

# THE DAILY EXAMINER.

TERMS:—FIVE

NEW FIVE DOLLARS A YEAR.

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

SINGLE COPIES TWO CENTS.

NEW SERIES.

CHARLOTTETOWN, P. E. ISLAND, WEDNESDAY, JUNE 9, 1886.

VOL. 19.—NO. 16.

The Daily Examiner

is issued every evening by  
The Examiner Publishing Co.

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Prince Edward Island.

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Three months ..... 1.25  
One month ..... 50

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

ALMANAC FOR JUNE, 1886.

MOON'S CHANGES.

New Moon 2nd day 9th, 42.8m., a. m., S. E.  
First Quarter 9th day, 3h., 14.2m., a. m.,  
N. E. (below horizon).  
Full Moon 16th day, 9th, 25.4., a. m., N. W.  
(below horizon).  
Last Quarter 24th day, 6h., 23.5m., p. m., N.  
(below horizon).

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

THROUGH TICKETS!  
Charlottetown Ticket Agency.

THROUGH TICKETS for sale to all parts  
of Canada and the United States, at the  
very lowest possible rates. Write for rates  
maps, time tables, etc.

G. A. SHARP  
Station Master and Ticket Agent,  
March 19—2aw wky 3mo P. E. I. Railway.



—FOR—  
BOSTON.

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  
8.00 a. m.  
Leave St. John at 8 o'clock every Saturday night  
for

BOSTON DIRECT.  
Fare from Charlottetown to Boston, \$6.50, 2nd  
class; \$8.50, 1st class.  
For tickets and other information apply to  
G. A. SHARP, P. E. I. RY.,  
P. E. I. RY., P. E. I. Steam Nav. Co.  
or to your nearest Ticket Agent.  
May 7, 1886—cod wky

L. ARTHUR & CO.,  
GENERAL  
Commission Merchants,  
121 ATLANTIC AVENUE,  
BOSTON, MASS.

Eggs and Produce a Specialty.  
July 15—dly wky

CAUTION.  
EACH PLUG OF THE  
MYRTLE NAVY  
IS MARKED  
T & B.  
IN BRONZE LETTERS  
None Other Genuine.  
Oct. 20

## PRINCE EDWARD ISLAND RAILWAY.

1886 Summer Arrangement. 1886.

ON AND AFTER TUESDAY, JUNE 1st, 1886, Trains will run as follows:—

| 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. 10 15 | P. M. 3 30 | Charlottetown.....            | P. M. 7 10 | P. M. 2 55 | A. M. 9 35 |      |
| Royalton Junction.....      | 6 14       | 10 35       | 3 49       | Royalton Junction.....        | 6 56       | 2 35       | 9 17       |      |
| North Wiltshire.....        | 6 18       | 11 23       | 4 35       | North Wiltshire.....          | 6 22       | 1 48       | 8 30       |      |
| Hunter River.....           | 6 58       | 11 38       | 4 59       | Hunter River.....             | 6 12       | 1 33       | 8 14       |      |
| Bradabane.....              | 7 23       | 12 13       | 5 36       | Bradabane.....                | 5 47       | 12 28      | 7 39       |      |
| County Line Junction.....   | 7 39       | 12 21       | 5 49       | County Line Junction.....     | 5 40       | 12 59      | 7 25       |      |
| Freetown.....               | 7 49       | 12 35       | 5 55       | Freetown.....                 | 5 30       | 12 13      | 6 48       |      |
| Kensington.....             | 7 53       | 12 57       | 6 17       | Kensington.....               | 5 17       | 12 13      | 6 48       |      |
| Summerside.....             | 8 15       | 1 30        | 6 30       | Summerside.....               | dp         | 4 55       | 11 40      | 6 15 |
| Misouche.....               | 8 30       | 2 00        | 6 45       | Misouche.....                 | ar         | 4 49       | 11 05      | 6 15 |
| Wellington.....             | 8 45       | 2 21        | 6 55       | Wellington.....               | ar         | 4 25       | 10 44      | 6 15 |
| Port Hill.....              | 9 05       | 2 47        | 7 15       | Port Hill.....                | ar         | 4 05       | 10 18      | 6 15 |
| O'Leary.....                | 9 35       | 3 25        | 7 35       | O'Leary.....                  | ar         | 3 35       | 9 30       | 6 15 |
| Bloomfield.....             | 10 30      | 4 55        | 8 15       | Bloomfield.....               | ar         | 2 42       | 8 10       | 6 15 |
| Alberton.....               | 10 47      | 5 20        | 8 30       | Alberton.....                 | ar         | 2 25       | 7 41       | 6 15 |
| Tignish.....                | 11 55      | 7 00        | 9 30       | Tignish.....                  | ar         | 2 20       | 6 00       | 6 15 |
| County Line Junction.....   | ar         | ar          | ar         | County Line Junction.....     | ar         | ar         | ar         | 6 30 |
| Cape Traverse.....          | ar         | ar          | ar         | Cape Traverse.....            | ar         | ar         | ar         | 6 30 |

