

The Daily Examiner.

TERMS:—FIVE 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, PRINCE EDWARD ISLAND, MONDAY, JUNE 1, 1885.

VOL 17.—NO. 9.

The Daily Examiner

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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 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	Moon	High	Days
	h	m	ft	len
Monday	4	17	7	15
Tuesday	17	39	10	18
Wednesday	16	39	11	23
Thursday	15	40	11	25
Friday	15	41	11	26
Saturday	15	42	10	26
Sunday	14	43	0	29
Monday	14	44	1	30
Tuesday	14	46	1	31
Wednesday	14	46	2	32
Thursday	14	47	3	33
Friday	14	47	4	33
Saturday	14	47	5	33
Sunday	14	48	6	34
Monday	13	48	7	35
Tuesday	13	48	8	35
Wednesday	13	48	9	35
Thursday	13	48	10	35
Friday	13	48	11	35
Saturday	13	49	12	35
Sunday	13	49	13	35
Monday	14	49	14	35
Tuesday	14	49	15	35
Wednesday	14	49	16	35
Thursday	15	49	17	34
Friday	15	49	18	34
Saturday	15	49	19	33
Sunday	16	49	20	33
Monday	16	49	21	33
Tuesday	16	49	22	32
Wednesday	17	49	23	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.
Ch'town, May 21, '85.

The Charlottetown Mutual Fire Insurance Company.

THIS Company is now organized and prepared to accept good Fire Risks at Moderate rates.
Hon. Thomas W. Dodd, President.
DIRECTORS: Geo. R. Beer, Esq., D. Farquharson, Esq., Fred. Perkins Esq., Alex. McKinnon, Esq., Benj. Hertz, Esq., Benj. Hooper, Esq., JAMES M. SUTHERLAND, Sec'y and Treas.
April 7, 1885—121 2aw

McLeod, Morson & McQuarrie, BARRISTERS

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, up stairs; entrance next door to Taylor's Jewelry Store.
March 23, 1885—wky 2m

SULLIVAN & MACNEILL, ATTORNEYS-AT-LAW

Solicitors in Chancery, NOTARIES PUBLIC, &c.
OFFICES: O'Halloran's Building, Great George Street, Charlottetown.
G. Money to Loan.
W.W. SULLIVAN, C. C. CHESTER B. MACNEILL
January 18, 1885.



MEN'S FELT HATS.

4750 NEW HATS

JUST OPENED AT
L. E. PROWSE'S,

Including all the Leading Styles in English, American and Canadian.

This is the Largest Stock ever imported to P. E. Island and

MUST BE SOLD,

as BIG BARGAINS will be given, both Wholesale and Retail

L. E. PROWSE,

Sign of the BIG HAT, 74 Queen Street.
Ch'town, April 28, 1885.

LONDON HOUSE

Custom Tailoring Department!

A SPLENDID RANGE OF CLOTHS IN

Broadcloths,

Worstedes,

Meltons,

Suitings &

Light Overcoatings.

Work done with Promptness and in the Best Styles, at the Lowest Prices.

GEO. DAVIES & CO.

Ch'town, Feb. 5, 1885—2 aw wky

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 wky 2w

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

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;

Sashen Doors Window and Door Frames, Architraves, Spouting and Conductor Mouldings, Ballusters, Newel Posts, Stair Balis, Twists, etc.

We are prepared to do all kinds of Jobbing, in Planing, Jointing, Morticing, Tenoning, Jig 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 almost entire satisfaction to all who favor us with their patronage.
June 1885

G. H. HASZARD'S ADAM BEDS.

FOR ALL KINDS OF CHAPTER LIII. (Continued.)

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 1/3 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 & Toiary's Writing & Copying Inks,

To be Sold at Great Discounts.

G. H. HASZARD,

BROWN'S BLOCK, Queen Square.
Ch'town, May 18, '85.—wky

Men's Felt Hats

For Sale Cheap at the

LONDON HOUSE.

COAL. COAL.

DISCHARGING at Queen's Wharf, a cargo of Piston Nut Coal.

Orders taken for all kinds of Coal at lowest prices, viz:

ACADIA, nut and round
INTERCOLONIAL, do.
VALE, do.
ALBION, do.
ALBION, slack (blacksmiths)
SYDNEY (old mines) round.
SYDNEY (Cow Bay) round.
ANTHRACITE (Egg and Chestnut sizes)

CAPE JOHN HUGHES,

Water Street.
Ch'town, May 5, 1885—3mo eod her 3nos

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.

is the way you should choose women; their cleverness 'll come to much—never come to much; but they make excellent simpatiens, ripe and strong flavored.

