

THE DAILY EXAMINER.

TERMS:—FIVE DOLLARS A YEAR.

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

SINGLE COPIES TWO CENTS.

NEW SERIES.

CHARLOTTETOWN, P. E. ISLAND, WEDNESDAY, NOVEMBER 17, 1886.

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ALMANAC FOR NOVEMBER, 1886.

MOON'S CHANGES.

First Quarter 3rd day, 0h. 52.7m., p. m., E.

(below horizon.)

Full Moon 11th day, 3h. 54.0., p. m., N. E.

(below horizon.)

Last Quarter 18th day, 6h. 27.8m., p. m.,

(N. below horizon.)

New Moon 25th day, 3h. 6.0m., p. m., S. W.

(N. below horizon.)

D^y DAY OF WEEK Sun Sun Moon High Day's M^{oon} rises sets rises water len^{gth}

D ^y	DAY OF WEEK	Sun	Sun	Moon	High	Day's	M ^{oon}
		rises	sets	rises	water	len ^{gth}	
1	Monday	6 47	4 41	11 51	1 35	9 54	
2	Tuesday	48	39	aft 33	2 21	51	
3	Wednesday	50	38	1 19	3 11	48	
4	Thursday	51	36	1 43	4 13	45	
5	Friday	53	35	2 13	5 22	42	
6	Saturday	54	34	2 35	6 31	40	
7	Sunday	56	33	3 5	7 30	37	
8	Monday	57	31	3 31	8 19	34	
9	Tuesday	58	29	3 58	9 0	31	
10	Wednesday	7 0	28	4 26	9 39	28	
11	Thursday	1 27	4 58	10 15	26		
12	Friday	3 26	5 34	10 52	23		
13	Saturday	4 25	6 18	11 29	21		
14	Sunday	6 24	7 7	aft 8	18		
15	Monday	7 22	8 2	9 49	15		
16	Tuesday	8 21	9 8	1 34	13		
17	Wednesday	10 20	10 14	2 35	10		
18	Thursday	11 19	11 24	3 24	8		
19	Friday	13 19	12 19	4 40	6		
20	Saturday	14 18	0 33	6 3	4		
21	Sunday	16 17	1 49	7 18	1		
22	Monday	17 16	3 2	8 19	8 59		
23	Tuesday	18 15	4 14	9 8	57		
24	Wednesday	20 14	5 27	9 53	54		
25	Thursday	21 13	6 36	10 34	52		
26	Friday	23 12	7 43	11 13	50		
27	Saturday	24 12	8 44	11 52	48		
28	Sunday	25 11	9 35	12 30	47		
29	Monday	26 11	10 28	0 32	45		
30	Tuesday	7 26	4 9	11 8	1 10	8 43	

JAMES H. REDDIN,

BARRISTER-AT-LAW, SOLICITOR

AND NOTARY PUBLIC.

has removed to the office adjoining that of R. R.

Fitzgerald, Esq., Cameron Block.

SEE MONEY TO LOAN.

Sept. 27, 1886—1 mo eod & wy 3 mos



—FOR—

BOSTON.

WINTER ARRANGEMENT

THE PALACE STEAMERS

OF THE

INTERNATIONAL S.S. CO.

Leave St. John for Boston, via Eastport and Portland, every Monday, and Thursday at 8.30 a. m. Fare from Charlottetown to Boston, \$5.50, 2nd class; \$3.50, 1st class.

For tickets and other information apply to

A. SHARP, P. E. I. S. S. CO.

or to your nearest Ticket Agent.

Nov. 15, 1886—eod wkly

L. ARTHUR & CO.,

GENERAL

Commission Merchants,

121 ATLANTIC AVENUE,

BOSTON, MASS.

Eggs and Produce a Specialty.

July 15—dly wkly

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 receipt 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.

BARCLAY & CO.,

GENERAL

Commission & Shipping Merchants,

191 Atlantic Avenue, Boston.

EIGHT years' experience in this market.

Over fifty thousand bushels of P. E. I. potatoes received by us last fall. Our patrons all satisfied. Vessels chartered for potato freights at short notice. Write for market reports.

Specialties—Potatoes, Mackerel, Canned Lobsters, Eggs.

June 17, '86—3mo eod

BEER



BROS.

LADIES'

Fur-lined Cloaks, Astrachan Sacks, Redingotes, Ulsters, Jerseys, Hosiery, Gloves, Dress Goods, Trimmings, &c.

