THE DAILY EXAMINER

THE LEADING DAILY OF P. E. I

Issued every afternoon (except Sunday) at the EXAMINER PUBLISHING HOUSE, London House Building, Queen Street.

RATES OF SUBSCRIPTION.
(IN ADVANCE)

ONE YEAR.....$4.00
SIX MONTHS.....2.00
THREE MONTHS.....1.00
ONE MONTH.....0.35

Sent post paid to any part of Canada or the United States

The Weekly Examiner

is issued every Friday morning from the publishers' office. It is made up of matter which has appeared in the Daily editions, and is a first-class weekly newspaper—interesting and full of the latest news.

Senate Read. Room

THE DAILY EXAMINER.

TERMS: Four Dollars a Year

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

Single Copies Two Cents

VOL 34. CHARLOTTETOWN, P. E. ISLAND THURSDAY, JUNE 13, 1895. NO. 292

—IF YOU—
Want a wife,
Want a cook,
Want a partner,
Want a situation,
Want a servant girl,
Want to sell a farm,
Want to sell a h...
Want to rent a ...
Want to exchange anything,
Want to sell plants or grain
Want to sell groceries or drugs,
Want to sell or trade anything,
Want to find customers for anything,
Want to sell or buy horses, pigs or cattle
ADVERTISE IN
THE EXAMINER

CALENDAR FOR JUNE, 1895.

Full Moon, 7th day, 6h 47.6m a. m.
Last Quar 15th day, 7h 15 2m. a. m.
New Moon, 22nd day, 5h. 38.4m. p. m.
First Quar, 29th day, 9h. 48.3m. a m.

	Day of Week.	Sun rises	Sun sets	High water
		h m	h m	morn
1	Saturday	4 17	7 38	6 10
2	Sunday	16	39	7 16
3	Monday	16	40	8 15
4	Tuesday	16	41	9 3
5	Wednesday	15	42	9 48
6	Thursday	15	42	10 31
7	Friday	14	43	11 12
8	Saturday	14	44	11 53
9	Sunday	14	44	aft 32
10	Monday	14	45	1 0
11	Tuesday	13	46	1 47
12	Wednesday	13	47	2 28
13	Thursday	13	47	3 8
14	Friday	13	47	4 0
15	Saturday	13	48	4 58
16	Sunday	13	48	6 3
17	Monday	13	48	7 8
18	Tuesday	14	49	8 7
19	Wednesday	14	49	8 58
20	Thursday	14	49	9 49
21	Friday	14	49	10 38
22	Saturday	14	50	11 26
23	Sunday	14	50	morn
24	Monday	15	50	0 8
25	Tuesday	15	50	0 52
26	Wednesday	16	50	1 36
27	Thursday	16	50	2 21
28	Friday	16	50	3 11
29	Saturday	17	50	4 14
30	Sunday	3 18	50	5 28

P. E. Island Railway

On and after THURSDAY, 27th December, 1894, the trains of this Railway will run daily (Sundays excepted) as follows:—

Trains Outward. Read down.				Trains Inward. Read up.	
A M	P M			A M	P M
7 30	3 30	.....	Charlottetown	10 10	2 50
7 49	3 49	.....	Royalty Junction	9 50	2 11
8 33	4 33	.....	North Wiltshire	9 05	1 25
8 47	4 47	.....	Hunter River	8 51	1 13
8 58	5 18	.....	Bonshaw	8 17	12 42
9 07	5 27	.....	Emerald	8 08	12 33
9 30	5 49	.....	Freetown	7 54	12 20
9 35	5 50	.....	Kensington	7 53	12 09
9 00	6 30	Ar	Lv	7 00	11 30
P M	P M		Summerside	A M	A M
2 50		Lv	Ar		10 30
3 11		.....	Miscouche		10 10
1 37		.....	Wellington		9 47
1 29		.....	Port Hill		9 09
3 34		.....	O'Leary		8 00
3 56		.....	Bloomfield		7 34
4 34		.....	Alberton		6 55
5 30		.....	Tignish		6 00
M					A M
P M					A M
2 30		.....	Charlottetown		10 30
3 50		.....	Royalty Junction		10 10
8 25		.....	Bedford		9 37
3 55	{ Ar			Lv	9 05
4 10	{ Lv		Mount Stewart	Ar	8 50
5 21		.....	Cardigan		7 35
5 45		.....	Georgetown		7 10
P M					A M
P M					A M
4 05		.....	Mount Stewart		8 55
4 43		.....	Morell		8 17
5 12		.....	St Peter's		7 48
5 57		.....	Bear River		7 05
6 40		.....	Souris		6 20
P M					A M
P M					A M
4 20		.....	Emerald		7 24
5 00		.....	Cape Traverse		6 35
P M					A M

