

THE DAILY EXAMINER.

TERMS:—FIVE DOLLARS A YEAR.

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NEW SERIES.

CHARLOTTETOWN, P. E. ISLAND, WEDNESDAY, APRIL 4, 1888.

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One month .50
Advertising at moderate rates.

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ALMANAC FOR APRIL, 1888.

MOON'S CHANGES.

Last Quarter 3rd day, 8h., 24.8m., a.m., S.W.
New Moon 11th day, 5h., 52.2m., a.m., E.
First Quarter 19th day, 7h., 39.7., a.m., N.
(below horizon)
Full Moon 23th day, 2h., 9.6m., a.m., S.W.

D. DAY OF WEEK	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
	rises	sets	rises	sets	rises	sets	rises	sets	rises	sets	rises	sets	rises	sets	rises
1 Sunday	5 44	6 23	0 30	1 59	12 39										
2 Monday	42	25	1 30	2 55	43										
3 Tuesday	40	26	2 21	4 7	46										
4 Wednesday	38	27	3 3	5 30	49										
5 Thursday	37	29	3 37	6 52	52										
6 Friday	35	30	4 10	7 54	55										
7 Saturday	33	32	4 37	8 32	59										
8 Sunday	31	33	5 1	9 22	13 2										
9 Monday	29	34	5 25	9 58	5										
10 Tuesday	27	35	5 48	10 32	8										
11 Wednesday	25	37	6 12	11 1	12										
12 Thursday	23	38	6 38	11 33	15										
13 Friday	22	40	7 7	morn	18										
14 Saturday	20	41	7 41	0 4	21										
15 Sunday	18	42	8 20	0 37	24										
16 Monday	16	43	9 6	1 13	27										
17 Tuesday	15	45	9 59	1 53	30										
18 Wednesday	13	46	11 0	2 40	33										
19 Thursday	11	47	aftr n	3 40	36										
20 Friday	9	48	5 4	4 54	39										
21 Saturday	8	50	1 16	6 17	42										
22 Sunday	6	52	2 28	7 32	46										
23 Monday	4	53	3 50	8 28	49										
24 Tuesday	2	54	4 55	9 19	52										
25 Wednesday	0	55	6 23	10 3	55										
26 Thursday	4	58	7 43	10 45	58										
27 Friday	5	6 58	9 11	11 27	14 1										
28 Saturday	5	7 0	10 14	12 0	4										
29 Sunday	5	1 11	19 0	5 6	6										
30 Monday	5	2 3	morn	1 45	14 9										

L. ARTHUR & CO.,
COMMISSION MERCHANTS,
RECEIVERS OF
Mackerel, Butter, Cheese EGGS
Poultry, Potatoes, Fruit &
Vegetables.
142, 144 Commercial Street,
BOSTON, MASS.
May 18, 1887.

MEDICAL.
Dr. Jenkins & Dr. S. R. Jenkins,
OFFICE:
GREAT GEORGE STREET,
Opposite St. Dunstan's Cathedral.
feb24—2m wky tf wky pat her

FOR
B-O-S-T-O-N
SPRING ARRANGEMENT.
THE PALACE STEAMERS
OF THE
INTERNATIONAL S.S. CO.

Leave St. John for Boston, via Eastport and Portland, every Tuesday and Thursday at 8.00 a.m.
Fare from Charlottetown to Boston, \$6.50, 2nd class; \$3.50, 1st class.
For tickets and other information apply to
G. A. SHARP, F. W. HALE, P. E. I. Ry., P. E. I. Steam Nav. Co. or to your nearest Ticket Agent.
Feb. 24, 1888—wky

AMES A. MORRISON. GEORGE MUSGRAVE
MORRISON & MUSGRAVE,
BROKERS
—AND—

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,
71 EAST CHEAP AND 9 & 14 MINING LANE,
LONDON, ENGLAND.
Represented in Canada by MORRISON & MUSGRAVE, Halifax.
ct. 24, 1887—

ANOTHER LIST.

OUR LAST SPECIAL OFFERS brought hundreds of extra customers to our Store, and in order to still keep up the supply of Bargains, we have prepared a new list, and ask you to read every item.

As only a few DOLMANS, REDINGOTES and SACQUES remain, we will, in order to make a clean sweep, offer them at ridiculously low prices—so now is your chance. In FANCY ULSTERS and SACQUE CLOTHS, you can have your choice at large discounts, and in TWEEDS our values are of the very best.

