

# THE DAILY EXAMINER.

TERMS:—FIVE DOLLARS A YEAR.

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

SINGLE COPIES TWO CENT

NEW SERIES.

CHARLOTTETOWN, P. E. ISLAND, SATURDAY, SEPTEMBER 15, 1888.

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## The Daily Examiner

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The Examiner Publishing Co.,

FROM THEIR OFFICE,  
"LONDON HOUSE," QUEEN SQUARE,  
Charlottetown, P. E. Island.

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Advertising at most moderate rates.

Contracts may be made for monthly, quarterly, half-yearly or yearly advertisements on application.

### ALMANAC FOR SEPTEMBER, 1888.

MOON'S CHANGES.  
New Moon 6th day, 0h, 43.6m. a. m., N., (below horizon).  
First Quarter 12th day, 5h, 47.4m., p. m., S.  
Full Moon 20th day, 1h, 11.8m., a. m., S.  
Last Quarter, 28th day, 4h., 17.7m., a. m., SE.

D. DAY OF WEEK	Sun rises	Sun sets	Moon rises	Moon sets	High water	Day's length
1 Saturday	5 25	6 31	0 15	7 9	13	9 5
2 Sunday	27	32	1 10	8 12	5	5
3 Monday	28	30	2 12	9 2	2	2
4 Tuesday	29	28	3 19	9 48	12	59
5 Wednesday	30	26	4 26	10 29	56	
6 Thursday	32	24	5 44	11 7	52	
7 Friday	33	22	6 59	11 44	49	
8 Saturday	34	20	8 14	12 10	46	
9 Sunday	35	19	9 29	0 32	43	
10 Monday	37	17	10 45	1 2	40	
11 Tuesday	38	15	11 59	1 47	37	
12 Wednesday	39	13	13 09	2 38	34	
13 Thursday	41	12	2 16	3 45	31	
14 Friday	42	10	3 11	5 9	28	
15 Saturday	43	8	3 56	6 37	25	
16 Sunday	44	6	4 40	7 52	22	
17 Monday	46	4	5 14	8 49	18	
18 Tuesday	47	2	5 44	9 31	15	
19 Wednesday	48	0	6 10	10 10	12	
20 Thursday	50	58	6 34	10 43	8	
21 Friday	51	56	6 57	11 16	5	
22 Saturday	52	54	7 20	11 47	2	
23 Sunday	53	52	7 46	12 19	59	
24 Monday	54	50	8 13	0 5	56	
25 Tuesday	55	47	8 45	1 28	52	
26 Wednesday	56	45	9 22	2 7	49	
27 Thursday	58	43	10 5	2 54	45	
28 Friday	6	0	11 55	3 54	41	
29 Saturday	4	0	11 54	5 7	39	
30 Sunday	2	5	12 58	6 30	11 36	

### D. A. MACKINNON, L.L.B.,

Attorney, Solicitor, Notary Public, &c.,  
—HAS OPENED HIS—  
Law Office in Georgetown,  
King's County,

where he will attend to professional work,  
and loan money on Real Estate.  
nov25—wky

### L. ARTHUR & CO.,

COMMISSION MERCHANTS,  
RECEIVERS OF  
Mackerel, Butter, Cheese EGGS  
Poultry, Potatoes, Fruit &  
Vegetables.

142, 144 Commercial Street,  
BOSTON, MASS.

### FOR B-O-S-T-O-N

### SUMMER ARRANGEMENT

THE PALACE STEAMERS  
OF THE  
INTERNATIONAL S.S. CO.

Leave St. John for Boston, via Eastport and Portland, every Monday, Wednesday and Friday, at 7.35 a. m.

Fare from Charlottetown to Boston, \$6.50, 2nd class; \$9.50, 1st class.  
For tickets and other information apply to  
G. A. SHARP, F. W. HALE, S. P. E. I. Co.,  
P. E. I. Steam Nav. Co.  
or to your nearest Ticket Agent.

