

# 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.

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NEW SERIES.

CHARLOTTETOWN, P. E. ISLAND, WEDNESDAY, JUNE 1, 1887.

VOL. 21.—NO. 9.

**The Daily Examiner**  
is issued every evening by  
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Advertising at moderate rates.  
Contracts may be made for monthly, quarterly, half-yearly, or yearly advertisements, on application.

ALMANAC FOR JUNE, 1887.

MOON'S CHANGES.  
Full Moon 5th day, 6h., 25.3m., p. m., E.  
(below horizon.)  
Last Quarter 13th day, 9h., 22.3m. a. m., S.W.  
New Moon 21st day, 6h., 39.3m., a. m., S.E.  
First Quarter 25th day, 5h., 48.5m., a. m.,  
N. E. (below horizon.)

DAY OF WEEK	Sun	Sun	Moon	High	Day's
M	ris	sets	ris	water	len
	h	m	h	m	h
1 Wednesday	17	7	2	36	6
2 Thursday	17	39	3	50	7
3 Friday	16	39	3	40	23
4 Saturday	16	49	6	18	9
5 Sunday	16	41	7	23	10
6 Monday	15	42	8	36	19
7 Tuesday	15	43	9	21	11
8 Wednesday	14	44	10	9	16
9 Thursday	14	45	10	43	0
10 Friday	14	46	11	24	1
11 Saturday	14	47	11	52	2
12 Sunday	14	47	12	3	7
13 Monday	14	47	12	4	4
14 Tuesday	14	48	0	44	5
15 Wednesday	13	48	1	9	6
16 Thursday	13	48	1	34	9
17 Friday	13	48	1	59	8
18 Saturday	13	48	2	30	8
19 Sunday	13	48	3	8	34
20 Monday	13	48	3	42	16
21 Tuesday	13	48	4	30	10
22 Wednesday	14	49	5	25	11
23 Thursday	14	49	6	28	10
24 Friday	14	49	7	36	17
25 Saturday	14	49	8	47	0
26 Sunday	15	49	10	0	14
27 Monday	15	48	11	13	22
28 Tuesday	15	48	11	31	33
29 Wednesday	16	48	1	38	4
30 Thursday	16	47	2	50	6

**James L. MacMillan, V. S.,**  
GRADUATE OF  
Ontario Veterinary College, Toronto.  
Office in connection with Kennedy & Stewart's  
Livery Stable "Great George Street."  
Ch'town, April 21, 1887—law & vky

**L. ARTHUR & CO.,**  
COMMISSION MERCHANTS,  
RECEIVERS OF  
Mackerel, Butter, Cheese EGGS,  
Poultry, Potatoes, Fruit &  
Vegetables.  
112, 114 Commercial Street,  
BOSTON, MASS.  
May 18, 1887.

  
—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.  
Also leave St. John at 7:30 every Saturday night for  
**BOSTON DIRECT.**  
Fare from Charlottetown to Boston, \$4.50, 2nd class; \$9.50, 1st class.  
For tickets and other information apply to  
G. A. SHARP, F. W. HALES,  
P. E. I. S. S. Co., P. E. I. Steam Nav. Co.  
or to your nearest Ticket Agent.  
April 18, 1887—cod wky

**CARD.**  
THE EXAMINER PUBLISHING COMPANY, having lately added to their stock of type and material for Job Printing, are better than ever prepared to execute orders for Bill Heads, Letter Heads, Handbills of all kinds, Visiting or Business Cards, &c., promptly and cheaply, in the best style of the art.  
None but first-class workmen are employed in their offices, and, as they import their printing papers direct from the manufacturers, they are able to fill all orders on the most favorable terms. The continued patronage of the public is respectfully solicited.  
W. L. COTTON,  
Manager.  
Ch'town, Nov. 16, 1886.

## STOCK NOW COMPLETE

## Perkins & Sterns

have just received a full stock new DRY GOODS for this season's trade.

British, Canadian and American Manufacture, purchased in the best markets, for cash. Will Sell Very Cheap. Come and see before buying elsewhere.

## Perkins & Sterns

### Lace Curtains.

A VERY LARGE STOCK TO SELECT FROM AT  
**JAMES PATON & CO.**

**SUMMER FASHIONS.**  
**JAMES PATON & CO.**  
NEW MANTLE AND JACKET ROOM

is well stocked with the Newest Shapes in Short Jackets, Cloth and Silk Dolmans, Jerseys and Waterproofs. All qualities at Strictly Moderate Prices for

## READY CASH.

**JAMES PATON & CO.,**  
MARKET SQUARE.  
Ch'town, May 20, 1887.—dy & wky

## MANTLES.

French Jeted Dolmans,  
Silk Dolmans,  
Cloth Dolmans,  
Cashmere Dolmans  
**FASHIONABLE NOVELTIES.**

STOCKINGETTE JACKETS,  
STOCKINGETTE JACKETS,  
STOCKINGETTE JACKETS.  
**JERSEYS,  
JERSEYS,  
JERSEYS.**  
Newest Styles at Lowest Prices.  
You are invited to call and examine our large stock in every department.