Trains are run by Eastern Standard Time

D. POTTINGER,
Gen Mgr Can Govt Railways
Moncton, N. B.

A. McDONALD, Superintendent,
Charlottetown.

dec23

TIME TABLE FOR STEAMER SOUTH PORT.

The steamer Southport will ply on the East and West and West Rivers until further notice:

Will leave Prince Street wharf on every Monday for East River at 3 o'clock p. m., returning Tuesday for Charlottetown; leaving Hayden's Wharf at 7.20 a. m., calling at Haggarty's and Hickey's wharves; leaving Charlottetown for East River at 3 p. m. and making return trip.

Will leave Prince Street wharf for East River on Saturday at 5 a. m. leaving Hayden's Wharf for Charlottetown at 7.30 a. m., calling at Haggarty's and Hickey's wharves making return trip at 3 p. m. from Prince St.

The steamer will run to Mount Stewart every alternate week as the tides may suit.

WEST RIVER.

Will leave Ch'town for West River Bridge, Thursday, at 4 p m, calling at Westville when required. Friday morning leaving West River Bridge for Ch'town at 7.30, calling at Westville, making return trip from Chtown to West River Bridge at 4 o'clock, p. m.

ROCKY POINT FERRY.

Leave Charlottetown for Rocky Point daily, (Sunday excepted)—6.30, 8 and 10 a m; 12 noon; 2, 4 and 6 p m.

Leave Rocky Point for Charlottetown—7, 9 and 11 a m; 12, 3 5 and 6.30 p m.

ROCKY POINT SUNDAY TIME TABLY.

Leave Ch'town at 8.30 and 9.30 a m; 12 noon; 1, 2 and 4 p m.

Leave Rocky Point at 9 and 10 a m; 12.30, 1.30, 3 and 4.20 p m.

TIME TABLE FOR SOUTHPORT FERRY.

Hillsborough will ply on the Southport ferry till further notice as follows:—Sundays excepted, leaving Charlottetown daily at 6.30 a m, and every half hour up to 9 p m. Leaving Southport at 6.45 a m, making half hourly trips up to 9.15 p m. Sunday trips same as last year. On Tuesday and Friday of each week steamer will run on time to accommodate the travelling public.

MONTAGUE
Carriage Factory.

We are showing this season a finer line of Carriages than shown by us heretofore. The assortment consists of

Top and Open Buggies, Jump Seats and Road Carts.

For style, comfort, durability and excellence of workmanship our stock cannot be surpassed.

Also at hand, at lowest prices, CARTS, TRUCK WAGONS, and all Carriage Findings, such as Pocket Boots, Whip Sockets, Washers, etc., usually found in a first-class Carriage Shop.

Prompt attention to Repairs. Painting a specialty. Terms reasonable.

JOHN McLEAN & SON.

july13—dy & wky

WANTED—Salesmen to sell choice line of hardy trees, roses, shrubs, etc, in cities and villages; no long tramps in the country; no experience needed; agents and customers treated as liberal as the best: write to us at once; mention this paper.—Stone & Wellington, Montreal, Que; J W Beall, Manager.

may1—2m (6)

Canada Atlantic and Plant
STEAMSHIP LINE.

FOR BOSTON,
—CALLING AT—
Hawkesbury and Halifax.

S. S. OLIVETTE will leave Navigation Co's. Wharf, Charlottetown, FRIDAY, May 17, at 12 noon, and every Friday thereafter until further notice. Will leave Hawkesbury at 6 p. m. same days, and Halifax on Saturdays at 10 p. m., arriving at Boston Mondays at 7 a m.