MEN'S

Fur Coats, Fur Caps, Fur Gloves, Felt Hats, Underclothing, Gloves, Shirts, &c., &c.

MILLINERY:

HATS and BONNETS, in Felt and Straw—all the Leading Styles, and a magnificent line of TRIMMINGS.

All orders receive Miss Saunders' personal attention

CARPETS! CARPETS!

BEER BROS.

Ch'town, Nov. 11, 1886.

To Tea Consumers

WE would say that while we do not own China and Japan, nor a Tea Plantation in either of these countries, we have been able to secure a

—T-E-A—

this Fall that we can sell at

30 CENTS PER POUND,

and which we believe is bound to take the lead over all the other brands at the same money.

Tea consumers try it and judge for yourselves.

Our 30-cent Tea is giving EXTRA GOOD SATISFACTION.

Our 24-cent Tea Should be 25 Cents, as Quality is Good.

Five to 10-pound air-tight Tins (screw-tops), Half-chests and other Packages at prices to suit the times.

A sample package of ELECTRIC STARCH, free, with every Half-pound Parcel of Tea. This is not present but we wish to introduce this new Starch.

BEER & GOFF.

Ch'town, Oct. 22—2aw & wkly

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

READ THIS:

WE buy our Clothes direct from the manufacturers, consequently we are able to meet those Big Discounts "we read about" without any sensational advertising. We carry the Largest Stock of Imported Cloths on the Island.

Overcoatings, in blue, black, brown and green.

Meltons, Naps, in blue, black, brown and green.

Worsted, in all the fashionable shades and colors.

English, Scotch, Irish, Canadian and Island Tweeds in endless variety, made in the Leading Styles, at Bottom Prices.

Splendid value in Gent's Furnishings.

JOHN McLEOD & CO.,

UPPER QUEEN ST., (Op. Roger's New Brick Block.)

Ch'town, Oct. 27, 1886.

THE PLACE

TO BUY ALL YOUR

Dry Goods

—AND—

CLOTHING

—IS—

Where Everything is Cheap.

COME AND SEE THE

B-A-R-G-A-I-N-S

that we offer in ALL KINDS OF

DRY GOODS AND CLOTHING.

GEO. E. FULL,

Sign of "RED LION," QUEEN STREET.

Nov. 2, 1886.

WE HAVE OPENED UP A

Retail Grocery Business

—ON—

GREAT GEORGE STREET,

alongside of John Stumblers' Harness Shop, where we are bound to sell everything in our line at Bottom Prices.

TEA, (different qualities.)

SUGAR, " " " "

BAKING, " " " "

CURRANTS, MOLASSES,

NEWFOUNDLAND FISH,

and everything you want in the Grocery line.

—ALSO—

STABLE ACCOMMODATION

We are determined to give those who favor us with their patronage entire satisfaction, and the best value for their money and produce.

Come one, come all and inspect our Goods.

Remember the place is on Great George Street, next John Stumblers' Harness Establishment.

Eggs Wanted.

JOHN EVANS & CO.,

GREAT GEORGE STREET.

Oct. 4, 1886—2mo eod

Carriages and Sleighs.

THE undersigned begs leave to thank his many customers for their liberal patronage since commencing business, and would call to their notice and the public generally, that he is now building a large assortment of Sleighs, in all the leading styles. All best sleighs shod with Patent Shoe Steel, which prevents slowing and runs lighter in soft snow.

Painting, Trimming and Repairing of every description promptly attended to and warranted to give satisfaction.

N. B.—For want of room I will sell the balance of my stock in Carriages, consisting of: One Single-seat Carriage, one Double-seat, one Five-on-hoggy, one Cornish Buggy, and one Box Buggy. These are all new and first-class articles, and will be sold at a great bargain.

Parties wanting their Carriages Painted, Repaired or Re-trimmed, can have them stored for the winter free of charge.

Remember the place—McKinnon & Fraser's old stand, opposite New Baptist Church.

J. J. SEAMAN.

Ch'town, Oct. 23, 1886—2aw & wkly

FARM, STOCK & CROP

FOR SALE.

THERE will be offered, immediately after the Sale of Real Estate previously advertised at Auction, on the premises, at the late residence of Donald MacMillan, Esq., West River, Lot 65.

