

The Daily Examiner.

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NEW SERIES.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, TUESDAY, JUNE 9, 1885.

VOL. 17.—NO. 16.

The Daily Examiner

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Prince Edward Island.

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Advertising at most moderate rates.
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quarterly, half-yearly or yearly advertise-
ments, on application.

ALMANAC FOR JUNE, 1885.

MOON'S CHANGES.
Last Quarter 5th day, 7h. 52m., p. m.
New Moon 12th day, 9h. 36m., p. m.
First Quarter, 19th day, 9h. 36m., a. m.
Full Moon, 27th day, 7h. 5m., a. m.

DAY OF WEEK	Sun	Mon	Tue	Wed	Thu	Fri	Sat	High	Days
	ris	sets	ris	sets	ris	sets	sets	len h	
Monday	4 17	7 38	10 21	0 42	15 21				
Tuesday	17	89	10 58	1 18	22				
Wednesday	16	39	11 29	1 51	23				
Thursday	15	40	11 58	2 40	26				
Friday	15	41	12 00	3 30	25				
Saturday	15	42	0 26	4 35	27				
Sunday	14	43	0 54	5 48	29				
Monday	14	44	1 23	7 0	30				
Tuesday	14	45	1 50	8 4	31				
Wednesday	14	46	2 37	9 57	32				
Thursday	14	47	3 15	9 47	33				
Friday	14	47	4 7	10 34	33				
Saturday	14	47	5 11	11 20	33				
Sunday	14	48	6 15	12 00	34				
Monday	13	48	7 24	0 45	35				
Tuesday	13	48	8 41	0 50	35				
Wednesday	13	48	9 54	1 38	35				
Thursday	13	48	11 4	2 25	35				
Friday	13	48	12 3	3 19	35				
Saturday	13	49	1 17	4 54	35				
Sunday	13	49	2 21	5 38	35				
Monday	14	49	3 22	6 51	35				
Tuesday	14	49	4 21	7 50	35				
Wednesday	14	49	5 18	8 38	35				
Thursday	15	49	6 12	9 21	34				
Friday	15	49	7 10	10 1	34				
Saturday	15	49	7 45	10 28	33				
Sunday	16	49	8 25	11 11	33				
Monday	16	49	9 11	11 46	32				
Tuesday	4 17	7 49	9 33	11 18	32				

NOTES.

Prince George of Wales' birthday on the
3rd of this month.

Battle of Waterloo anniversary (1815) on
18th.

In this month there is no real night, the
length of the day being 16 hours and 15
minutes, and the rest twilight.

In this month the mornings increase 6
minutes and the afternoons 14 minutes.



LIVERY STABLE,
GRAFTON STREET.

FIRST-CLASS TEAMS always on hand
and delivered at short notice.
Telephone connection with all the principal
hotels.

JOHN F. POWERS,
Proprietor.

McLeod, Morson & McQuarrie,
BARRISTERS

—AND—
ATTORNEYS-AT-LAW.

Office in Brown's Block, Queen Square
(UP STAIRS)

Ch'town, Feb. 12, 1885.
WARBURTON & CONROY,
BARRISTERS & ATTORNEYS-AT-LAW,
Notaries Public, &c.

Office in Cameron's Block, upstairs; entrance
next door to Taylor's Jewelry Store.
March 23, 1885.—wky3m

SULLIVAN & MACNEILL,
ATTORNEYS-AT-LAW

Solicitors in Chancery,
NOTARIES PUBLIC, &c.

OFFICES—O'Halloran's Building, Great
George Street, Charlottetown.
\$5 Money to Loan.
W.W. SULLIVAN, Q.C. | CHESTER B. MACNEILL
January 16, 1885.

DA COSTA & CO.,
Commission Merchants

—AND—
GENERAL AGENTS,
BARBADOS, WEST INDIES,

—AND—
117 Leadenhall Street, London.

N.B.—Full information given on applica-
tion to Messrs. Middleton & Co., 40 Exchange
Place, New York.
Ch'town, Oct. 23, '84.

WINDOW SHADES,

MADE of Patent Window Cloth, for Fifty Cents each, only
the price of paper blinds. These shades will last for years
and can be cleaned with a sponge as often as desired.

To arrive from Boston, next week, a large assortment of
OPAQUED HOLLAND WINDOW SHADES,

with gilt and fancy Dadoes, in latest tints. We are showing a
fine stock of Cornice and Pole Pictures, Spring Rollers, Cord,
Tassels, Nickel Blind Pulleys, &c., &c.

MARK WRIGHT & CO.

Ch'town, May 1—2wks 3aw wklly 2w

PRINCE EDWARD ISLAND RAILWAY.