Our DRESS GOODS trade has been very large this season, owing to the excellent value we have been giving; but our new reduced prices we expect to cause a genuine rush. Remember, our Stock is Fresh, and we are offering the most Fashionable Trimmings at Large Discounts, and you only need see them to find just what will suit you.

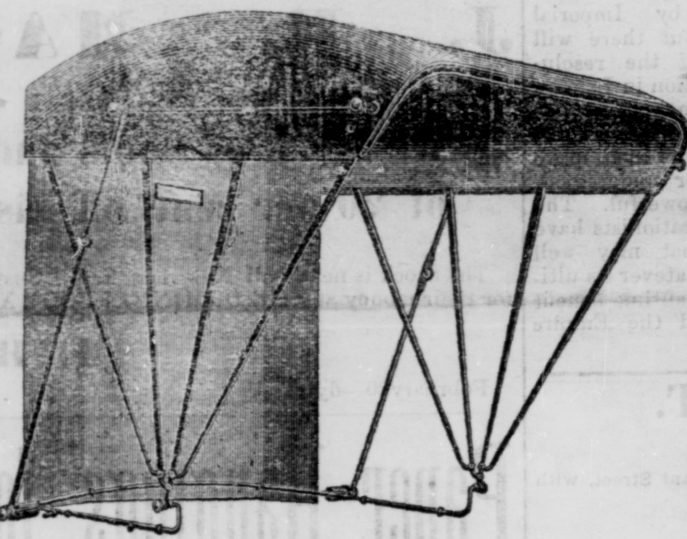
We are to the front with a Choice Stock of HAMBURG EMBROIDERIES and INSERTIONS, CASH'S FRILLINGS EDGINGS of all kinds, and a Stock of WHITE COTTONS—the best value we have ever offered.

It Pays to buy your Dry Goods and Millinery at
BEER BROS.

Charlottetown, Feb. 10, 1888.—eod & w

CARRIAGE GOODS

OF EVERY DESCRIPTION.



WE OFFER
Better Value
—IN—
BUGGY
TOPS
Than any other House
in Canada.
—IN STOCK—
BODIES
ALL STYLES.

A FULL AND COMPLETE STOCK OF

GENERAL HARDWARE and MILL SUPPLIES.

NORTON & FENNELL,
City Hardware Store.

Charlottetown, March 5, 1888.

OVERCOATS, SUITS.

Heavy All-Wool Pants, a Specialty.

KNIT SHIRTS, ALL STYLES.

Flannel Shirts, Linders, &c.

ALL AT AWAY DOWN PRICES.

GEO. E. FULL,

SIGN OF THE LION, QUEEN STREET.

Ch'town, Feb. 18, 1888.

The Liverpool and London and Globe Insurance Co.

Assets 1st January, 1887. \$38,046,884.56
Assets in Canada. 673,375.05

This Company offers every advantage of the most undoubted security, liberal contracts, low rates, and prompt payment of losses to the insured.

Policies issued for three years on Dwellings, Churches, etc., at reduced rates.

LEONARD MORRIS, Agent, Summerside.
R. R. FITZGERALD, Agent, Charlottetown.

February 11, 1888—3m 2aw pd

Sheriff's Sale.

EDWARD JARVIS HODGSON, surviving Executor of the last will and testament of DANIEL HODGSON, Plaintiff.

LAWRENCE WHELAN, Defendant.

By virtue of a Writ of Statute Execution to me directed, issued out of Her Majesty's Supreme Court of Judicature, at the suit of the said Edward Jarvis Hodgson, surviving Executor of the last will and testament of Daniel Hodgson, against the said Lawrence Whelan, I have taken and seized as the property of the above-named Defendant, Lawrence Whelan, the following property, to-wit: a certain parcel of land, situate, lying and being on Lot 34, in Queen's County, in Prince Edward Island, bounded as follows: Commencing at the north-west angle of Plot No. 257, on the west side of a road leading to Stang's; thence west seventy-three chains, or until it meets the west boundary of a tract of land now or lately in possession of John Auld; thence north twenty chains; thence east seventy-three chains, or until it meets the east boundary of the said road; thence following the course thereof south twenty chains to the place of commencement, containing one hundred and forty-six acres of land, a little more or less. Also, a certain parcel of land, situate, lying and being on Lot 34, in Queen's County, in Prince Edward Island, bounded as follows: Commencing at the north-west angle of Plot No. 257, on the west side of a road leading to Stang's; thence west seventy-three chains, or until it meets the west boundary of a tract of land now or lately in possession of John Auld; thence north twenty chains; thence east seventy-three chains, or until it meets the east boundary of the said road; thence following the course thereof south twenty chains to the place of commencement, containing one hundred and forty-six acres of land, a little more or less.