May 7, 1888—wky

JAMES A. MORRISON. GEORGE MUSGRAVE

MORRISON & MUSGRAVE,  
BROKERS

Commission Merchants,  
HALIFAX

Consignments of Island produce will receive prompt attention.

REFERENCES: Thomas Fyfe, Esq., Cashier Bank of Nova Scotia, Halifax; George Macleod, Manager Bank of Nova Scotia Charlottetown.

### WARREN & JONES, TEA MERCHANTS,

1 EAST CHURCH AND 9 & 14 MINING LANE,  
LONDON, ENGLAND.

Represented in Canada by MORRISON & MUSGRAVE, Halifax.  
Oct. 24, 1887—

## B. S. DAVIES & CO.,

### CUSTOM TAILORS,

Dealers in Mens' Furnishing Goods.

Large Stock and Very Best Value for your Money.

Large Lot of Summer Underwear, very cheap,

Straw Hats, Helmets,

Coats for the Hot Weather.

All the Novelties in Gents' Neckwear and Furnishings,

ALL AT THE VERY LOWEST PRICES FOR CASH.

### B. S. DAVIES & CO.,

June 22, 1888. CAMERON BLOCK, OPP. POST OFFICE.

## WALK RIGHT IN,

LADIES AND GENTLEMEN,

JOHN NEWSON'S FURNITURE ESTABLISHMENT,  
AND GET BARCAINS.

Largest, Oldest and Best Place in the City.

### NEVER IN A DILEMMA!

Can supply you all, and give you the best value. Sales daily increasing. No slop work. Furniture as represented. He does not advertise much, but gives his customers the benefit of this saving.

Don't forget the place—OPPOSITE POST OFFICE.

### JOHN NEWSON.

Charlottetown, July 7, 1888.

## THE SUCCESSFUL HATTER

Is the one who buys the most

### STYLISH GOODS.

These are always the Best Values, and are now offered

to the Lower Province Trade by

## MACLEAN, SHAW & CO.,

### MONTREAL

We are the ONLY HOUSE IN CANADA who Deal Exclusively in HATS.

We keep constantly on hand the Latest Novelties.

We keep the Newest Styles at Reasonable Prices.

Hatters say they have no trouble to sell our Goods.

MR. FAIRBAIRN represents us in the Lower Provinces.

July 20—3m 2aw

## WHOLESALE AND RETAIL

Hardware, Carriage Goods,

## MILL SUPPLIES,

Paints, Oils, Varnishes, &c.

ON HAND AND ARRIVING—A FULL STOCK OF THE FAMOUS

## GOODHUE LEATHER BELTING.

### NORTON & FENNELL.

May 29, 1888—2aw & wky CHARLOTTETOWN.

### FALL 1888. FALL.

Just Received ex S. S. Nova Scotian, Suez, and Uluda:

### 104 CASES,

FIRST INSTALLMENT OF  
Fall Millinery & General Dry Goods.

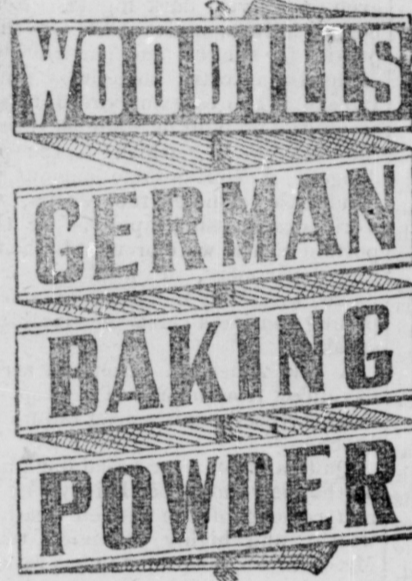
Also, in Stock and to Arrive, about  
500 Packages Domestic Staples. Knit Goods, Blankets, Quilts, &c.

### SMITH BROS.,

Granville and Duke Streets,  
HALIFAX, N. S.

### Why Pay Higher

—WHEN—



As Good as any on the Market,

—RETAILS AT—

5c. 10c and 20c per Packet, and  
32c. per Pound.