1885. Summer Arrangement. 1885.
ON AND AFTER MONDAY, 1st JUNE, 1885, Trains will run daily as follows (Sun-
days excepted):—

TRAINS DEPART.—FOR THE WEST				TRAINS ARRIVE.—FROM THE WEST.			
STATIONS.	EXPRESS.	MIXED.	MIXED.	STATIONS.	EXPRESS.	MIXED.	MIXED.
Charlottetown.....	A. M. 6.00	A. M. 8.25	P. M. 3.15	Charlottetown.....	P. M. 7.15	P. M. 4.05	A. M. 9.20
Royalton Junction.....	6.15	8.40	3.30	Royalton Junction, dp	7.30	4.20	9.30
North Wiltshire.....	6.50	9.25	4.22	North Wiltshire.....	8.05	4.55	9.45
Hunter River.....	7.00	10.05	4.35	Hunter River.....	8.15	5.05	9.55
Bradabane.....	7.25	10.45	5.10	Bradabane.....	8.40	5.30	10.10
County Line.....	7.30	10.55	5.20	County Line.....	8.45	5.35	10.15
Freetown.....	7.42	11.12	5.35	Freetown.....	8.55	5.45	10.25
Kennington.....	7.55	11.35	5.55	Kennington.....	9.10	5.55	10.40
Summerside.....	8.30	12.10	6.25	Summerside.....	9.45	6.25	11.10
Misconche.....	8.40	1.50	6.35	Misconche.....	9.55	6.35	11.20
Wellington.....	8.55	2.15	6.50	Wellington.....	10.10	6.50	11.35
Port Hill.....	9.14	2.42	7.17	Port Hill.....	10.25	7.05	11.50
O'Leary.....	10.35	4.05	8.15	O'Leary.....	10.40	7.20	12.05
Bloomfield.....	10.52	4.20	8.30	Bloomfield.....	10.55	7.35	12.20
Alberton.....	11.18	4.40	8.50	Alberton.....	11.10	7.50	12.35
Tignish.....	11.55	5.00	9.10	Tignish.....	11.20	8.00	12.45
	A. M.	P. M.			P. M.	A. M.	

TRAINS DEPART.—FOR THE EAST.				TRAINS ARRIVE.—FROM THE EAST.			
STATIONS.	EXPRESS.	MIXED.	MIXED.	STATIONS.	EXPRESS.	MIXED.	MIXED.
Charlottetown.....	P. M. 3.30	A. M. 6.20		Charlottetown.....	A. M. 9.05	P. M. 6.25	
Royalton Junction.....	3.45	6.30		Royalton Junction.....	9.20	6.40	
Bedford.....	4.10	7.17		Bedford.....	9.35	6.55	
Mount Stewart.....	4.35	7.50		Mount Stewart.....	9.50	7.10	
Morrell.....	4.40	8.10		Morrell.....	10.05	7.25	
St. Peter's.....	5.30	9.25		St. Peter's.....	10.20	7.40	
Bear River.....	6.05	10.20		Bear River.....	10.35	7.55	
Souris.....	6.55	11.20		Souris.....	10.50	8.10	
Mount Stewart.....	4.40	8.10		Mount Stewart.....	10.00	7.50	
Charlottetown.....	6.38	9.25		Charlottetown.....	10.15	8.05	
Georgetown.....	5.55	9.50		Georgetown.....	10.30	8.20	
	P. M.	A. M.			A. M.	P. M.	

Trains are run by Eastern Standard Time.
Railway Office, Ch'town, May 26, 1885.—all pa 6i

JAMES COLEMAN,
Superintendent.

ROYAL CANADIAN INSURANCE CO.

FIRE.

CAPITAL, \$2,000,000

HEAD OFFICE—Montreal.
HALIFAX BRANCH—J. Scott Mitchell, Agent.

Risks Taken on Most Favorable Terms.

AGENT FOR PRINCE EDWARD ISLAND:

F. H. ARNAUD,

Ch'town, Jan. 1885
MERCHANTS BANK OF HALIFAX

DO NOT

Throw your money away in buying Shoddy Boots. Come
come at once and buy a Good Solid Leather pair of Boots or
Shoes for Spring, at a Low Price

We want to keep all the money we can on the Island, so
we are bound to give better value in our make than can be had
in any imported Boot. Therefore, buy from us.

DORSEY, GOFF & CO

CHARLOTTETOWN SASH AND DOOR FACTORY

Peake's No. 3 Wharf,

R. PALMER & CO., PROPRIETORS.

We are now manufacturing and will sell at the lowest cash prices;

Sashes Doors Window and Door Frames, Architraves, Spouting and Conductor Mould
ings, Ballusters, Newel Posts, Stair Rails, Twists, etc.

We are prepared to do all kinds of Jobbing, in Planing, Jointing, Mortising, Tenon
ing, Dig and Fret Sawing, Turning, etc.
All kinds of Gothic Windows for Churches made at shortest notice.
With New and first-class Machinery, and the latest appliances, we can insure
"most satisfaction to all who favor us with their patronage."
Ch'town, Nov. 1884.