## BEER BROS.

**CHARLOTTETOWN SASH AND DOOR FACTORY I**  
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 Mouldings, Ballusters, Newel Posts, Stair Rails, Twists, &c.  
We are prepared to do all kinds of Jobbing, in Planing, Joining, Morticing, Tenoning, Jig and Fret Sawing, Turning, &c.  
All kinds of Gothic Windows for Churches made at shortest notice.  
With new and first-class Machinery, and the latest appliances, we can insure the utmost satisfaction to all who favor us with their patronage.  
Jan. 5, 1887.

## Election of Water Commissioners By the Mayor.

In pursuance of an act of the General Assembly of this Island, made and passed in the 50th Year of the reign of Her present Majesty Queen Victoria, intituled: "Charlottetown Water Works Act, 1887,"

## Election of Three Water Commissioners for the City of Charlottetown

WILL BE HELD  
**ON MONDAY,**  
the 6th day of JUNE, next, A. D. 1887.

at the several places, that is to say:  
In Ward No. 1, at or near the store of Messrs. J. & T. Morris, corner of Queen and Water Streets.  
In Ward No. 2, at or near the house of Thomas Connolly, opposite Mr. R. Hazlett's Warehouse, Sydney Street, between Great George and Prince Streets.  
In Ward No. 3, at or near the Market House.  
In Ward No. 4, at or near the Fire Engine House, fronting on Kent Street, east, between Weymouth and Cumberland Streets.  
In Ward No. 5, at or near the carriage shop of Carroll & McAleer, corner of Easton and Great George Streets.

DESCRIPTION OF WARDS.  
Number One shall comprise all that part of Charlottetown which lies south of Dorchester Street, and the parcel of land formerly known as the Military Landing Ground.  
Number Two shall comprise all that part of Charlottetown which lies south of Richmond Street and north of Dorchester Street.  
Number Three shall comprise all that part of Charlottetown which lies south of Fitzroy Street and north of Grafton Street.  
Number Four shall comprise all that part of Charlottetown which lies south of Fitzroy Street, including the Common of the said Town.

**NOMINATION DAY.**  
MONDAY, the 29th May, from the time of Twelve at noon until the hour of Four o'clock in the afternoon of the same day.

Qualification of Electors, see Act 50, Victoria, intituled "Charlottetown Water Works Act, 1887," also, Act 2, Victoria, Cap. 15, sec. 29 and 64 and 48 also, and Cap. 8, Sec. 12.

**T. HEATH HAYLAND,**  
Mayor of the City of Charlottetown.  
**A. H. MACPHERSON,**  
City Clerk.

Mayor's Office, Charlottetown,  
May 16, 1887.

**WANTED.**—We desire to engage a Lady or Gentleman to manage some business for us in Charlottetown, and also in a few of the other towns and villages on the Island. Wages, liberal. Must be a Catholic; references required. All who enclose stamp will receive a reply. Mention this paper. Address: "W. P. O. Box 15, St. John, N. B." may 12

## A CARD.

To all who are suffering from the errors and indiscretions of youth, nervous weakness, early decay, loss of manhood, &c., I will send a recipe that will cure you, FREE OF CHARGE. This great remedy was discovered by a missionary in South America. Send a self-addressed envelope to the REV. JOSEPH T. INMAN, Station D, New York City.

## Fishwick Express Line.

**SEASON OF 1887.**  
Steamer M. A. Starr, Capt. Ferguson,  
will leave Halifax every TUESDAY Morning for Charlottetown, calling at Sheet Harbor, Canso, Arichat, Port Milgrave, Hawkesbury, Hasting and Bayfield, and Murray Harbor on every alternating trip; returns Charlottetown every THURSDAY afternoon, making same calls.

**FREIGHT LOW.**  
Through Bills Lading granted to New York, Great Britain and Continent.  
W. W. CLARKE,  
Agent,  
Queen's Wharf, Ch'town, May 17, 1887.—2mo pat

## MRS. McNEILL, REVERE HOUSE

speaks VERY HIGHLY of, and wishes you to SEND HER ANOTHER CASE OF

## WOODRILL'S GERMAN

WATER-BURY'S  
WATER-BURY'S  
WATER-BURY'S

## CITY LAUNDRY.

WE beg to announce to the citizens of Charlottetown that we have opened a Laundry at 96 Upper Great George Street, and having secured the services of a first-class Landress, we guarantee satisfaction to all who will favor us with their patronage.  
Gents goods a specialty.  
J. BALLEN & GAY,  
Ch'town, May 23, 1887—1mo cod pd

## "ALL RIGHT,"

SIR: George Lee, (record 223) Black Pilot, (233) DeLancey, (233) will stand at Newton Large's Stable every Thursday afternoon and Friday till Saturday morning.  
Ch'town, May 5, 1887.