—1883—

### BOSTON DIRECT,

—BY THE—

Boston, Halifax and Prince Edward  
Island Steamship Line.

THE ONLY DIRECT LINE  
WITHOUT CHANGE.

Charlottetown to Boston.

THE stannock and commodious Steamships  
CARROLL and WORCESTER, having been  
thoroughly refurnished and put into first-class  
condition in every particular, will, during the  
Season of 1888, run as follows, commencing with  
The Carroll, on Saturday, 5th May.

One of these vessels will leave Boston for  
Charlottetown every SATURDAY, at noon; and  
Charlottetown for Boston every THURSDAY,  
at 6 o'clock, p. m.

Excellent Passenger Accommodation! Low  
Rates!

FIRST-CLASS Passage Berth in well-  
furnished Cabin, \$1.50; Steerage Berth, \$3.00.  
Lowest rates for Freight, which is always care-  
fully handled.

CARVELL BROTHERS,  
Agents, Charlottetown.

HARRISON LOHNG, Treasurer,  
R. B. GARDNER, Manager,  
34 Atlantic Avenue,  
Lewis Wharf, Boston.  
Ch'town, May 3, 1888—pat sum jour

### 1888-FALL TRIP-1888.



THE CLIPPER BARKENTINE

## EREMA,

300 TONS REGISTER,

P. LEDWELL, Commander.

WILL SAIL FROM

Liverpool for Charlottetown

About the 25th September,

and will carry Freight at through rates to the  
different Railway points on the Island.

For Freight apply in London to John Pit-  
cairn & Sons, 7 Union Court, Old Broad Street;  
in Liverpool to William Ballen, 51 South John  
Street, or here to the Owners.

PAKE BROS. & CO.

Ch'town, Aug 17, 1888—ood tf

### MISS WILSON

(LATE OF HALIFAX.)

Will receive a limited number of Pupils  
for instruction in the

"German Method" for the Pianoforte.

Classes will open the Second Week in  
September.

Address care of H. C. WILSON, Stanley  
Row.

### LETTERS TO THE EDITOR.

#### A Coincidence—Or What?

SIR,—In a recent number of *Literature* there appeared a reprint of a paper, written some years ago by Prof. Porter, entitled, "Kalevala and Hiawatha," in which Longfellow's indebtedness to the national epic of Finland—lately welded from detached lays into one organic whole under the title of "Hiawatha"—for the metre, mode of treatment, and, in some measure, matter of Hiawatha was clearly shown, and his failure to "render honor where honor was due" severely, but most justly censured. "Be sure your sin will find you out," was the moral which suggested itself, as I read this article. And strangely enough, as if to "make assurance doubly sure," almost the first thing that caught my attention, as I finished Prof. Porter's article and glanced over the remainder of that day's postal matter, was, to all appearance, a confirmation of the truth of the moral. It was a poem in the WEEKLY EXAMINER of the 7th inst., written by Rev. W. K. Burr, Ph. D. As I ran my eye through it, it seemed to my critical faculties, sharpened somewhat, perhaps, by what I had just been reading, to bear a striking resemblance to something I had read before. On consulting my scrap-book I found that Mr. Burr's poem, in its general tone, subject, various phases under which the subject is presented, and the very language employed, is virtually identical with one written some years ago by Father Ryan.

Father Ryan's poem is headed "Rest." Mr. Burr's, "I Long For Rest," and both poems are, as their titles indicate, a cry for "rest, sweet rest." There is the same lament, and in the same order, frequently in the same words, over weary feet, tired hands, toiling in vain, tilling barren soil, sowing but never reaping. Each, therefore, cries, the one "a weak and human cry," the other, "a feeble, childish cry;" each sighs, the one "a weak and human cry," the other "an anxious, plaintive sigh," "for rest, for rest." And in both cases the feeling has always been present from the time when each, still a child, laid his weary head on mother's breast. But for both this restless longing will soon be over; for, as Father Ryan expresses it, "down the West, Life's sun is setting," or, in Mr. Burr's somewhat uncertain way of putting it, "My sun has reached its highest noon, soon I will long no more."—uncertain, because the reader is left in doubt as to whether the first clause is intended as another version of Father Ryan's metaphor, and will wrongly used for shall in the second, or whether Mr. Burr, having attained the fullest maturity of physical, mental and spiritual powers, and, consequently, become fitted for the greatest usefulness, is meditating suicide!