On WEDNESDAY, 24th Inst.,

the following Stock, Crop, Agricultural Implements, and other articles to be found on a well-stocked Farm—all in good order.

STOCK—2 Horses, 2 Colts (1 year old) 5 Milch Cows, 4 two-year-old Heifers in calf, 4 one-year-old Heifers (good breed), 18 Sheep and 10 Pigs.

CROP—About 500 bushels Oats; 500 bushels Potatoes, 500 bushels Turnips, 100 bushels Buckwheat; also, a quantity of Hay and Straw.

AGRICULTURAL IMPLEMENTS—1 Thrashing Machine with Shaker, 1 set Fanners, 1 Reaper, 1 Hay Cutter, 1 Roller, 1 Wheel Barrow, 1 Spring-tooth Harrow, 1 Spring-tooth Cultivator, 1 set Harrows, 2 Ploughs, 3 Wood Sleighs, Carriage, 1 Driving Wagon, 1 Truck-body, 1 Truck Wagon, 3 sets Cart Harness, 1 set Driving Harness, Back-bands, Swingle Trees and Traces, a lot of Scaffolding and other articles too numerous to mention.

TERMS—All under \$5, cash; all over that amount eleven months' credit, on approved notes.

Ch'town, Nov. 2nd, 1886.

—Nov 3 wkly 21 & dly 17 till sale

CITY CARRIAGE FACTORY.

MESSES. YOUNKER & OFFER

HAVING recommended their Carriage and Sleigh Business, at Mr. P. H. Trainor's premises, on Kent Street, opposite the Rocklin House, would intimate to their former customers and the public generally, that they are now prepared to carry on their work in all its branches, with increased facilities to please their numerous customers and patrons, and would respectfully solicit a continuation of patronage from them, as well as from any new customers who may favor them with an order.

Repairing and Painting promptly attended to.

EST The Painting Department will be under the superintendence of Mr. P. H. Trainor.

Ch'town, Nov. 9, 1886—21 till sat wly 21

Real Estate Sale.

THREE valuable LOTS on Douglas Street,

50x100 feet each, or thereabouts.

Apply at Merchants Bank of Prince Edward Island.

June 23, 1886.

Notes by the Way.

The Grits are shouting "glory hallelujah" about the late Legislative Council elections. Poor creatures, it is a pity to lessen the crumb of comfort they imagine they have received. The contest was not for the victory of Grit or Conservative, but to define the future position of our "Upper House." The elections just over have said "let it live," but the words were spoken by a very small portion of the people; that, and nothing more.

In the Second Legislative District the "leader" of the Grit party, accompanied by some of his satellites, put in an appearance at some of the meetings. This is the same Louis Henry Davies who, when at the head of a Local Government, went in professedly for reducing the expenses of legislation, and introduced a measure or resolution for the abolition of the Legislative Council! No doubt the country was safe in his hands; no need for a Legislative Council when he was Prime Minister of our little Province. Presto, change; now because he is not in power he stumps the country in behalf of a candidate who is an anti-abolitionist, and opposes one whose political creed on this question is in accord with the previous professions of this Louis H. "Consistency thou art a jewel."

And the candidate which Mr. L. H. Davies, Q. C., M. P., etc., took the trouble of advocating has been defeated. What a pity Mr. Davies could not have been shifted round to every district during the late campaign. Judging by the Second District, the result would have been satisfactory, and what gratifying news it will be for the Globe and other Grit organs to chronicle the fact that just where Mr. Davies fought his prettiest his man was more than his match in Mr. Donald Ferguson. The straightforward, honest, telling speeches of the latter gentleman exposes the trickery of "small potatoes" in the hands of able men, and there are many of them on the Island.

For the matter of that, the blunt home thrusts of Mr. Alex. Martin, have a debilitating effect upon the eloquence and logic of this local giant in Grit politics. The plain country merchant "sits" upon him sometimes—politically—in a manner, which consigns his eminence to the region of fancy, and sets the people wondering, when the time will arrive for New Brunswick or some other Province to take a gift of him. Question:—Do the folks elsewhere want him?