G. H. HASZARD'S

FOR ALL KINDS OF

Blank Books,

Ledgers,
Day Books,
Journals, &c.,
SELLING VERY CHEAP.

100,000 100,000

ENVELOPES,

of all the leading sizes, by the 100, 1/2 or
1/4 thousand boxes.

FOOLSCAP, LETTER & NOTE PAPER, WHOLESALE AND RETAIL.

Stafford's Jet Black Writing Inks,
Stafford's Copying Inks,
(In all sizes bottles.)

This is now acknowledged to be the best
Ink for office and private use.

ALSO IN STORE:

Carter's, Stephens & Toiry's
Writing & Copying Inks,
To be Sold at Great Discounts.

G. H. HASZARD,
BROWN'S BLOCK,
Queen Square.

Ch'town, May 18, '85.—wky

Spruce Flooring and Sheathing, &c.

HAVING been appointed by Messrs. Prim-
rose Brothers, of Pictou, agent for the
sale of their well known Grooved and
Tongued SPRUCE FLOORING and
SHEATHING, I HAVE NOW, and will
continue to have on hand a stock of the same,
WELL DRIED and SEASONED, which I
have no hesitation in recommending as the
best in the market.
Messrs. Primrose Brothers are also pre-
pared to execute promptly orders left with me
for any description of Spruce Scaffolding,
Boards, Laths, &c.
For further particulars apply at my resi-
dence, Prince Street.
THOMAS ALLRY,
April 11, 1885—2m 3w 6m 1y

Have you got one of
the beautiful Panel
Pictures that are
given away with
"Welcome Soap?"
They are going very
fast, and the Soap is
always welcome in
every family.

WE SELL
Potatoes,
Spilling, Bark,
R. R. Ties,
Lumber,
Laths, Canned Lobsters, Mac-
kerel, Berries, Eggs,
Fish Etc.

Best Prices for all Shipments. Write fully
for Quotations.

HATHEWAY & CO.,
General Commission Merchants,

22 Central Wharf, Boston.
Members of Board of Trade Corn and
Mechanics Exchange.
Ch'town, Nov. 19, 1884.

Three Important Speeches.

MESSRS. CHAMBERLAIN AND TREVELYAN
FORSHADOW IRISH SELF-GOVERNMENT—
LORD R. CHURCHILL ANNOUNCES THE TORY
POLICY OF THE FUTURE

A special from London, England, says:—
The re-assembling of Parliament was marked
by three important speeches, viz: by Mr.
Chamberlain, before his new constituency
at Birmingham, by Lord Randolph Church-
hill in East London, and by Mr. Otto Tre-
velyan at Galashiels.

Mr. Chamberlain repeated his familiar
views, but did so with such firmness and
dignity as to emphasize their significance.
His eloquent defence of Mr. Gladstone as
a man and Minister against the insulting
attacks in and out of the House of Com-
mons was especially impressive. The
Irish Land Bill, he said, would be a monu-
ment to Mr. Gladstone's genius. Mr.
Toynbee's words about the bill he
remembered, to the effect that with
it Socialism was introduced into
English politics; therefore the above
throws more light on Mr. Chamber-
lain's views. Referring to attacks upon
him for socialistic expressions, he paused
and then said simply and slowly: "I have
nothing to withdraw." Coercion, he de-
clared, was only for an emergency. He
hinted plainly that self government for
Ireland, which the next Parliament will
give, will be the same as for Scotland and
England. The Lords' recent action on
medical relief was called a monstrous in-
justice.

The chief point of Mr. Trevelyan's
speech was the statement that there is no
other direction in which we can move with
safety as regards Ireland except forward—
local responsibility. Such declarations as
the above show the sure advance of the
Irish cause.

Lord Randolph Churchill entertained his
audience immensely by a long description
of what he called the ten Irish policies of
the present Government, their nine Central
Asian policies, and their eighteen Egyptian
policies. The Tory policy of the future, he
declared, must be thoroughly democratic.
He summarized it as follows:—For Ireland,
a return to the policy of Pitt, Peel and
Beaconsfield; a comprehensive revision
of the present fiscal reserve arrangements;
vigorous retrenchment in national finance;
a reform of procedure of the Commons, by
meeting earlier, rising earlier and giving
much larger power to Committees of the
House; a large scheme of local reform for
Ireland, England and the Metropolis; a
comprehensive enquiry into the whole
operation of Indian Government, confirm-
ing British predominance in Egypt and
making a close alliance with the Sultan.

The Canadian Voyageurs.

The following letter to the Govern-
ment of Canada from Lord Walsley,
acknowledging the services of the Canadian
Voyageurs in the Nile Expedition was
issued a few days ago as a Parliamentary
Paper:—

CAIRO, April 13th, 1885.