FROM BOSTON—Tuesday, May 14, at 12 noon, and every Tuesday thereafter until further notice, calling at Halifax and Hawkesbury, and arriving at Charlottetown on Thursday evening

For rates of passage, freight, etc., apply to local agents, or the general agents as below.

HALIFAX SERVICE.

S. S. "Halifax" or "Olivette" will leave Plant Wharf, Halifax, every WEDNESDAY, 8 a. m., and SATURDAY, 10 p. m., until further notice, for Boston direct. Returning, will leave north side of Lewis' Wharf, Boston, Tuesdays and Saturdays, 12 noon, until further notice.

Passengers arriving in Halifax TUESDAY evenings can go directly on board the steamer without extra charge.

Tri-weekly services by S. S. Olivette and Halifax, between Boston and Halifax, and weekly service by S. S. Florida between Boston and Charlottetown will be resumed in June, as last season.

Through Tickets for sale and baggage checked at all stations on the Intercolonial Railway.

For rates of passage, freight, etc., apply to local agents, or

H. L. CHIPMAN,
Agent for Canada, Plant Wharf, Halifax.

RICHARDSON & BARNARD,
Agents, north side, Lewis' Wharf, Boston.

may7

STMR. FASTNET

Will commence the season of 1895 by sailing from Halifax on the 30th April.

For freight, etc., apply to

W. W. CLARKE,
Agent.

April 18

S. S. MIRAMICHI

Will leave MONTREAL for CHARLOTTETOWN on MONDAY, June 10th, and every alternate Monday; leave Charlottetown for Montreal on Friday, June 14, and every alternate Friday; leave Summerside for Montreal on Tuesday, June 18th, and every alternate Tuesday.

This line, with regular sailing dates, furnishes to merchants the most reliable way to order goods. Eggs very carefully handled.

Rates of freight more reasonable than have been hitherto.

Excellent passenger accommodation. Delightful sail up and down the St. Lawrence. Calls at Gaspe and Perce going and returning when sufficient inducement.

CARVELL BROS.,
june1—14 tf Agents.

CH'TOWN [illegible]

—BY THE—
Fast Steamship "Olivette."

BUY YOUR TICKETS
—FROM—
W. W. Clarke,

TICKET AGENT,
Corner of Queen and Water Streets.

Charlottetown, May 14, 1895.

FURNESS LINE.

Regular Sailings Between London and Halifax.

From London.		From Halifax.
May 25.	SS. ST. JOHN CITY.	June 15
June 8.	SS. HALIFAX CITY.	" 29.
" 22.	SS. DAMARA.	July 13.
July 6.	SS. ST. JOHN CITY.	July 27.

These Steamers have superior accommodation for first-class passengers. Well ventilated Saloon and sleeping berths amidships, where least motion is felt. Lighted by electricity. Do not carry cattle. Insurance effected at lowest possible rates.

FURNESS, WITHY & CO., Ltd.,
Commission & Forwarding Agents,
Halifax, N. S.,

Or F. W. HALES, Charlottetown.

june5

PHOTOGRAPHY

Superior workmanship, refined finish and moderate prices combine to make these Photos the most satisfactory in Charlottetown to-day.

GEO. H. COOK
Corner Queen & Grafton Sts.

nov26—135w 1y

NOTICE.
LAND SURVEYING, &c.

The subscriber is now prepared to make Surveys of Land, run Boundary and Division Lines, furnish Plans, etc.; also, Mechanical and Architectural Drawings, Plans, Specifications and Estimates.

J. P. NICHOLSON,
Land Surveyor,
Pownal Street.

Charlottetown, Aug. 25, 1894—dy & wy

TO LET.

That comfortable Brick Dwelling House known as the Peake Homestead, situate on Water Street, now in possession of Henry Douse, Esq, C. C. Possession given first of May next.

Also that beautifully situated two-story Dwelling on Prince Street, now occupied by James Beldin, Esq. Possession given first June next.

Also, Cottage situate on Hillsborough Street, now occupied by Wallace Arbing. Possession given 20th April next.