Also—All that other tract, piece and parcel of land, situate, lying and being on Lot 34 aforesaid, bounded and described as follows, that is to say, by a line commencing on the west side of the Covehead Road, at a point ten chains south from the north boundary of a tract of one hundred and twenty-one and three-quarter acres of land, conveyed by the Commissioner of Public Lands to William Brown; it runs thence west fifty-eight chains and sixty links, or to a tract of seven and three-quarter acres, conveyed by said Commissioner to William Brown aforesaid; thence south three chains and twelve links; thence east to the road aforesaid; thence north along the road to the place of commencement, containing eighteen acres and one rood of land, a little more or less.

Also—All that other tract, piece and parcel of land, situate, lying and being on Lot 34 aforesaid, bounded and described as follows, that is to say, by a line commencing on the east side of the Covehead Road, at a point ten chains south from the north boundary of a tract of one hundred and twenty-one and three-quarter acres of land, conveyed by the Commissioner of Public Lands to William Brown; it runs thence west fifty-eight chains and sixty links, or to a tract of seven and three-quarter acres, conveyed by said Commissioner to William Brown aforesaid; thence south three chains and twelve links; thence east to the road aforesaid; thence north along the road to the place of commencement, containing eighteen acres and one rood of land, a little more or less.

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And I do hereby give Public Notice that I will, on WEDNESDAY, the twelfth day of September, A. D. 1888, at twelve o'clock, noon, at the Court House in Charlottetown, in the said County, sell up and sell by Public Auction, all the above-described properties, or as much thereof as will satisfy the levy marked on said Writ, being the sum of Three Hundred and Thirty Dollars and Eighteen Cents, with interest on Two Hundred and Fifty-nine Dollars and Fifty-five Cents, at seven and one-half per cent. from the eighth day of February, 1888, until paid, besides Sheriff's fees and all incidental expenses.

JAMES CURTIS, Sheriff.

Sheriff's Office, Queen's County, March 27th, A. D. 1888.

E. J. HODGSON, Plaintiff in person.

mch31—3l law

MORTGAGE SALE.

To be sold at Public Auction, on FRIDAY, the Twentieth day of April, A. D. 1888, at two o'clock, noon, at the Court House in Charlottetown, under and by virtue of a Power of Sale contained in Indenture of Mortgage, bearing date the Fourteenth day of March, A. D. 1884, and made between Alexander Lemon, of Montague Bridge, of the one part, and Archibald Kennedy, Francis Docherty, and Eliza Dewar, of the other part:

All that tract, piece or parcel of Land situate, lying and being at Montague, on Township Number Fifty-two, in King's County, bounded as follows, that is to say: Commencing on the west side of Main Street, at the north-east angle of land in possession of Archibald McLaren, and running east along the north-east boundary line for a distance of one hundred and ten feet, or until it meets land in possession of John Annear's east boundary line for a distance of fifty-five feet, or until it meets land in possession of Hugh McPherson, and in the possession of Charles D. Poole; thence north along the east boundary line for a distance of fifty feet; thence east along said boundary to the place of commencement, containing one-eighth of an acre, a little more or less. Also—All that other tract, piece or parcel of land situate at Montague, Township Number Fifty-nine, and bounded as follows: Commencing on the south-western side of the road leading from the Ferry Road to Montague Bridge, in the western boundary of fifty acres now or formerly in possession of Augustine C. McDonald; thence south three degrees east along said boundary to the rear boundary of farms fronting on that section of the Montague River; thence following said line westwardly ten chains; thence north three degrees west to the Ferry Road; thence east along the same to a continuation of the east boundary of three and three-quarter acres sold to Hugh McPherson, and in the possession of Charles D. Poole; thence northwardly along the east boundary of the Ferry Road, and thence south-eastwardly along the same to the place of commencement, containing eighty acres and one quarter, a little more or less, together with all houses, buildings, rights, members and appurtenances thereunto belonging or in anywise appertaining.

Dated this Twentieth day of March, A. D. 1888, ARCHIBALD KENNEDY, FRANCIS DOGHERTY, ELIZA DEWAR, Mortgagees.

mch21—law title (wed)

NOTICE.

