the secondary battery and find guns that are loaded and fired in the twinkling of an eye, and on the deck and in the tops are quick-firing and machine guns to extend their range of action. But now you come to the conning tower, which is by far the most interesting part of a battleship.

The conning tower resembles somewhat a beehive in its perfectly rounded shape and having an arched roof. The walls and roof are constructed of solid steel and iron 12 inches thick, with a narrow slit for the officer in command to see through. The low arched doorway is protected by a shield of the same thickness as the walls and curved, in order to prevent a projectile from entering. It forms a sort of covered way opening on the deck on either side, and if a projectile were to enter by one side it would probably pass out by the other without doing any harm. It would be impossible for it to enter the tower by the doorway. The conning tower contains what the sailors call 'The Brains of the Ship,' for here it is where the captain stands during an engagement, and from this point he directs all operations in every part of the ship, regulates the engines, the firing of the guns and the discharge of torpedoes, while the steering of the vessel is done under his very eyes. All around the conning tower are electric bells for the conveyance of orders, and over each is a little brass tablet showing the precise spot that each communicates with. In the centre is a steam steering wheel, a binocular compass, and during an engagement the captain has to assist him, besides the man at the wheel, a lieutenant and a couple of midshipmen, who receive his orders and convey them to their destination through the speaking tubes. In this way the captain can order any one of the guns to be laid and fired, or a whole broadside, and the same with torpedoes. The orders are conveyed almost instantaneously, and hardly has the order left his lips when it is carried into execution. It is not to be supposed though that the captain supervises the firing of every individual gun. His office is to direct the general movement of the ship and see to the carrying out of the general orders they have received beforehand. They have already been told at what range they are to commence firing, and for the rest a good deal is left to their own judgment.

But the manoeuvring of the ship rests altogether with the captain, and he alone is responsible for anything that may happen. It is little wonder then that his conning tower is made as safe as possible. But it is really strong enough, even with its 12-inch steel, to resist one of those enormous projectiles from, say, a 110-ton gun? That would be a hard question to answer, for these ships have never been put to the test of actual warfare. The probability is that if such a shot struck the tower direct it would carry the greater part of a way, but the chances are thousands to one in favor of it.

STRIKING A BLASTING BLOW. Supposing that the conning tower were carried away, would not the tower be a duplicate apparatus on the bridge, or falling that there are other parts of the ship for steering her by. But it would mean that instead of the ship being concentrated in one spot, the captain would to a great extent, be deprived of his supervision over the men, and each torpedo and battery crew would be left to the direction of the officer immediately over them. As Mr. H. A. Arnold-Foster says, in commenting upon the power that is placed under the control of the captain of a battleship: "Such power was never, since the world began, concentrated in the hands of one man, and all that power, the judgment to use it, the will to apply it, the knowledge to utilize it, is placed in the hands of one

man, and one only. Talk of Jove with his thunderbolts of Nemesis with his hammer, the fables of mythology and the facts of latter-day science, there has never been anything to compare with it? Far down below 50 furnaces are glowing under the blast of steam and the pressure steam is already raising the valves and blowing off at a pressure of 100 pounds. The captain has but to press the button by his side, and in a moment the four great engines, by driving and moving in excess through the water with the force of 14,000 horse power, and the great ship, with the dead weight of 10,000 tons will be rushing onwards at a speed of over 20 miles an hour. Far down below our feet, in the chambers of the great guns, lie the dark masses of the powder charges. A touch, a spark, and in a sheet of flame and with the crash of thunder the steel shot will

RUSH FROM THEIR Muzzles, speeding on their way 2,000 feet in a second and dealing their blow with an impact of 60,000 foot-tons—5,000 pound weight of metal discharged by one touch of the hand. Another touch and another signal will liberate the long steel torpedoes which the Whitehead torpedoes in their tubes. A puff of powder, a click as the machinery is started, and the two screws are set off whirling, and with a steady, silent plunge the long steel torpedoes will dive into the water, and at their appointed depth will speed on their way thirty miles an hour on their awful errand of destruction. Move over, vessels, and comprising some of the strongest battleships and cruisers and the fastest torpedo boats and torpedo boat destroyers in the world. In a word, it is a fleet that the country need not be afraid to put against that of any country in the world. And this fleet has been collected without interfering with the foreign service. Such a feat could only be performed by the nation that was the Roman Emperor's friend, by showing him fifteen miles of warships moored stem to stern. The power represented by such a fleet as the present can hardly be estimated. The best way to obtain an approximate idea is to come aboard one of the battleships, say the Royal Sovereign. Here you find yourself in a population of 1,000 men crowded into a small town. The crew numbers over 700 men, and firemen cannot be found anywhere. One of them tenders his services to show you over the ship, and before you have proceeded far you find that he is a walking encyclopedia as to everything connected with warships and guns. He informs you that his vessel has a displacement of over 10,000 tons and an indicated horsepower of 14,000. These figures a layman does not appreciate, but when he is told that this 'box of machinery' on which he stands runs at the rate of 1675 knots an hour, or something like 20 miles an hour, he begins to open his eyes. But when he takes you to the guns in the low and informs you that they are 110 ton guns, that the total weight of the projectiles fired from them at a single volley is 5,300 pounds, and that they have a muzzle energy of 57,500 foot-tons, you stand aghast.