Apply to
PEAKE BROS. & CO.

mch19—f 246

In This
Eventful Century

it is indispensable to have the correct time. By bringing your Watches and Clocks to be cleaned, repaired and regulated to G. G JURY, you will be in keeping with the town time. Make no mistake but bring them along, and if they are past redemption replace them with a new one. You will save money by dealing with

G. G. JURY,
THE RELIABLE JEWELER,
North Side Queen Square, Opposite the Post Office, Charlottetown.

may22—3m 2aw 14 & wy

Tired but Sleepless

Is a condition which gradually wears away the strength. Let the blood be purified and enriched by Hood's Sarsaparilla and this condition will cease.

"For two or three years I was subject to poor spells. I always felt tired, could not sleep at night and the little I could eat did not do me any good. I read about Hood's Sarsaparilla and decided to try it. Before I had finished two bottles I began to feel better and in a short time I felt all right and had gained 21 pounds in weight. I am stronger and healthier than I have ever been in my life." JOHN W. COUGHLIN, Wallaceburg, Ontario.

Hood's Sarsaparilla
Is the Only
True Blood Purifier

Prominently in the public eye today. Be sure to get Hood's and only Hood's. Do not be induced to buy and other.

Hood's Pills cure all liver ills, biliousness, headache. 25c.

Feed! Feed

Now landing fresh from the Mills:
Ground Oil Cake,
Blatchford's Calf Meal,
Bran and Shorts,
Selling at lowest prices.

AULD BROS.

Charlottetown, May 7, 1896—2 46 & wky 3m

1895-Spring-1895.

Refrigerators,
Lawn Mowers,
Ice Cream Freezers,
Green Wire Net,
Spring Hinges,
2 Cases Bird Cages,
Patent Rat Traps (sure catch).

SIMON W. CRABBE,
WALKER'S CORNER.

Charlottetown, May 28, 1894—135 & wky

RIPANS

ONE GIVES RELIEF.

Keep Your Feet Dry.

If you catch cold now it will hang on all Summer.

Wear Granby Rubbers.

They are the best and last longest. Perfect in Style, Fit and Finish.

THEY WEAR LIKE IRON.

ap10—135 tf

"Who Makes Your Clothes?"

Is a Question Often Asked,

And we ask it now—and if you have not tried us we would invite you to our store to see our great display of Cloths. We guarantee you a perfect fitting Suit. Give us a trial and we are sure you will be pleased.

Hats, Ties, Collars, and all kinds of Underwear cheap.

Waterproof Coats very cheap.

JOHN MACLEOD & CO.,
TAILORS.

Charlottetown, May 4, 1895 135 w

SEEN IN A STOKE HOLE

VITALS OF THE UP-TO-DATE OCEAN GREYHOUND.

Interesting Facts and Figures About the Great Ocean Flyers and the Men Who Make Them Go.

There is no one branch of industry in the mercantile marine about which so little is generally known, and the work in which, in proportion to its great importance, is so little understood or appreciated as the engineer's department on a great ocean liner, says a writer in the Brooklyn Eagle.

The engineer's department on each of the great Cunard steamers, Lucania and Campania, consists of 191 men, as follows: One chief engineer, 21 engineers, 2 refrigerating engineers, 2 electricians, 2 storekeepers, 1 boilermaker, 2 "donkey" men, 26 greasers, 60 trimmers, and 80 firemen. The Majestic and Teutonic each require the services of from 160 to 170 men in their engine rooms. Of this number 20 are engineers and 60 are firemen. Each watch is made up of at least 6 engineers, 9 greasers, 20 firemen, 14 trimmers, and an electrician and two greasers under him.

DIVIDED INTO WATCHES.

The duties of a chief engineer are multifarious and oppressive, and, though he does not keep watch, his trained ear is kept listening to the beat of the engines, and at any time of the day or night, he receives reports from his subordinate officers and issues orders accordingly. The second engineer keeps watch 8 hours out of the 24, and has as his companion the seventh engineer. The third and fifth engineers keep another watch, and the fourth and sixth the other or third watch.

Under this arrangement there is not a single moment when every section of the engineer's department is not under the supervision of the engineers, and there is not a moment of the day or night when a controlling hand is not ready, in case of any irregularity, in the complicated mechanism of the giant engines that propel these great liners. At the big row of steam guages and other indicators where the telegraph dials connect with the bridge, an engineers is always standing, ready to answer the least signal.