| TRAINS DEPART.—FOR THE EAST. |            |            |       | TRAINS ARRIVE.—FROM THE EAST. |            |            |       |
|------------------------------|------------|------------|-------|-------------------------------|------------|------------|-------|
| STATIONS.                    | Express    | Mixed      | Mixed | STATIONS.                     | Express    | Mixed      | Mixed |
| Charlottetown.....           | P. M. 3 15 | A. M. 6 30 |       | Charlottetown.....            | A. M. 9 20 | P. M. 6 15 |       |
| Royalton Junction.....       | 3 30       | 6 50       |       | Royalton Junction.....        | 9 05       | 5 55       |       |
| Beaufort.....                | 3 38       | 7 25       |       | Beaufort.....                 | dp         | 8 15       | 4 49  |
| Mt. Stewart Junc. (dp)       | 4 29       | 8 23       |       | Mt. Stewart Junc. (ar)        | 8 10       | 4 20       |       |
| Morell.....                  | 4 58       | 9 01       |       | Morell.....                   | 7 42       | 3 35       |       |
| St. Peter's.....             | 5 29       | 9 35       |       | St. Peter's.....              | 7 23       | 3 02       |       |
| Bear River.....              | 5 55       | 10 27      |       | Bear River.....               | 6 45       | 2 10       |       |
| Souris.....                  | 6 25       | 11 15      |       | Souris.....                   | 6 15       | 1 29       |       |
| Mt. Stewart Junction.....    | P. M. 4 35 | A. M. 8 25 |       | Mt. Stewart Junction.....     | A. M. 8 10 | P. M. 4 15 |       |
| Cardigan.....                | 5 28       | 9 38       |       | Cardigan.....                 | 7 17       | 3 03       |       |
| Georgetown.....              | 6 25       | 10 00      |       | Georgetown.....               | 7 00       | 2 49       |       |

Trains are run by Eastern Standard Time.  
2<sup>nd</sup> Trains on Cape Traverse Branch leave County Line Junction Tuesday, Wednesday  
Saturday, and leave Cape Traverse Monday, Wednesday, Thursday, Round Trip between  
Cape Traverse and County Line, Wednesday. All other Trains run daily (Sundays excepted).

JAMES COLEMAN,  
Superintendent.  
Railway Office, Charlottetown, May 27, 1886—all prs 6i

## NOW OPEN

—AND—  
SELLING FAST  
our Large and Well-assorted Stock of New and Fashionable

DRY GOODS, MILLINERY, & C.

All the Latest Novelties of the Season.

STANLEY BROS.,  
Brown's Block, Opposite Market House.

Ch'town, May 6, 1886

## NEW HAT & FUR STORE,

Newson Block.

A NEW DEPARTURE!

HATS, of the Latest Styles, at the very LOWEST PRICES.

FURS, of all kinds. Cleaned, Dyed, altered and Repaired.  
HIGHEST CASH PRICES paid for Raw Furs.

E. STUART.  
Ch'town, May 4, 1886

## STRICT ATTENTION

to Business, Honesty and Square Dealing, and paying  
Cash every time, is what has placed

L. E. PROWSE  
to the front of all competitors, in CLOTHING, HATS, & C.

He does not advertize to sell goods at cost, but he guaran-  
tees to sell from 10 to 25 per cent less than those who do adver-  
tize to sell at cost.

He does not try to deceive the people by making a big  
blow and offering paltry rewards, but tries to do things right  
and has the goods to back him up in what he advertizes.