## LETTERS TO THE EDITOR.

### The Park Roadway.

SIR.—The Local Government should now that they have granted the land for the Park roadway—have the fence moved back at once and thus prevent hoodlums and people who ought to know better from using the lawn in front of Government House, as a public square. What has happened our park roadway committee. Why not start a private subscription among our citizens? I am quite sure if the committee would wake up, that enough money could be collected to make a very fair road and have it opened in time for the Jubilee celebration. Who will move in this matter? I will back up the sentiments of this letter with a fair amount of cash, and feel quite sure that there are hundreds of others who will do the same if called upon.  
—EAST END.

### Cardigan Notes.

Considerable quantities of produce have been shipped at Cardigan Bridge this spring by Jas. E. McDonald, Morson & Morgan, H. L. McDonald, G. H. Holbrook, Wm. Minto and J. Ryan.  
Cardigan Bridge has a goodly number of enterprising business men and the number has been increased this spring by Mr. P. Grant who has opened a general store in Mr. Davidson's building, which has been fitted up in good style for the season's trade.  
No complaint of want of wharf accommodation will be heard in future, as the new wharf built last winter by Mr. J. F. Norton, together with those already completed, will give wharfage accommodation for a great number of vessels.  
The farmers are busy planting and the favorable weather gives promise to good returns.  
Increased interest is taken in fruit growing, as evidenced by the number of orchards being planted, and the tree agents are doing a rushing business.  
Mr. J. E. Morson of Dundas and Mr. Caldwell have been delivering trees ordered during last fall and winter, and both appear to have good stock.  
Horse breeding is also receiving a good deal of attention and some fine stud horses make Cardigan a calling point.  
A want long felt has been supplied by the harness shop of Mr. Gay where all kinds of saddlery can be obtained on reasonable terms.  
In fact all the trades are well represented at this thriving village, and the loudest cry is for more houses.  
Dr. S. Jenkins is winning well merited commendation for his kindness and attention to the sick, and promises to be as great a favorite as the late lamented Dr. Walker.  
Mr. Wallace Stewart has sold his farm of 96 acres to Mr. Parker, for \$2100, which is counted a fair price, as there are only some 30 or 40 acres cleared on it. We understand that Mr. Murdoch McKenzie, of Mitchell River, has also sold a farm near his residence for a handsome price.  
Land near Cardigan is bound to be valuable in the near future, for the prices of produce is generally higher at this port than at any other, and the goods required by the farmer can be bought at as low a rate as anywhere in the Island. The trade to Newfoundland also affords an opportunity for shipping live stock during the summer, and all that is wanted is plenty of enterprising farmers to co-operate with the traders.

### Montague Notes.

Our merchants are busily engaged in opening goods, and most of the stores exhibit a gay appearance.  
The hill on the south side of the river is in a deplorable condition. Has our Supervisor gone to celebrate the Queen's Jubilee?  
It is to be hoped that the new Post Office will soon be ready for use, as our attentive and obliging Postmaster is much hampered for room in his present unsuitable quarters.  
Mr. M. W. Nelson, who so faithfully represented the Charlottetown Woolen Cloth Company in this place, for the last five months, took his departure for the city this morning, much to the regret of his many friends and acquaintances. By his strict attention to business, his obliging disposition and his many other estimable qualities, Mr. Nelson has won for himself the confidence and esteem of the community. It is to be hoped that his successor may prove as faithful and obliging as Mr. Nelson.  
A change has been made in the officers of the Salvation Army here—Capt. Malby has gone to New Brunswick and Cadet Vail to New Glasgow. Their places are supplied by Capt. Wolf and Cadet Prest, from Charlottetown. Both the officers are possessed of considerable ability, and their solemn and urgent appeals to the unsaved are most convincing. Considerable interest is manifested by the people in their meetings. The attendance is good and the order is excellent. It is to be hoped that much good will be done, as the masses manifest a burning love and zeal for the salvation of souls.  
Montague, May 31st, 1887.

### Astonishing Success.

It is the duty of every person who has used Boschee's German Syrup to let its wonderful qualities be known to their friends in curing Consumption, severe Coughs, Croup, Asthma, Pneumonia, and in fact all throat and lung diseases. No person can use it without immediate relief. Three doses will relieve any case, and we consider it the duty of all druggists to recommend it to the poor, dying consumptive, at least to try one bottle, as 50,000 dozen bottles were sold last year, and no one case where it failed was reported. Such a medicine as the German Syrup cannot be too widely known. Ask your druggist about it. Samples bottles to try, sold at 10 cents. Regular size, 75 cents. Sold by all Druggists and Dealers, in the United States and Canada.