ITS IMPORTANT WORK.

None but marine engineers know how absolutely important it is to have competent men in the stoke hole of their vessels. The work done in the stoke hole is of a very exhausting character, so much so that four hours at a stretch is the limit of time required for their labor. Sometimes the heat reaches 140 degrees, and any one not used to it would soon be prostrated. The stokers must be men of excellent bodily strength, and have the necessary skill required in their particular line of work.

In the working of, say 75 firemen, the number is divided, making three gangs of 25 each.

There are always two sets of men in the fo'castle and one set of men at work, though in an emergency they are liable to be called out at any time. About twelve men of each watch on duty are deputed to attend to the fires, the remaining number doing the trimming business, which consists of bringing coal from the bunkers ready for the stokers' shovels, and sending up the ashes to the deck. The trimmers' task is even worse than that of the others, as they have to make their way into stifling bunkers, situated around and often on top of the boilers, and from there fetch baskets of coal to the stoke hole. On an average the furnace doors have to be opened about every ten minutes to fire up, and between whiles the firemen are pretty constantly employed in slicing, raking or drawing the fire.

FURNACES AND BOILERS.

The pokers which these men use are long iron bars, weighing about forty pounds. After having buried the poker about eight feet deep in the coals, the men throw their full weight upon the end as levers and lift the whole bank of fire about a foot. When the poker is drawn a large black hole is left through the fire into which the draft is sucked with increasing roar. Three thrusts are made each time, one to the right, one to the left, and one down the centre. The furnaces are cleared at the end of each four hours, so that each new set of men commence work with clean fires.

There are on each of the two great Cunarders twelve large boilers and two others for auxiliary purposes, and 102 furnaces. The 12 main boilers are double ended, 18 feet in diameter and 17 feet long. These are fitted longitudinally, three in a row, separated from each other by a large coal bunker occupying the full width of the ship, and 65 feet of its length. For each set of boilers there is a funnel which has a double casing, the inside diameter exceeds 19 feet, while the top is 130 feet from the bottom of the ship. To give some idea of their enormous size, it may be stated that were they tunnels instead of funnels, two railwa trains could easily pass through abreast, with room to spare.

HIS WORK NEVER DONE.

When a steamer arrives at her destination neither the engineer's nor the fireman's work ceases. Engines have to be overhauled and cleaned, and sometimes the most delicate repairs to intricate and complicated machinery are executed, and this work, together with a multitude of other duties to be performed, keep the men in almost constant employment.

It is easier to talk about the power executed by engines of 18,000 or 20,000 horse power than to realize what it means. Assuming that the engines will require eighteen pounds of steam per horse power per hour, then 160 tons of water must be pumped into the boilers every hour, and 160 tons of steam will pass through the engines at the same time. In twenty-four hours the water will amount to 3 840 tons, which would fill a canal 433 feet long, 40 feet wide and 7 feet deep. Taking the condensing water at thirty times the feed water it will amount to 4,800 tons per hour, or 115,200 tons in twenty-four hours, or for a six-day run not less than 691,200 tons, or 24,883,000 cubic feet.

COAL CONSUMERS.

Few people realize the enormous increase required in the amount of coal burned to get a comparatively slight increase in a vessel's speed. The Paris and New York burn about 330 tons of coal per day, or about 30,800 pounds an hour, which is equivalent to a coal consumption of 1.71 pounds per horse power. The average for all the fast ships with triple expansion engines, like the Paris, New York, Majestic, Teutonic and Furst Bismarck, is said to be about 1.75 pounds per horse power per hour. On the great Cunarders, Campania and Lucania, the consumption is much greater than the above. It is stated that when these two twin screw steamers are driven to their utmost capacity they consume 600 tons of coal a day. If this amount is used then nearly 4,000 tons of coal must be put aboard these ships at each end of the route.

When a steamer has broken the record by an hour or two, it must be remembered that the result was probably accomplished at the cost of many extra hundreds of tons of coal. It can easily be seen, therefore, that the coal bill is one of the very large items in the list of expenses of an "ocean greyhound." The coal for the Cunard company in 1893 cost nearly $2 000 000, and that for the Campagnie Generale Transatlantique, $1,884,666. In 1892 the steamers of the North German Lloyd Company consumed 760,066 tons of coal which cost over $2,000,000.