A LARGE AMOUNTS due the estate of HARRIS & STEWART must be paid at once to the undersigned, at the office of the London House, or they will be sued for.

F. W. MOORE, Assignee.

Ch'town, March 29, 1888.

THE PIRATE. THE NEW POLICY.

WHAT IT INVOLVES.

Speech of Hon. George Foster.

(Hansard Report.)

[CONTINUED.]

The importers from Boston and New York will gain, but what about the merchants and manufacturers of Halifax and the Lower Provinces, and what about the millers and wheat growers in the other Provinces? I have not the time to carry out this reasoning, but hon. gentlemen can carry it out for themselves, and they will come to the conclusion that in nearly every case every dollar's worth of goods obtained from the United States in the way of an increased home market in Canada will displace an equal amount which has come generally through Canadian channels. That is what the apostle of commercial union declares. Mr. Wiman lets out a great deal of the truth, and sometimes he lets out the truth where it gets all over. Speaking in Newark N. J., he says:

"If new markets for relief of over-production, created by the stimulant of protection, can be made accessible—"

What does that mean? It means simply that the producing power of the United States is over and above what is necessary to furnish its own market, and can easily have a surplus to send into other countries and other markets. Where would it be sent? Into Canada, says he. To do what? To displace an equal amount now furnished by the woolen and cotton manufacturers of Canada—

"without disturbing in the slightest the perfect equilibrium of existing taxation, clearly it is the duty of the protectionist to secure these markets, not only because of the immediate outlet which they afford, but as an illustration of the benefits of his favorite policy. Further, if these new markets, secured by the protectionist without sacrifice, are got at the expense of a free trade nation, so much the better. This would be one of the results of commercial union. The total trade of Canada, a portion of the British Empire, is about \$200,000,000. Two-thirds of it, it is supposed, can be secured by the United States by simply lifting up the Customs line that now runs through the middle of the continent, and stretching it right around the continent. This would not only admit to more than half the continent all American manufacturers, but it would create in their favor, in one part of the British Empire, a discrimination against the manufacturers of another part of the British Empire. Can anything be more attractive to the average American protectionist than this advantage over the pauper labor of Europe?"

And Mr. Hitt, who has been glorified as one of the joint laborers in this heroic remedy which is to be applied by the hon. gentleman, states this a little more fully. In speaking to western men—and he is a western man—at a great banquet, he declared:—

"We in the west would like you manufacturers of New England to have access to that great market of Canada. With a Reciprocity Treaty, or, better still, Commercial Union, you will have the preference over English, French and German goods, and in two years' time after its adoption, goods from Yankee manufacturers will be in every retail store from Montreal to Victoria."

Well, that is perfectly right as a matter to be striven after by our friends in the United States. But it remains for us seriously to consider whether it is for our interest, as a country, that we should lay our industries at this particular time, open to that competition. But again he says that it would be one of the United States market. Now, that was pretty well ventilated by my colleague last night, and I shall not traverse the ground made by him. I simply draw your attention to one of the sportively imaginative statements of the hon. member for South Oxford. He talked about our railways. He said we had long lines but they were not carrying much, but just let unrestricted reciprocity come into force, and our railways might carry more to the borders and less to the seaboard, and they would speedily quadruple freight and quadruple their earnings. Well that is a rosy statement. Did he give one iota of proof which would lead us to believe that this would be the case? Has he not stated in this House as one of the attractive points of his programme that there are large American cities along the border, that our Provinces are particularly situated to be benefited by this project were carried out, you would if this had a constant stream of traffic along our lines of railways from one of these countries into another. To-day, Sir, the great traffic of our railway consists in what it carries from points distant far in the west, to points distant far in the east, from one Province to another Province; by this proposition you would cut off, to a large extent, that great line of traffic, which would have a crisis cross traffic in which the lines of intercommunication would be changed out of their present course by running between this country and the United States in order to get to these great cities. So much for the rosy idea of quadrupling freights and earnings of the railways of this country. With these remarks I leave that branch of my subject, thinking that I have fairly well proved that this remedy which has been proposed is not the best thing for the people of Canada. There remains one question which I shall state briefly, and that is:

IS THIS A FAVORABLE TIME

in which to make a proposition for closer relations between us and the United States? My hon. friend says yes, it is the happy, happy now! And he goes on to give his reasons why it is the happy now by saying that now is the time when tariff reductions are imminent. How far are tariff reductions imminent, so far as we can see?

(To be Continued.)