Apparently, however, if suicide was in his mind, he thought better of it, for, although Father Ryan's poem ends here, Mr. Burr gives us an additional verse (common-place enough) almost his own, in which he assures us that he will still "labor, watch and wait," with "eyes turned toward the west"—the last two words alone being "Father Ryan's." If to this verse we add Mr. Burr's opening one, which is all his own, and deduct the same from the total number of lines (fifty-six) in his poem, we shall discover the substantial difference between it and Father Ryan's deservedly popular production. In the latter there are only thirty-two lines; Mr. Burr requires forty-eight to convey the same ideas. Compactness is the characteristic of the one poem; diffuseness that of the other.

Of course it is possible, though highly improbable, that the virtual identity pointed out may be merely a coincidence. Different persons have laid claim to the merit of great discoveries, and "have had their claim allowed." The same thing is true of some of the greatest thoughts in literature. This "longing for rest" has, no doubt, been felt by most of us. But that it should be treated in the same way by two writers, each unacquainted with the other's work, is so unlikely that Mr. Burr must permit us to entertain a "reasonable doubt" as to the originality of his poem, until he gives us his assurance on the point, or shifts the blame to Father Ryan's shoulders, by proving priority of writing.

CRITIC.

#### The Old Reliable Line.

SIR,—As the season soon closes, I consider it not out of place to make a few remarks on the line of steamers which has existed between the colonies and the United States for so many years—the Boston, Halifax and P. E. Island S. S. Line. The line began over twenty years ago on a very small scale. The first steamers were the Franconia, Greyhound, Somerset, Commerce and Alhambra. Some of these were wrecked on the Nova Scotia coast, but no lives were lost. The last named vessel was wrecked off Cape Sable. The captain was soon forced to give up his position as a captain of this line. Messrs. T. W. Nickerson & Co. had the management of the line in Boston at this time, and assisted by the different agents on the route set to work to give the line a good reputation. A larger and better ship was purchased and placed on the route. This was the Carroll, but not when that vessel was wrecked. He took Mr. Geo. H. Brown as First Officer and Mr. W. T. Nickerson as Purser. We will speak of these gentlemen later. The Alhambra, when she was wrecked, was commanded by Capt. Doane, late of the Commerce, and Mr. F. H. Sawyer was Purser. After the wreck of this vessel, the management, determined to make a bold stand, placed another and more substantial looking ship on the route. This was the Worcester, and was commanded by Capt. D. Hedge, a capable and efficient Officer. Mr. J. W. Blankenship was First Officer and Mr. Sawyer was Purser. The

Carroll and Worcester then ran together and made both time and money. It was generally remarked at the correct time these steamers would leave Halifax for Boston. At one time of the season they averaged three hundred passengers a week. Captains Wright and Hedge made a large number of friends in the different ports; but the best of friends must part. They were promoted to larger ships on the Boston and Savannah S. S. Line. They were succeeded by Mr. Brown, who took the Carroll, and Mr. Hallett, who took the Worcester, taking Mr. Ivestre as First Officer, who was Quarter-master with Capt. Hedge, and Capt. Brown taking Mr. Chas. Wright, brother of Capt. Wright, with him. Captain Brown is still on the Carroll, and is making for himself many friends in every port he visits.