WHAT THEY ARE PAID.

The wages of marine engineers and firemen vary according to the trade in which the steamer is engaged and the size of the vessel. On the North Atlantic route the wages are generally higher than on other routes. For vessels of over 2,000 tons the average monthly wages of first engineers is $87.48; second engineers, $51.03; third engineers, $71.03; fourth, fifth and sixth engineers, $47.74. Leading firemen get $24.30, and ordinary firemen, $20.65. Greasers receive from $29.16 to $24.30, according to grade, and trimmers from $21.87 to $24.30.

VERNON RIVER BRIDGE NOTES.

Most people when writing communications of this kind begin by telling that the farmers are done sowing, etc. But I will avoid such heresy—I am doubtful of that word—anyhow. If they are not done it is not my fault, for they had plenty time and good weather.

Vernon River Bridge is acknowledged to be one of the prettiest places on the Island, and no doubt it deserves the title. If travellers or pleasure-seekers are out for a day's enjoyment, Vernon River Bridge is just the place to visit. Here you can rest your horse and partake of one of those famous dinners put up by the genial hostess of Vernon River Bridge Hotel—a dinner that would make a dyspeptic forget his malady; and should the visitor be so rash as to overload a disordered stomach, he may call upon Dr. Ross, who lives near by, who will, in a trice, relieve his sufferings; or if he wishes to telephone his condition to his friends he can do so from Hon. George Forbe's office, or he may communicate by mail from D. & W. McDonald's post office,—in both places he will find gentlemen ever ready to extend their courtesy.

If the attractions are so great that he would wish to remain all summer, J. H. Lewis will make him a summer suit that will fit like the bark on a tree. Daniel McDonald, blacksmith, will shoe his horse the way he must go. If he has any paraphernalia sent him by steamer, J. G. McKenzie will see it safely landed, and also not forget to collect the lucre that may be due.

But while taking in the attractions of the country do not let it cause distractions of the mind, for we had a striking example of such on Sunday, the 10th. A party was returning to the city, and between admiring the beautiful without and the beauty within the driver lost control of his horse, the horse turned the wrong road and the driver in his excitement grasped the wrong rein. During the confusion that followed, the wagon divorced one of its wheels, but happily no one was hurt. A gentleman loaned a wheel and they proceeded to the city. The driver thinks had he a better hold of the rains and less "power" in his arms, he would have averted the mishap.

VISITOR.

When nervous
irritable or worried
try
VIN MARIANI
THE IDEAL TONIC.

"'Vin Mariani' is exquisite, nothing is equally efficacious and soothing. I heartily recommend it to all who require a calming tonic."
Henri Marteau.

Mailed Free.
Descriptive Book with Testimony and Portraits
OF NOTED CELEBRITIES.

Beneficial and Agreeable.
Every Test Proves Reputation.
Avoid Substitutions. Ask for 'Vin Mariani.'
At Druggists and Fancy Grocers.

Sole Agents for Canada
LAWRENCE A. WILSON & CO.,
MONTREAL.
PARIS: 41 Bd. HAUSSMANN, NEW YORK: 52 W. 15TH STREET, LONDON: 239 OXFORD ST. MONTREAL: 26 HOSPITAL ST.

Grateful—Comforting.
EPPS'S COCOA
BREAKFAST—SUPPER.

"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided for our breakfast and supper a delicately flavored beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame."—Civil Service Gazette.

Made simply with boiling water or milk Sold only in packets, by Grocers, labelled thus,
JAMES EPPS & CO., Ltd, Homœopathic Chemists, London England.

Dominion Coal Company, Ltd

The undersigned having been appointed sole selling Agents in the Province of Prince Edward Island for the above Company, are now prepared to issue orders for Round, Slack and Run of Mines, and will keep a Stock of each Mine's Coal on hand to supply customers at lowest prices.

PEAKE BROS. & CO.,
Selling Agents.

