

# The Daily Examiner.

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NEW SERIES.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, THURSDAY, JUNE 14, 1883.

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**THE DAILY EXAMINER**  
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Advertising at most moderate rates.  
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ments, on application.

**ALMANAC FOR JUNE, 1883.**  
MOON'S CHANGES.  
New Moon 4th day, midnight.  
First Quarter, 12th day, 10a. 29m. a. m.  
Full Moon, 20th day, 0h. 19m. p. m.  
Last quarter 27th day, 3h. 25m. a. m.

DAY OF WEEK	Sun	Mon	Tue	Wed	Thu	Fri	Sat
Friday	17	39	2 18	8 41	15 39		
Saturday	16	40	3 11	9 32			
Sunday	16	41	3 46	10 19			
Monday	15	42	4 39	11 4			
Tuesday	15	42	5 39	11 46			
Wednesday	14	43	6 44	morn			
Thursday	14	44	7 50	0 28			
Friday	14	44	8 55	1 7	15 47		
Saturday	14	45	10 0	1 48			
Sunday	13	45	11 2	2 30			
Monday	13	46	1 3	3 15			
Tuesday	13	46	1 58	4 15			
Wednesday	13	47	2 2	5 20			
Thursday	13	47	2 27	6 27			
Friday	13	48	2 27	7 28	15 51		
Saturday	13	48	2 27	8 29			
Sunday	13	49	2 27	9 5			
Monday	14	49	2 27	9 47			
Tuesday	14	49	2 27	10 27			
Wednesday	14	49	2 27	11 4			
Thursday	14	50	2 27	11 44			
Friday	14	50	2 27	12 22	15 52		
Saturday	14	50	2 27	1 0			
Sunday	15	50	2 27	1 43			
Monday	15	50	2 27	2 28			
Tuesday	16	50	2 27	3 24			
Wednesday	16	50	2 27	4 36			
Thursday	17	50	2 27	5 58			
Friday	17	50	2 27	7 21			

**ARCHIBALD M NEIL & FORBES**  
SHIPPING AND  
COMMISSION MERCHANTS,  
44 SOUTH STREET, NEW YORK.  
Cash advanced on consignments of Island  
produce. Agency for canned goods solicited  
in New York. Apply to  
**C. H. McNEILL,**  
AGENT.  
Ch'town, April 28, 1883.

**SULLIVAN & MACNEILL,**  
ATTORNEYS-AT-LAW  
Solicitors in Chancery,  
NOTARIES PUBLIC, &c.  
OFFICES—O'Halloran's Building, Great  
George Street, Charlottetown.  
Money to Loan.  
W. W. SULLIVAN, Q. C. | CHESTER B. MACNEILL.  
Jan. 16, '83.

**McLEOD & MORSON**  
Barristers & Attorneys-at-Law,  
SOLICITORS, NOTARIES PUBLIC, ETC.  
OFFICES:  
Reform Club Committee Rooms, Opposite Post  
Office, Charlottetown, P. E. Island,  
Merchants' Bank of Halifax Building, Sum-  
merside, P. E. Island.  
MONEY TO LOAN, on good security, at  
moderate interest.  
NEIL McLEOD. W. A. O. MORSON.  
Nov. 24, '82.—pres her

**JOHN MACEACHERN,**  
(Late of Italian Warehouse)  
AGENT FOR  
Royal Fire Insurance Company, of  
England,  
London & Lancashire Fire Insurance  
Company, of England,  
City of London Fire Insurance Co.  
of England,  
**HAS REMOVED**  
His Office to his New Building,  
Cor. Queen and King Sts.—Up Stairs.  
Ch'town, Dec. 7, '82.

**Bank of Nova Scotia.**  
ESTABLISHED 1832,  
Paid up Capital . . . \$1,000,000  
Reserve Fund . . . 325,000  
An Agency of this Bank will be opened on  
Monday next, 19th inst., in the building  
lately occupied by the Bank of Prince Edward  
Island, under the management of the under-  
signed.  
Deposits will be received on interest, and  
on current account.  
Drafts granted on the various Agencies and  
correspondents of the Bank.  
Sterling and other Exchange bought and  
sold, and general banking business transacted.  
D. C. CHALMERS,  
Ch'town, June 17, 1882.—tf Agent.