'What dost say to that?' said Mr. Poyser, throwing himself back and looking merrily at his wife.

'Say?' answered Mrs. Poyser, with dangerous fire kindling in her eye; 'why, I say as some folks' tongues are like the clocks as run on strikin', not to tell you the time o' the day, but because there's summat wrong i' their own inside.'

(To be continued.)

LETTERS TO THE EDITOR.

SIR,—To show you what our horses are thought of (when properly bred) in the far West, I submit for your perusal a letter just received from Mr. Andrew Davidson, a horse breeder of Lancaster, Ohio, and will feel obliged if you will make the following quotation from it:—

"LANCASTER, OHIO, May 24, 1885.

"MR. C. C. GARDNER.

"Dear Sir,—I met the colt on Monday morning at Nickerson's Wharf, Boston. He arrived in fine condition; not a hair off or scratch on him. As soon as I got the permit from the Customs officer I took him to a stable near the depot, where I let him remain until Tuesday at 6.30, at which time I shipped by fast freight to Ohio. I arrived at Lancaster on Saturday at 2 p. m., safe and sound. Yesterday quite a number of horsemen visited my stables, and all pronounced him the best draft colt they had ever seen. They one and all admired his fine head, great bone and substance, fine style and grand action. I am fully satisfied with him. He comes up to my representations in every particular. Give my respects to Mr. McLeod, and tell him to keep on raising this kind.

"Yours respectfully,
"A. DAVIDSON."

This colt, Mr. Editor, when four months old, I took last autumn to the State Fair in Bangor Maine, with his dam and Barrister his sire, to show the people there what some of the heavy stock was like we bred down here. It was very much admired for its good points and great size as a cart colt.

In February last the above Mr. Davidson who had heard of it wrote me enquiring if it was for sale, and at what price delivered on the 1st of May. Mr. J. D. McLeod, its owner, informed me it could be purchased for \$150. This I communicated to Mr. Davidson, giving him an accurate description of the animal. In a few days he remitted the money with all charges and freight to Boston. The colt was shipped by Boston boat when eleven months and four days old, and then weighed 892 lbs. The quotation from Mr. Davidson's letter shows how he is pleased with his previously unseen purchase. I will just remind some of your readers that this is the colt which was pronounced by Mr. Tweedy in their presence to be unbound by spavin. The same gentleman about the time the colt was taken by Dr. Dodd and myself to Bangor, said he "did not know what we were taking a thing like that for." This shows that Mr. Tweedy differs from the horsemen of one of the oldest and foremost horse breeding states in the West, Ohio. It also proves, I think, that Mr. Tweedy is incapable of judging when a horse is sound; and further, that his education in reference to the equine race, notwithstanding the great advantages to be derived, no doubt, for perhaps 28 or 30 years residence in the famous town of Thirk, Yorkshire, must have been sadly neglected. He accuses me in his last communication to you of pronouncing other peoples horses to be curby hocked. If I have ever done so it has not been for selfish or malicious purposes, but in the interest of breeders. If I have not found fault with horses kept for stock purposes with thorough pins and cockle joints, Mr. Tweedy will please excuse me.

Yours, &c.,
C. C. GARDNER.

SIR,—In a recent issue of your paper you notice the speech of Senator Howland delivered before the Senate of Canada.

Your critic seems to doubt the practicability of the Senator's scheme to fulfil the Terms of Union by the building of an iron and cement subway to connect the Island with the mainland. Short lines of subways being an admitted success, the question narrows itself down to the feasibility of constructing subways long distances under water and liable to damages from ice grounding on or near the subway. As there is some talk of bridging the Hillsborough in the near future, would it not be worth the consideration of the Local Government to have estimates made for the cost of a subway between Charlottetown and Southport. There is one advantage that tunnels and subways have over bridges on navigable rivers and straits, viz: in the greater freedom to navigation, and if not disturbed by ice, subway are practically indestructible. I have the official report of the Hon. Senator's speech at hand, and I notice his scheme has the partial endorsement of one of the leading engineers of Great Britain. The writer, with some others, shares the opinion that the problem of navigation over stretches of ice and open water is a simple case of solution; but the cost of a construction or machine to accomplish such a result as efficient communication between P. E. Island and the mainland during the winter months is too great for private effort to undertake. Possibly, if the Dominion Government would assume the cost of experiments, an effort might be made to solve the problem of winter navigation. Of course there are those who doubt the possibility of success for any scheme for efficient winter communication, but the facts of the triumphs of science of the present have exceeded even the dreams of a past age.

H. F. COOMBS.
St. John, N. B., May 27, 1885.