The people of the south-eastern portion of the Province are becoming anxious about some better means of communication, with both the City of Charlottetown and the mainland. The necessity for a branch railway is being seriously discussed, and a route could be chosen which, it is believed, would become the best paying part of our railway system. Those acquainted with the Island cannot fail to recognize the importance of the standing and position of Lots 48, 49, 50, 57, 58, 60, 62, 63 and 64. It is just in these Lots that the want of direct railway communication with Charlottetown is most severely felt. The north-eastern, central and western portions of the Island have not so very much to complain of in this respect, that is, comparatively speaking. The whole south-eastern portion—more south than east—a most important and wealthy section of the country is without such accommodation. Branches from Mount Stewart, or Peakes or Baldwin, have been advocated, and some talk of two branches to the south. These would hardly serve the purpose completely, they would make the route to Charlottetown too long, and would leave portions of the south still without sufficient accommodation. A line from Murray Harbor to Charlottetown direct would serve the purpose, and now let us see how it could be located. Commencing at the city, here we find at once, that the Hillsborough would have to be bridged, and the first stopping place would be on the eastern side of the river. Mount Herbert, Mount Albion, Lake Verde, Vernon River, Newtown (which would suit Elton) down along Montague River to the westward of Valley Road to some point on the Maitland Road (which would accommodate the residents of Flat River and Pinette), thence to Rona and Murray River, going to its terminus at Murray Harbor. South, is a route which would go through a prosperous part of the Province. This route would also avoid much hilly portion of country, and bring the line within easy reach of most important points. Pownall, Cherry Valley, Monaghan Road, Orwell, Ugg, Point Prim, Wood Islands, Little Sands, High Bank, Murray Head, Peters Road, Caledonia, Valleyfield, and numerous other localities, would be, at most, within a very few miles of the line. Sections, north of the places mentioned, are now fairly well accommodated by the branch from Mount Stewart to Georgetown.

There are no very serious engineering difficulties on the route proposed. The Hillsboro Bridge would cost about fifty or sixty thousand dollars, and it is believed that the cost of the line would not exceed seven thousand dollars a mile. As to the bridge, the city should take a hand in the matter, and let us have a way for public traffic, besides the line of railway. This would effectually remove the Ferry nuisance, and the bridge could be made a paying institution, much more convenient than the boats. The new line of railway would be something like forty miles long, and cost in all, in the neighborhood of three hundred thousand dollars. In season, the Murray Harbor could be used for steamboat service to Pictou, which would be a decided benefit to the people of the South-east.

Now as to the ways and means. The people certainly expect Government papers to advocate the building of this line. They can expect nothing but grumbling and ob-

struction from Opposition journals. A large portion of the route is in Queen's County, and Dr. Jenkins will take notice of this fact. An important portion is also in King's County, and A. C. Macdonald will be expected to do his duty. The local representatives of the various districts should also have something to say, and our Senators at Ottawa should not be silent. If the Government of Canada do not see the way clear to build the line as Dominion property, a private company can and will do the work, if necessary. The Government could grant a subsidy, to which this Province has as much right as any other in the Dominion. This boon would be welcome, and would in no way mar the prospects of the much-talked-of efficient and constant winter communication with the Mainland.

Now the clear duty of the people is to agitate, and keep on agitating. This question will not be allowed to die out. There are men ready to take hold of the affair as soon as the way is clear. A certain part of the work must be done in Parliament, the rest will follow, but now let us agitate, and do not forget it.

ADVOCATE.

Nov. 16, 1886.

Rustico Notes.

The grist mills in this vicinity are almost suspended on account of the scarcity of water.

St. Augustine School is now under the control of Mr. Celestine Gauthier, who sustains a good reputation as a teacher. He is laboring with unflagging zeal, and will, no doubt, be instrumental in ranking the school among the foremost Acadia schools in this Province.

Mr. James D. McMillan is disposing of his farm, stock and implements, as he is contemplating a journey to the Pacific Coast. Mr. McMillan is an industrious and energetic young man, and we wish him success in whatever he may choose to make his new home.

The Rev. Mr. Spurr will preach here on the evening of the 24th inst. He is an earnest and stirring minister, and his services are very highly appreciated.

Our talented friend, Mr. Domitian Gallant, is speaking of terminating his sojourn with us. It is to be greatly regretted, if he so decides, as his services will be greatly missed here by all possessing a literary or musical turn of mind.

South Rustico, Nov. 14, 1886.

"The Farmer's Poultry Raising Guide."

This is the title of a new and valuable book on poultry raising for profit. This book answers in advance every possible question in respect to keeping and caring for poultry,