**L. ARTHUR & CO.,**  
GENERAL  
Commission Merchants,  
121 ATLANTIC AVENUE,  
(ROSS MARKET)  
BOSTON, MASS.  
Eggs and Produce a Specialty.  
April 26, 1883.—wkly tf

**INSURANCE OFFICE.**  
Queen Insurance Company,  
OF ENGLAND.  
CAPITAL, TEN MILLION DOLLARS.  
Lancashire Insurance Company  
CAPITAL, FIFTEEN MILLION DOLLARS  
Insurance effected on all kinds of property  
at current rates. Losses settled promptly  
and equitably.  
DESBIRAY & ANGUS,  
General Agents,  
Office—South Side Queen Square.  
Ch'town, Sept. 15, 1882.

**Notice of Removal.**  
MRS. MACLEAN desires to inform the  
ladies of Charlottetown that she has  
removed to Queen Street, next door to W. F.  
Carter's Confectionery Store, where she  
hopes to secure a continuance of the patronage  
so liberally bestowed in her former  
place of business. Also, that she has added  
Millinery to her stock, and has on hand all  
the newest shapes in Hats and Bonnets,  
Flowers, Feathers, etc., just opened Also  
Laces in Black, Brown, Cream and White  
New Buttons, New Frillings, Tubular Braids  
Buckles, Canvasses, etc., etc. New Fancy  
Work expected soon. Hats and Bonnets made  
and trimmed to order.  
May 11.—5w eod

**BOSTON STEAMERS,**  
STEAMERS:  
Carroll, 879 tons, Capt. Brown,  
Worcester, 865 tons, Capt. Blankenship  
ONE of the above FIRST-CLASS STEAM-  
ERS will leave  
Charlottetown for Boston  
EVERY  
THURSDAY AFTERNOON, AT 5 P. M.  
PASSENGERS will find this the Cheapest  
and most pleasant trip to Boston. Accommo-  
dations on both steamers are splendid.  
**CARVELL BROS.,**  
AGENTS.  
Ch'town, May 17, 1883.—pat her; sj

**P. E. ISLAND**  
Steam Navigation Co'y.  
STEAMERS ST. LAWRENCE AND  
PRINCESS OF WALES.  
SUMMER ARRANGEMENT,  
Commencing Wednesday, 16th May, 1883.  
NOVA SCOTIA.  
Leave Charlottetown for Pictou Landing  
every Monday, Wednesday, Thursday and  
Saturday mornings, at 7 o'clock, connecting  
there with the Train for Halifax. Returning  
to Charlottetown on Monday, Wednesday Friday  
and Saturday, about 2 p. m., on arrival of  
Train from Halifax.  
Leave Pictou Landing for Georgetown on  
Thursday, on arrival of train at 2 p. m.  
Leave Georgetown for Pictou Landing  
every Friday morning, at 5 a. m.

**NEW BRUNSWICK, CANADA AND THE  
UNITED STATES.**  
Leave Summerside every day (Sunday  
excepted) on arrival of Train from Char-  
lottetown, connecting at Shediac with  
Trains for each of the above named places;  
and at St. John, with the steamers of the Inter-  
national Company and Railway for Portland and  
Boston. Also leave Charlottetown for Sum-  
merside every Monday morning at 1 o'clock.  
Returning, leave Shediac every day (Sundays  
excepted) on arrival of day train from St.  
John, for Summerside, connecting there with  
Train for Charlottetown. Also leave Sum-  
merside for Charlottetown every Saturday  
evening, about 5 o'clock.  
By order,  
F. W. HALES,  
Charlottetown, May 13, 1883. Secretary.