Charlottetown, May 25, 1894—tf

FOR SALE

The valuable property on Quen Street, known as the Farmers' Arms, now occupied by Mr. Philip Curley. For terms apply to R. B. Dewar at

GOFF BROS.

may21 3w

PASTURE—The subscriber can take a few head of horned cattle to pasture after 1st of June; running stream through the fields.—BENJAMIN WRIGHT. dy 2aw tf—may14

ENGLAND AND THE TURKS.

Harold Frederic cables from London to the New York Times: Clouds are thickening with ominous swiftness about England. To-day's Speaker, which is the intimate organ of the Government, talks about the possible necessity of an English fleet steaming from Beyrout to Constantinople and occupying Mitylene or Samos, or easier still, taking proper advantage of the fact that Cyprus is under British control. It says in so many words, that if Russia and France withdraw from concerted pressure on the Porte, the British Government will have to go on alone. "Our duty now is to see that our words are backed by deeds." I quote this brief sentence as, perhaps, the most important printed in Europe for a long time. I say, perhaps, because they may reflect merely a mischievous intention which the calmer logic of events may frustrate, but that they open up very sinister possibilities before the British people is only too clear. Fully a year ago these despatches laid stress upon the remark of trained statesmen here, made to me half in prophecy, half in actual knowledge, to the effect that Lord Rosebery would try by the device of a big foreign splash to make good politically what he was losing at home. One is bound to recall this now, when the Premier's personal organ talks, as it does to-day, about the next general election being fought amid an Armenian atrocity agitation. No one can say that the situation as it exists has been deliberately planned, but there has been all along a plain disposition to fish in troubled waters on the part of the English ministry, and, in one way or another, England has certainly been put into a position full of dangers, from which the ministerial papers are now telling her that she must cut her way out, sword in hand. The position itself is, of course, nothing new. England is always drifting into such positions, and some how—Heaven only knows how—stumbling out again, with nobody much the worse for the experience. But this time there is an element of deliberateness which is usually lacking. The English papers have had an overwhelming monopoly of Armenian outrage literature. Russia and France have not in the least made the subject one of popular concern, and their governments have consented to join England in representations to the Porte on general diplomatic grounds, without any pretense that their people were excited about it. They are free to drop out to-morrow, with no further explanation than that they have done all that they promised to do, which was to tell the Turk he ought to behave better. But England is in a different position. Thousands of her politicians, pulpit orators and public spirited men stand ready and eager, waiting to rush forth fiery cross in hand to commence a new crusade against the infidel and commit England headlong to an armed solitary intervention in the East. It would be hard to say just how far the ministery itself is responsible for this highly inflamed and perfectly organized public opinion, under the pressure of which it conveniently finds itself now being pushed along towards the gravest possible crisis; but there the facts are and they are serious enough.

IS THIS YOUR DAUGHTER?

She eats little.
She is dispirited.
She looks like a ghost.
Her blood has turned to water.
She is languid in mind and body.
Her symptoms are very like those of consumption.

Yet she is only a young girl, just entering womanhood.

"Standing with reluctant feet
Where the brook and river meet."

Ah! but that is one of the most critical periods in life. It is then, in countless cases, that parental neglect or lack of knowledge is responsible for the permanent ruin of the daughter's health, if not for her too often untimely death. If at an age when she should be distinguished by alacrity of body, activity of mind, and joyousness of spirit, she suddenly grows weak, depressed, nervous, hysterical, listless, colorless, sometimes suffering severely from pains, and appearing to have lost all her ambition in life, then unless prompt measures are taken to renew the vitality of her blood and so lead to a restoration of nerve force and bodily and mental energy, and give to natpre that assistance which this trying period so urgently demands, the results cannot be otherwise than disastrous. And if the parents fail to do their duty in the matter, on them must rest the terrible responsibility. There is within the reach of all an agency whereby a complete cure in all such cases as the above outlines may be brought about.

Of all the wonderful cures wrought by Hawker's nerve and stomach tonic, none have been more remarkable than these in which young girls, whom their parents had almost lost hope for, were by this great restorative and invigorating medicine brought back to perfect and permanent health. Hawker's nerve and stomach tonic is a perfect nerve restorer and invigorator, and blood and flesh builder, as well as a valuable stomach tonic and aid to digestion. It is especially adapted to the diseases peculiar to women, such as nervousness, nervous head-aches, neuralgia, hysteria, pale and sallow complexions, suppressions, anæmia, despondency, loss of memory, or any nerve weakness of heart or brain arising from worry, overstrain of mind or body, or excess of any nature. It gives tone to the nerve and stomach, vigor to the mind and body, and strength to the blood, restoring the bloom of health to the pale and delicate.