He has now about 6,500 HATS and \$4,000 worth of  
CLOTHING, which he guarantees to sell from 10 to 25 per cent  
less than any house in the trade. A lot of this Clothing was  
bought less than half price, and will be sold less than half price.

He does not ask the people to believe his advertisement  
until they see his prices; he knows then they will believe, and  
knows that the goods and prices back him up every time.

All goods freely shown, or sent to any part of the town.  
Please don't forget to call.

L. E. PROWSE,  
Sign of the BIG HAT, 74 Queen Street.  
Ch'town, May 7, '86—cod wky

### ADAMSON'S BOTANIC COUGH BALSAM

SAFE. PROMPT. 25 Cts.

AWONDERFUL REMEDY

Adamson's Botanic Cough Balsam.  
It is as pleasant as honey. Coughs, Colds, and  
Asthma, which lead to Consumption, have been  
speedily cured by the use of ADAMSON'S BALSAM after  
all other remedies have failed. Sufferers from either  
recent or chronic coughs or bronchial affections, can  
rely to this great remedy, confident of obtaining  
speedy relief. Do not delay, get it at once.  
FOR SALE BY ALL DRUGGISTS.  
Bottled at St. Stephens, N. B., by the proprietors,  
T. W. KISSMAN & CO., Druggists,  
343 4th Ave., N. Y.

### ABSOLUTE PURITY.

THE following analyses (made by the Domini-  
con Analyst) of three BAKING POWDERS  
sold in this market should put a stop to the  
unjust efforts of the Royal to mislead the public  
as to its being the only pure Powder. These im-  
partial tests show that other Powders are as pure  
and wholesome:

W. SAUNDERS, Dom. Analyst, St. John, N. B.  
reports:—  
Royal—Contains Alkaline Carbonates—a mixture  
consisting mainly of Bicarbonate of Soda  
and Cream of Tartar—adulterated with about  
20 per cent of Starch.

W. F. BEST, Dom. Analyst, St. John, N. B.,  
reports:—  
Pure Gold—Contains Cream of Tartar, Carbon-  
ate of Soda—fresh and pure.  
Nov. 19, 1885—Not adulterated;  
same as usual.

WOODILL'S  
April 7, 1885—Not adulterated;  
same as usual.

WOODILL'S  
June 4, 1881—Fresh and pure;  
same composition as usual.

MAYNARD BOWMAN, Dom. Analyst, Halifax,  
N. S., reports:—  
WOODILL'S  
Of good quality; contains nothing  
injurious.

WOODILL'S German Baking Powder has a  
reputation for purity and wholesomeness won  
nearly 30 years.  
May 21, 1886.

W. WHEATLEY,  
Produce and Commission Merchant.

SPECIAL attention given to consignments.  
Large storage accommodation.  
Satisfaction guaranteed.  
269 Harrington St., Halifax, N. S.  
March 24—3mos cod

1827 - - - 1886.

T. & E. KENNY,  
Dry Goods and Shipping,  
HALIFAX, CANADA.

T. & E. KENNY,  
(F. C. MARON)  
Ship Owners and Brokers,  
General Commission Merchants,  
161 GRESHAM HOUSE,  
Bishopsgate Street,  
LONDON, E. C.,  
England.

Scott's and Vaughan's Codes.  
March 29, 1886.

ESTABLISHED 1873. MEMBERS CHAMBER  
OF COMMERCE.

### WE BUY

Potatoes, Spiling, R.R. Ties,  
Lumber, Laths, Canned  
Fish, Hay, Eggs,  
Produce.

And sell on commission. Write us fully for  
quotations. Ship to

HATHEWAY & CO.,  
22 Central Wharf, Boston, Gen-  
eral Commission Merchants.

Consign your vessels to our house. Will  
receive personal attention. Charter, Freight  
and Vessels for the United States, Newfound-  
land, West Indies, South America Ports.  
Lumber, Stone and Oil Freights.  
April 12, '86—3mos

WANTS, LOST, FOUND, & C.