MY LORD,—The Canadian voyageurs
who have recently been employed with the
Nile Expedition, having now all returned
to Canada, I am anxious to express to
your lordship my high sense of the services
they have rendered, and of the value they
have been to the expeditionary force.

With a few exceptions, they have been
thoroughly competent boatmen; they
worked exceedingly well. They have
undergone the hardships of this arduous
campaign without the slightest grumbling
or discontent; and they have, on many
occasions, shown not only great skill but
also great courage in navigating their boats
through difficult and dangerous water. I
much regret that in so doing some of them
should have fallen victims to the dangers
they were attempting to overcome.

The officers, and especially Col. Denison,
have shown much energy and good will,
and have proved themselves of considerable
value.

I beg to ask that Your Lordship will have
the goodness to convey the purport of this
letter, both to the officers and men of the
Canadian Voyageurs, and also to the
authorities in Canada, certain unfounded
statements have appeared in various papers,
to the effect that their employment has
been attended with unsatisfactory results.

I desire to place on record, not only my
own opinion, but that of every officer con-
nected with the direction and management
of the boat columns, that the service of
these voyageurs has been of the greatest
possible value, and further, that their con-
duct throughout has been excellent. They
have earned for themselves a high reputa-
tion among the troops up the Nile.

It was moreover a source of much satisfac-
tion to these troops to find the Canadians
represented in this expedition, and sharing
with them their privations and risks.

At a time when English, Irish, and
Scotch soldiers are employed, the presence
with them of Canadians shows in a marked
manner the bonds which unite all parts of
our great Empire.

In the advance up the Nile next autumn,
I propose to employ a considerably larger
number of voyageurs than that employed
in the present winter. On this subject, how-
ever, I will make a further communication
to your lordship as the period of active
operations draws nearer.

Lastly, I am anxious to express to your
lordship personally, my sincere thanks for
the trouble you have taken with regard to
the engagement of these voyageurs, and in
all the other arrangements connected with
them.

I have, &c.,
WALSLEY, General.

The Right Honourable the Marquis of
Landsdowne, &c.

Proposed Bridge over the St. Law- rence River.

The Dominion Government, recognizing
the great benefit which would be derived
from a railway communication across the
St. Lawrence, has sanctioned the proposal
to construct a bridge at a point a few miles
from Quebec.

At the site selected for the construction
of the bridge the St. Lawrence narrows to
a width of 2,300 feet; a large part of each
shore is either very shallow or dry at low
water, but for about 1,400 feet the depth
increases, being at the centre nearly 200
feet.

The bridge is of the cantilever form, and
will be built entirely of steel. The length
of the superstructure composing the three
main spans will be 2,800 feet, the two canti-
levers being united by a short lattice span.
The distance from center to center of piers,
the upper faces of each of which will be
provided with massive masonry ice breakers
for a height of 60 feet to guard against the
drift ice, will be 1,550 feet, and in the
clear the central span will be 1,442 feet.
The clear height above high water will be
150 feet. The lower members are horizon-
tal, while the upper ones of each cantilever
form parabolic curves, which, beginning at
each end, rise toward the piers, where the
cantilever has a depth of 258 feet. The
upper member is supported from the pier
by four steel pillars, the two center ones
being vertical, while those at the sides are
inclined. The land end of each cantilever
is anchored to a masonry tower. The
superstructure consists of two single track
railroad bridges, placed 90 feet from center
to center, and joined together by bracing;
the arched masonry approaches consist
of two single track viaducts, also
placed ninety feet apart. The masonry
arches are forty feet span, and
150 feet high. The extreme width of
the bridge is 108 feet. At the level of the
railway is the plane of the main wind bracing,
the flanges of the wind girder being
formed by the lower members of the canti-
levers. This general arrangement offers
the best and most solid construction to
resist the effect of wind pressure. The
towers are rigidly braced in transverse and
horizontal planes, and the upper chords of
each single cantilever are united by upper
wind bracing, the girders so formed being
17 feet in depth. A wind pressure of 56
pounds per square foot has been provided
for, and the bridge has been designed to
carry the heaviest traffic, covering the
entire extent of both lines of railroad. A
maximum stress in the steel members will
be 7 1/2 tons per square inch of sectional
area, while the stress in members of the
wind bracing, exposed to alternating
strains in opposite directions, will be five
tons.

The side spans, between the piers and
abutments, will be erected upon staging.
After the erection of the main towers, a
temporary wire cable may be extended
across the whole span; and from this cable
or series of cables scaffolding may be
suspended. Although the cantilever will
support its own weight as it is carried out,
this system of scaffolding would greatly aid
in the assembling of the parts of the
several members. In building the lower
member it will be pract