Hawker's Nerve and Stomach Tonic can be obtained from all druggists and dealers at fifty cents a bottle or six bottles for $2.50.

TRIESTE, June 6.—Two shocks of earthquake were felt here early this morning causing great consternation among the inhabitants of the city. Thousands of people rushed from their houses and many have refused to return and are camping in open squares, fearing a recurrence of the shocks. Little or no damage was done.

MADRID, June 10.—Advices from Cuba are to the effect that Colonel Canellas defeated the insurgents under Jose Maceo at Seboruco. Two of the insurgents were killed and seven wounded. Three of the Spaniards were wounded, including Lieut-Nieto and Col. Basallo.

The memorial monument to De Maisonneuve, the founder of Montreal, will be unveiled in that city on Dominion Day. The Governor-General has been invited to perform the ceremony.

POOR DIGESTION leads to nervousness, chronic dyspepsia and great misery. The best remedy is HOOD'S SARSAPARILLA.

PRESSED HAY,

In lots to suit purchasers, cheap.

JOHN NEWSON.

ap30—2m

You Get

relief at once from any form of Indigestion, by using ADAMS'

TUTTI FRUTTI

See that "TUTTI FRUTTI" is on each wrapper.

Refuse imitations.

BRIGHTEN
Your Home
with
SUNLIGHT SOAP

6c. Twin Bar

Books for Wrappers

For every 12 "Sunlight" wrappers sent to Lever Bros., Ltd, Toronto, a useful paper-bound book, 160 pages, will be sent

Are You Saving Money?

We know it is pretty hard to do so these hard times—but then things will look up later on. In the meantime

Watch Your Small Expenses.

For instance, when you drop in for a cigar don't pay TEN CENTS for one. Ask for

SOMETHING GOOD.

Don't be put off with something else. When you light it you will realize the fact that you are smoking

A REGULAR TEN CENTER.
Manufactured only by
The Empire Tobacco Co., Montreal.

june2

SUMMERSIDE ADS.

McKinnon's English Ointment.

MR. NEIL McKINNON,—

Dear Sir,—For five years I was a sufferer from eczema. Physicians could not help me. At last I bought a box of your Ointment, which helped me wonderfully, while two boxes made a complete cure. I can recommend it to all others similarly afflicted.

ALEX. McKAY.

S'side, Oct. 10, 1893. ly—ap4

DR. J. E. McDONALD
DENTIST,
WILL BE AT
Dr. Robertson's, Crapaud,
—ON—
Thursday May 30th,

And remain until Saturday following. This is the only trip the Doctor will make to Crapaud this summer, and anyone requiring Dental attention in that section had better call on him while there.

May17

W. MALLETT,
HAIR DRESSER,
Shaving, Hair Cutting Shampooing.

Having lately renovated and refitted my Shop, I am now prepared to give satisfaction in all kinds of Barber work.

ap8—dy 3m

For Sale or To Rent.

The well-known Business Stand, the "Central Hotel," formerly the "Railway House," situated on Richmond Street. This Hotel contains 21 rooms, with large Shop and good stabling for 25 horses. Is centrally situated, and within two minutes walk of Market House and Post Office Apply to

THOMAS CAMPBELL,
Richmond Street.

ap23—dy 246 & wky

CHEAPNES & QUALITY
ARE OUR TWINS.

Come and get yours photographed by C. LEWIS.

If you haven't got two bring one.

No pains spared to get a correct likeness.

Entrance on Grafton Street.

may6

Christianity vs. Agnosticism.

Just published in Pamphlet form, 48 pp., the course of Sermons recently preached by the Rev. James Simpson, on "Christianity vs. Agnosticism."

These Sermons have been widely read, and an opportunity is now offered of securing the series in complete form.

Price 20c. per copy; $1.50 per dozen copies.

For sale at
THE EXAMINER OFFICE.

ap11—dy & wy