TO LET—A brick house on Pownall Street,  
now occupied by Mr. Geo. J. Wright.  
Apply to Thos. W. Doid. mar 26 tf

TO LET The Brick House, opposite THE  
EXAMINER office; possession given about  
1st June. Apply to John Lugs. may 7 3i pd

TO LET—A house on King Street, near  
the Railway, at present occupied by Mr.  
Pico; possession 1st June. Apply to Wil-  
liam Do'd. may 6

TO LET—Furnished Rooms with use of  
Kitchen, or furnished House. Apply at  
THE EXAMINER office. ap 27 if

FOR SALE Part of Building Lot on  
Upper Weymouth Street; terms easy.  
Apply at THE EXAMINER office. ap 21.

FOR SALE OR TO LET—The Cottage at  
St. Avards, St. Peter's Road, just out-  
side city limits, at present occupied by D.  
Co. Chasut, Esq. Apply to R. McMillan,  
coal office, foot Prince Street  
ap 12 cod wky if

### The Eagle's Dazzling Flight.

"That Americans, as a nation, are given to  
"buncombe" and "blow" is a fact that has  
long been known and admitted. It is one  
of the perquisites of "the land of liberty,"  
and on special occasions, such as Washing-  
ton's birthday, the anniversary of Bunker  
Hill, and 4th July, is indulged in *ad  
libitum et nauseam*. The latest which has  
come under our observation is Senator John  
A. Logan's tribute to the fame of General  
Grant on Memorial Day last. As a  
specimen of spread-eagleism rampant we  
commend the following to our readers.

"When Caesar, after conquering the  
Syrian king, Pharnaces, penned the short-  
est military dispatch in the annals of war,  
'I came, I saw, I conquered,' his words were  
not thought with a tittle of the importance  
attached to the laconicism of the American  
general, announcing a determination to  
fight it out on this line if it takes all  
summer.' And when the coward priest of  
the middle ages chanted his church ritual  
and invoked the blessing, *pace obsequium*,  
upon his half military, half religious con-  
gregations, no such fire was kindled, no such  
electrical denouncement was witnessed, as  
when the leader of enormous armies and the  
subjugator of a splendid military force, ex-  
claimed to his countrymen, 'Let us have  
peace!'

"When Shakespeare wrote of Julius  
Caesar: 'He was the foremost man of all  
this world,' Grant had not then lived.  
Envy has sought to take away from this  
grand hero many of the qualities upon  
which his brilliant success depended.  
Cyrus, the Persian, during his brief career,  
extended the Persian empire from the  
Indus to the Hellespont, and from the  
Jaxartes to the Syrian coast. Beyond the  
circumstances of an accidental agency in  
delivering the Jews from Babylonian cap-  
tivity, what contributions did Cyrus make  
to the progress of the world by his feats of  
arms and conquest? Alexander was no  
abler a soldier than Grant. His successes  
were achieved through the superior train-  
ing of the Greek soldier, inured to hardship  
and taught to conquer or die. The over-  
whelming phalanx was not the invention of  
Alexander, whose successful achievements  
were largely dependent upon the fact that  
his troops represented the strongest and  
most advanced military power at that time  
in existence. Judged by the test that he  
would apply to Grant, what was Alexander's  
worth to the world? When Rome was  
mistress of the world, Julius Caesar was  
master of Rome. He was a soldier, a gen-  
eral, a statesman, an orator, a historian, a  
mathematician, and an architect. And yet,  
in all that go to make up a man whose ser-  
vices are worthy of the commemoration of the  
human race, what benefits resulted from his  
success?

"During Caesar's military life over one  
million men fell in his various campaigns.  
Stripped of their mere military glory, what  
boon befell the world as the result of his  
achievements? What a glorious work of  
regeneration lay within the grasp of Caesar.  
Did he attempt reform? Did he give  
liberty to the slave? Did he stop the sport  
with human blood? Did he restore the re-  
public that fell with the murder of the  
Cæsar? He grasped power by over-  
riding the laws. He constituted himself  
imperator, in the practical sense of imper-  
ator, and prepared the way for the actual  
Empire under Augustus. A greater man  
than Caesar, because more godlike, has lived  
in our day, and now lies in state, within  
the sacred walls of yonder tomb.