**PARSONS' PURGATIVE PILLS**  
MAKE NEW RICH BLOOD,  
And will completely change the blood in the entire system in three months. Any person who will take 1 Pill each night from 1 to 12 weeks, may be restored to sound health, if such a thing is possible. For curing Female Complaints these Pills have no equal. Physicians use them in their practice. Sold everywhere, or sent by mail for eight letter-stamps. Send for circular. I. S. JOHNSON & CO., BOSTON, MASS.

**DIPHTHERIA** CROUP, ASTHMA, BRONCHITIS.  
JOHNSON'S ANODYNE LINIMENT will instan-  
taneously relieve these terrible diseases, and will positively  
cure nine cases out of ten. Information that will save  
many lives sent free by mail. Don't delay a moment.  
Prevention is better than cure.  
An English Veterinary Surgeon and Chemist,  
now traveling in this country, says that most  
of the Horse and Cattle Powders sold here  
are worthless trash. He says that Sheridan's  
Condition Powders are absolutely pure and  
immensely valuable. Nothing on earth will make hens lay like Sheridan's Condition Powders. Dose, 1 teaspn-  
ful to 1 pint food. Sold every where, or sent by mail for 8 letter-stamps. I. S. JOHNSON & CO., BOSTON, MASS.

**MAKE HENS LAY**  
**SPRING & SUMMER GOODS.**  
J. B. MACDONALD  
IS now showing a magnificent stock of Staple and Fancy Dry Goods, Millinery and  
Clothing, bought in the English, American and Canadian markets, at the very best terms.  
I am in a position to give my customers and all who favor me with their patronage the very  
best value to be had in the city.  
Special attention is directed to the splendid range of Worsted Cloths for gentlemen's  
suits and ladies' mantles. Ready-made Clothing Department is well stocked, and at cheaper  
prices than ever.

**CUSTOM TAILORING.**  
Suits made to order in the latest style and good fits guaranteed and at prices that cannot  
be beaten. Also  
250 Half-Chests Fine Congou Tea,  
warranted extra quality, sold low. Wholesale and Retail.  
J. B. MACDONALD.  
Ch'town, May 10, 1883.—wkly pat pres ne

**British Warehouse.**  
To the Wholesale and Retail Trade.  
W. & A. BROWN & CO.  
HAVE now opened the completion of their large stock of SPRING AND  
SUMMER  
**DRY GOODS.**  
They are offering special inducements to cash buyers.  
It will be to your advantage to inspect their stock before purchasing  
elsewhere.  
W. & A. BROWN & CO.  
Ch'town, June 1, 1882.—wkly

**SIGN OF THE "PLOWMAN,"**  
52 QUEEN STREET.  
THE undersigned beg to inform the Farmers of P. E. Island that they have leased that  
commodious store, and intend devoting their attention to the Agency for the celebrated firm  
of Patterson & Bro. (of Patterson & Whitty), Ontario, manufacturers of all kinds of  
Agricultural Implements, which are so well known on the Island, and have given such satisfac-  
tion, that they require no puffing. We would respectfully ask intending purchasers to  
inspect our stock of  
**Mowers, Reapers, Rakes, Plows, Spring Tooth Cultivators  
and Harrows, Hay and Straw Cutters, and the  
Raymond Grain Grader,**  
which is just the article for Stock Feeders. Give us a call, as we are anxious to meet your  
requirements and bound to give you satisfaction, or no sale.  
**DOVER & ROBERTSON.**  
Ch'town, May 26.—3m eod

**FURNITURE, FURNITURE,  
AT COST.**  
Opposite Post Office, Charlottetown.  
BEDSTEADS, Chairs, Tables, Washstands, Sofas, Lounges, Parlor, and Drawing Room  
Bedroom Suits, Looking Glasses and Mirrors, Window Furniture, Picture Frames and  
Picture Mouldings.  
**JOHN NEWSON.**  
Charlottetown, Jan. 2, 1883.—1y

**LETTERS TO THE EDITOR.**  
Stock Raising.  
DEAR SIR,—In the matter of stock rais-  
ing, I have heard it suggested that farmers  
should be encouraged to raise nothing but  
thorough-bred cattle. In fact, it has been  
said, that it would be all the better for the  
country if grade stock were struck out of  
our Exhibition prize list altogether. I, for  
one, am of opinion that it is a very great  
mistake to under rate our grade cattle, as  
they have been often found to be more  
valuable for general purposes in this  
Island, at least, than those with the long  
pedigree.  
I herewith enclose you an article on this  
subject, taken from the *Breeders Gazette*,  
which you will please publish in the next  
weekly issue of your valuable paper and  
oblige,  
Yours Truly,  
FARMER.  
June 13th, 1883.