The Carroll being the oldest boat on the line I will make a few remarks about her. Both she and the Worcester have good models for comfort and safety, live oak and locust in their framing, and have been enabled to make winter passages not only with safety, but with comfort to their passengers. The Carroll has two saloons, one on deck aft of the smoke stack, and another immediately under it. The former is the dining hall. On each side of these are staterooms unsurpassed for comfort, neatness and ventilation. Down stairs are rooms nicely kept. On deck is a large room than any of the others, called the bridal chamber. Over the glass is a scroll: "May you never see a sad face in here." Captain Brown and Mr. Nickerson have done and are still doing all in their power to please the passengers. The Captain has made himself one of the most popular, in fact the most popular captain sailing between the United States and Canada, and what shall I say about the genial and ever popular Purser, W. P. Nickerson? Nothing can be said good enough about him, and no one has made so many friends as he has since he came on the route. Mr. Thornton, Chief Engineer, deserves special notice for his gentlemanly and courteous manner to all he meets. Mr. Walsh, chief steward also deserves notice. He has made himself most popular. The stewardess is highly experienced and has an able assistant. They have no equal for kindness to passengers, and are always on hand to attend to the wants of ladies travelling without escort. The Worcester has improved very much of late, making a great increase in speed, and has made a name for herself. After Captain Hedge left her she was commanded by Capt. H. K. Hallett, who did not remain long in charge. He was succeeded by Capt. J. W. Blankenship, who made many friends, but was forced to leave after a short time on account of ill health, and soon the sad news came of his death. He was succeeded by Capt. G. D. Allen, who remained in charge about three years, he was succeeded by Capt. Ziba Nickerson, jr., late first officer of the steamer Merrimack. Captain N. has made many friends, and it is to be hoped he will remain on the route for many years. He and Mr. Sawyer, the ever-gentlemanly and popular purser, have retained for the Worcester the good name she held during the command of Captain Hedge. Mr. Sawyer must be noticed for his kindness and courtesy to the passengers, and also to the agents of the line. We hope that Capt. Brown and Nickerson may ere long command larger steamers on this line. Under them the Carroll and Worcester are making splendid time. Messrs. Nickerson and Sawyer have alone made the line as popular as it is to ladies and gentlemen, and we trust in the near future to see them in larger ships. The stewardess deserves special notice, and is making many friends. The other officers have been carefully selected. It is especially the officers, not the steamers, that have made the line so popular; and it is the way they keep the boats that they are so well patronized. The passenger trade has been very brisk this season, and the passenger clerks along the route have had their hands full. Let us wish success to the old reliable line, and hope the future will be even more brisk than the past.

HALIFAX.

#### Local Notices.

Good quality and reasonable in price are the dress goods at L. E. Prowse's. sep8tf  
I TELL you the boots made by Goff Bros. are the best for the fall and very cheap.

Call and see the new overcoatings and suitings at John McLeod & Co's. Great bargains are given. 2 in.

Come and get your fall suits and overcoats. I quote bottom figures for best goods.—D. A. Bruce.

Boys' all wool suits, \$1 and upwards, at John McLeod & Co's. sept 12 2t

WANTED.—Readers, go to Goff Bros. and get a good pair of their fall boots. You will want them for the coming stormy winter.

A fine lot of hats and caps for men and boys, cheap, at John McLeod & Co's. (sept 12 2t)

As I intend leaving the Island for the winter, and going to the far West, where we intend making our future home, we will offer our large and well-assorted stock of Crocker at a great reduction. W. P. Colwill. sept 12 wy 4w

The question of the day is: Have you seen the cheap suits at L. E. Prowse's? sept 12

English goods—Lots of new fall goods now opening at J. B. MacDonald's. d & w.

The best value in Merino's and Cashmere in town will be found at J. B. MacDonald's. d & w.

Dinner Sets, Tea Sets, Chamber Sets are sold cheap at the Cheap Crocker Store. Come one, come all, and get a bargain, for we are going to sell. W. P. Colwill. sept 12 w 4w

"Paste it in your hat."—D. A. Bruce has best values in neckwear and underwear—the latest and choicest out.

Jelly Rolls, Wine Cake, Sponge Cake, at the Bread, Cake and Pastry Store, Kent Street.