"And what of other military geniuses?  
The field of Marathon was won by a Greek  
general who was afterwards tried by his  
countrymen for a capital offence, and con-  
demned to suffer the death penalty. Pom-  
pey, the Roman, represents the aristocracy  
of Rome, and fell in his defence. Hanni-  
bal's brilliant genius was given, not to  
the establishment of a broad principle, im-  
portant to humanity, but to the maintenance  
of the commercial supremacy of his  
country. Scipio Africanus but followed  
the legend of Rome—*Delenda est Carthago*  
—and knew no loftier purpose than the  
destruction of a commercial rival. The  
empire of Charlemagne, representing no  
new epoch in history, and no establishment  
of a great principle, fell to pieces after his  
death. Wellington was not as great a sol-  
dier as Napoleon, while his sword was car-  
ried at the simple command of a sovereign  
not often just and never magnanimous. In  
something less than a quarter of a century  
Napoleon Bonaparte came upon the field of  
human activity, ran through his dazzling  
career, and like an eagle shorn of both  
talons and pinions, was cooped up in a nar-  
row prison-wall, where he was destined to  
terminate his days in inglorious complaint.  
The Roman general Sulla was one of the  
most brilliant military geniuses of his  
period. His career covers an important  
page in Roman history. After his death a  
monument was erected to honor him, upon  
which was inscribed an epitaph that he  
himself had written, as follows: 'I am  
Sulla, the fortunate, who, in the course of  
my life, have surpassed both friends and  
enemies; the former by the good and the  
latter by the evil I have done them.'

"Men and women of America. In our  
generation a man has lived great enough as  
a military leader to subdue a force of in-  
surrection that could have annihilated any  
army of the world from the time of Cyrus  
down to that of Napoleon. A man has  
lived, who, weighed with the enormous re-  
sults flowing from his work into the ramifi-  
cations of the unknown future, was im-  
measurably greater than Cyrus, above  
Alexander, grander than Caesar, supreme  
over Pompey, Hannibal, and Scipio, tower-  
ing among Charlemagne, the Prince of  
Orange, Frederick the Great, Wellington,  
and Napoleon, and whose name is not to be  
mentioned in connection with those of Mil-  
tiades and Sulla. In all authentic military  
history, the work of but one individual ap-  
proaches that of Grant. Two names should  
be chiselled upon the majestic column that,  
leaping from the banks of the Potomac,  
rears its graceful head far into the clouds,  
the living ambassador from a grateful people

to the borders of the undiscovered country,  
to which both soldiers have gone—Wash-  
ington and Grant! The warriors of liberty!  
One its father and the other its latest de-  
fender."

### Vernon River Notes.

A large bell has been purchased for the  
Vernon River Chapel and will soon be  
placed in the steeple.

Hayder's Bridge is in a very dangerous  
condition and needs repairing badly.

Now that the spring's work is done and  
the grass is growing up rapidly, the anxious  
look of the farmers has disappeared, leav-  
ing a pleasant smile on their sun-burnt  
faces in anticipation of a bountiful harvest.

Judging by the pile of scantling and other  
building material in Mr. Frank Vickerson's  
field, we would suppose he is contemplating  
matrimony.

A happy event took place at the residence  
of Mr. Josiah Lane, on Friday evening  
last, on which occasion Mr. Jabez Lane and  
Miss Amanda H. McLaughlin were united  
in marriage. We wish the young couple  
much happiness.

We are pleased to see that Dr. McNeill  
has recovered from the effects of a broken  
arm and is driving around again.

### Canadian Progress.

Since 1878 the manufacturers of the  
Dominion have imported \$10,000,000 of  
new machinery to carry on their industries.  
The consumption of raw cotton and wool  
shows a net increase of 103,000,000 lbs.  
Our imports, since 1878, have had an aver-  
age decrease of \$3,130,000 per year. Our  
exports have increased an average of \$9-  
371,866 per year, since the same date—an  
increase of trade in our favor of \$12,500-  
000 per year. This shows the unprece-  
dented growth of our manufacturing  
interests. We employ a bank circulation of  
\$16,000,000 more than we did in 1878.  
The chartered banks have an increased  
deposit of the savings of the people amount-  
ing to \$34,000,000. The Savings bank  
deposits have increased \$26,783,000; 13-  
685 more persons are engaged in business  
and yet there is a decrease of \$18,132,000  
in the amount of failures as compared with  
1878. There is an increase of 5,433,804 in  
the tonnage of shipping that carries on the  
trade of our ports. In 1878, we had 6,604  
miles of railway; in 1885, 10,149 miles;  
in 1878, 30,623,000 miles. In 1878, a pas-  
senger traffic of 6,444,0