**VALUABLE GRADE OR PART-BRED STOCK.**  
The great mass of American farmers do  
not and will not for many years, if ever,  
have pure-bred stock "eligible to record" in  
any large numbers. The increased cost of  
such animals will be a sufficient reason for  
this state of things. The average farmer  
cannot afford the money necessary to pur-  
chase a stock of pure-bred horses or cattle.  
Sheep, swine and poultry cost comparatively  
small sums, and multiply so rapidly that in  
their case there is less difficulty in having a  
good number of pure-bred animals, if it be  
desired.  
Over and over we have reported the truth  
that farmers may have animals nearly or  
quite equal, for all practical purposes, to  
the technically pure-bred ones, by the con-  
tinued use of well-selected well bred males,  
and a rigorous selection of the best females  
produced by the successive crosses. But a  
great many farmers do not believe this; at  
least they fail to so appreciate it as to let it  
influence their action.  
We are not sure that breeders are en-  
tirely free from fault in this matter. They  
will do well to have object lessons at hand  
illustrative of the improvement on the  
"common stock," made by one, two, or  
three crosses of improved stock. A noted  
importer and breeder of draught-horses has  
recently issued a beautiful illustrated cata-  
logue. We can imagine a farmer of the  
unprogressive order looking at the por-  
traits of fine stallions and mares, and feel-  
ing or saying, "Oh, that is all very nice for  
rich folks, but what interest have I in these  
horses!" But he would be a very dull  
man if the picture of a pony-mare and her  
half-bred draught-colt did not suggest to  
him that, if one cross on such a mare may  
give such a horse, he and his neighbors may  
greatly improve the size and selling value  
of the colts they rear by the use of a good  
draught-stallion.  
Recently we were on an agricultural col-  
lege farm, and were interested in the con-  
versation of a farmer to whom the profes-  
sor of agriculture was showing the  
cattle. He looked at, admired, and  
praised some good Shorthorns and Jerseys;  
but this with something of the air with  
which he might have examined a collection  
of fine paintings in an art gallery. They  
were fine; but he had no direct con-  
cern with them. They and their fellows  
were not for him or his neighbors.  
But when good-looking cows, heifers, and  
calves were pointed out as "grades—half-  
bred, three-quarter bred," etc., there was  
not only a quickened interest, but the  
hearty exclamation—"That's the kind of  
stock we might have!" That man went to  
his home much nearer a convert to the  
belief that "improved stock" is not neces-  
sarily merely "fancy stock" than he would  
had seen nothing but pedigree animals. It  
was an argument in favor of the Shorthorn  
breed, not against it, that he could not see  
that the high grades were the inferiors of  
the pure-bred animals. It is quite in the  
possibilities that the presence of a few speci-  
mens of common, unimproved cattle may  
have had a stimulating effect. The herd  
was not so fine-looking as if they had been  
away. It may have been a more useful  
herd as an object lesson.

More encouragement to the exhibition of  
good grade animals at our fairs might be ad-  
visable. This would seem especially advis-  
able in case of cattle. Good grades would  
serve as a connecting link between the fine  
herds of pure-bred stock and the poor cattle  
on the farms from which some of the visitors  
to the fairs come. The fat stock show at  
Chicago has been vastly more useful than if  
the competition had been limited to pure-  
bred animals.