## Steaming Under the Sea.

THE SEVERN RAILWAY TUNNEL AS COMPARED WITH OTHER GREAT BORES.

The first passenger train passed through the gigantic tube linking the shores of Monmouthshire and Gloucestershire. Before those on board quite knew where they were a shrill whistle, a sudden darkening—for it was now nearly broad daylight—and "We were in!" told them they were "in" and rushing down a clearly perceptible decline toward a point 100 feet below the bed of the broad estuary. In a trice watches were out and windows down, the first to keep time, and the other to test ventilation. The inrush of the icy cold air, as clear and as pure as if the trip across was being made in the old way—over instead of under the channel—showed the latter was all right. The submarine journey—if such it may be called—proved to be more like a run through a pretty deep cutting than through a tunnel four and a quarter miles long. For about three minutes and a half after entering there was no mistaking the fact that a sharp gradient was being descended, then a momentary rumble as the train passed over the curves of the arc—for the tube dips in the centre—and then the locomotive, at an ever decreasing speed, climbed the opposite gradient, to emerge once more into daylight in eight minutes and forty-nine seconds.

As before remarked, the ventilation of the tunnel is little short of perfect. During the construction of the work a fan over eighteen feet in diameter, discharging 60,000 cubic feet of air per minute, was used. This has now been replaced by a fan 40 feet in diameter, and 12 feet wide, made on the same principle as those used at the Mersey and a portion of the Metropolitan tunnels. The tunnel is 26 feet wide and 20 feet high from the double line of rails to the crown of the arch inside the brick work. The rails are laid on long latitudinal sleepers. The tunnel has been lined throughout with vitrified bricks set in cement, and no less than 75,000,000 bricks have been used in this work.

This vitrified brick wall has a thickness of three feet in the crown of the arch beneath the shoots, but as the tunnel rises from this lowest point on a gradient one in one hundred toward the Gloucestershire side, the thickest is gradually reduced to two feet and three inches.  
The total length of the Severn tunnel is 4 miles 624 yards. The St. Gothard tunnel is 9½ miles. Mount Cenis tunnel 7-1-8 miles; Arlberg tunnel (Austria) 6½; there is a tunnel in Massachusetts 4½ miles, the Stauder tunnel on the London and North-Western, is 3 miles long, and the Box tunnel rather less. But the special feature of the Severn tunnel lies in the fact that 7½ miles of it have been constructed from 45 to 100 feet below the bed of a rapid flowing tidal estuary, offering engineering difficulties which make it the most remarkable tunnel in the world.—*Cardiff Mail.*

### Band Work in Charlottetown.

The Band of Christian workers in connection with the Second Methodist Church has been in existence a little over three months and the record of its work is highly encouraging. The five companies into which the Band is divided, have held about fifty meetings, generally in the houses of those who have rarely attended religious services of any kind. The total attendance at the services have reached about a thousand people, or an average per meeting of twenty. In nearly every service held the results have been encouraging.  
Quite a number of individuals and families almost lost to Methodism have been reached, and are now attending our Sabbath and week evening services. Many attending the cottage meetings have been impressed with the necessity of a religious life, and about a dozen have been led into the possession of a conscious, personal salvation. The work of the Band has commanded quite a little notice in the city, and we have reason to believe that the impressions formed respecting the need and rich possibilities of such an organization in connection with our churches, have been favorable in every direction.

The weekly service held for the reception of reports and for the encouragement of the Band has been of great profit to all.  
The members engaged in this work have been already blessed, and all our services have been largely benefited by the effort here referred to.  
The attendance at our weekly prayer meeting has more than doubled and a gracious influence has been secured for all the departments of our church work.—*W. H. in Glad Tidings.*

### The English National Debt.

Large as the national debt of Great Britain is, it is now \$150,000,000 less than it was ten years ago. Two centuries ago it was not much over \$3,000,000. At the close of the American war, a century later it had been increased to \$1,215,000,000, and when the Napoleonic wars were concluded it exceeded \$4,300,000,000. The Crimean war was a costly affair, but at its close the aggregate debt had fallen to \$4,040,000,000, and the process of reduction has since been continuous. In 1875, under Sir Stafford Northcote's regime, the annual charge of the debt was fixed at \$140,000,000, and a process of reduction under easy conditions was arranged. In 1883 the system was revised and the rate of reduction quickened. The Chancellor of the exchequer then estimated that in twenty years \$865,000,000 would be paid off by the operation of the new sinking fund. The debt at present amounts to \$3,710,000,000. It would be pleasant to be able to record some reduction of our own public indebtedness, no matter how slight.  
STRAWBERRY, Raspberry, Plum, Damson, Black Currant and Red Currant Jams, at Beer & Goff's. 21—may 31