A discharge of shot and shell, not to be compared by tons or scores, but by hundreds and thousands, a storm, better which no living being can stand, and under which all but the strongest defences will wither and melt away like a snowbank under an April shower. And here the power which all, there is one other force ready to the hand—a force the sum of all the others, and which, if rightly utilized, is as irresistible as the ocean tide or the hand of death. Far forward among the swirling waves which rise around the ship's cutter-water lies the ram, the most terrible, the most fatal of all the engines of maritime warfare. This ram is a power mass of 16,000 tons of dead-weight driven forward by the frantic energy of 14,000 horse power, plunging and surging along through the yielding waves at a speed of ten feet in every second, and with a momentum so huge that the mathematical expression which purports to represent it to the mind conveys no idea to an intelligent man, and appreciating a conception of its force is impossible. Most of them are in the class of the Ram, a fast protected cruiser. The Royal Sovereign is intended for a stand-up fight, but the British fleet is built to prey upon an enemy's commerce. Her displacement is 9,000 tons and her horse-power 20,000, giving her a speed of something over 22 knots. She is a sister ship to the Blake, which made her name by her superior impression upon the Americans at the New York review and which was seen and admired in Charlottetown harbor a few weeks ago.

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Hood's Cured After Others Failed

Scrofula in the Neck—Bunches All Gone Now.



"C. I. Hood & Co., Lowell, Mass.: 'Gentlemen—I feel that I cannot say enough in favor of Hood's Sarsaparilla. For five years I have been troubled with scrofula in my neck and throat. Several kinds of medicines which I tried did not do me any good, and when I commenced to take Hood's Sarsaparilla there were large bunches on my neck so sore that I could

Hood's Sarsaparilla Cures. It cures the slightest touch. When I had taken one bottle of this medicine, the soreness had gone, and before I had finished the second bottle had entirely disappeared." BLANCHÉ ARWOOD, Sangerville, Maine.

Hood's Pills cure constipation by restoring the peristaltic action of the alimentary canal.

ADAMS' TUTTI FRUTTI. AIDS DIGESTION AND PURIFIES THE BREATH. Allow no imitations to be palmed off on you.

CAMPBELL'S QUININE WINE. CURES: Dyspepsia, low spirits, loss of appetite, painful digestion, malaria, and gives tone and vigour to the whole system.

Watch your Weight. If you are losing flesh your system is drawing on your latent strength. Something is wrong. Take Scott's Emulsion. The Cream of Cod-Liver Oil, to give your system its needed strength and restore your healthy weight.

Any Time Hires' Root Beer. A temperance drink. A home-made drink. A health-giving drink. A thirst-quenching drink. A drink that is popular everywhere. Delicious, Sparkling, Effervescent.

SALT RHEUM and all diseases of the BLOOD & SKIN. Skoda's Discovery, Skoda's German Ointment and Skoda's German Soap, are specially adapted to cure hereditary and chronic diseases. Mrs. Millett writes: "I have had Salt Rheum ever since I could remember; tried many remedies, but received no benefit until I took Skoda's Discovery."

Skoda's Cures. My husband says it will cost too much to board me if I take any more of Skoda's Discovery. Skoda's Little Tablets cure sick headache, constipation and dyspepsia. 50 in a box, 50c. MEDICAL ADVICE FREE. SKODA DISCOVERY CO., LTD., WELFELDE, T.S.

COAL. COAL. To arrive here next week, per barkentine "Erebus," 600 Tons. BEST VIRGIN MINES SLACK COAL, best Coal for Furnace and House use.

COAL. COAL. To arrive in a few days, per schooner "Mary P." from New York, 150 Tons. ANTHRACITE COAL, for Base Burners, and will be sold low whilst landing.

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