**Military Notes.**  
The Shoeburness artillery team will  
report at Quebec on July 1st, where they  
will be put through regular drill for a  
fortnight before leaving for the old country.  
Stephen Lewis, a naval pensioner, has  
died at Southampton, aged 105 years 11  
months. He was born in June, 1777, and  
the evidence of his age is unimpeachable.  
He was a retired master gunner, and  
signed for his pension regularly every quar-  
ter. He was present at many engagements  
on sea and shore, including Trafalgar.  
Lieutenant-Colonel Wallace, Royal En-  
gineers, for many years employed in the  
railway department of India, and who had  
charge of the railway operations during the  
Egyptian campaign, has been granted per-  
mission to visit the United States and  
Canada for the purpose of studying the  
working of the railways and river steamers  
in those countries.

The National Rifle Association will lay  
down an electric railway at Wimbledon and  
work it during the meeting in July next.  
The line will be a mile long, and a train  
of six carriages, holding each twenty-four  
persons, will be used. The motor employed  
will be Pott's, the patent of which has  
been secured by a syndicate, and which can  
be worked up to 10-horse power.

**The Tichborne Case.**  
PROBABLE RELEASE OF THE IMPRISONED  
CLAIMANT.  
Mr. Quartermaine East, Mr. Anthony  
Biddulph (Sir Roger Tichborne's cousin),  
and Mr. B. Croft, of Nottingham, have had  
an interview with the Tichborne Claimant  
in Portsea Convict Prison. The Claimant  
was in excellent health, but was somewhat  
dejected in spirits when informed that in  
consequences of an informality in the pro-  
ceedings, delay would follow in the matter  
of the identification of the lunatic Cresswell  
in Australia, though he was gratified to  
learn that within the last few days the Gov-  
ernment had been officially informed that  
Charles Orton had identified Cresswell as  
Arthur Orton. He was also informed that  
the recognition was mutual, and on the news  
reaching the country it was hoped that the  
Claimant's release would be immediate,  
though that could not now take place until  
the affidavits had been formally made out.  
The Claimant complained bitterly of the  
system under which he was allowed to  
speak to his friends only once in three  
months, and that a letter written in the  
most formal language on the 12th of May had  
been suppressed though addressed to Mr.  
East. Mr. Croft then assured the Claimant  
that his friends in the midlands were as  
firm as ever in his cause, and that except  
by death he had not lost a single adherent  
during his imprisonment, while a dozen  
homes were open to him as soon as he came  
out of prison. In bidding his visitors fare-  
well, the Claimant remarked that should he  
be liberated on ticket-of-leave on the usual  
terms his imprisonment would end in  
November next year.

**The Potato Bug.**  
The *Toronto Globe*, 1882, says:—"It ap-  
pears from experiment that a heaping tea-  
spoonful of Paris Green to 12 quarts of  
water is just as certain to destroy the potato  
beetle as a large quantity. But one pound  
of the poison mixed with 100 pounds of  
plaster may be applied by the hand, as it is  
proved by repeated tests that no bad results  
follow taking it in the bare hand when thus  
mixed. The plaster is worth to the crop all  
the labor and expense."  
Miner and Farmer.—"A farmer living in  
a town near by who raises good potatoes,  
tells this story on July 3rd:—"I cut pota-  
toes in thin slices and rolled them in paris  
green, and put the pieces in old pans,  
boxes or barks, and set them out in the  
field among my potatoes, as soon as they  
can be seen. I keep the pans supplied with  
this bait and the result is astonishing.  
Sometimes the slices will be all eaten up  
and the bugs will be three or four deep all  
over the pans. I have this season kept  
these bug-killers in my field until now, and  
I have done nothing else to kill the bugs  
and I have now no bugs and can find but  
few eggs. Have practiced this method two  
years. It works well, it saves time and  
labor, it kills thousands of them. If every-  
body would practice this method we would  
soon have less potato bugs. If potato  
raisers were compelled to put this method  
in practice both spring and fall, the im-  
migrants from Colorado would soon be  
scarce."

**Iron vs. Wooden Sailing Ships in  
the United States.**  
The builders of wooden sailing ships  
must bestir themselves, or else their iron  
rivals will have the whole field. Although  
many good judges maintain that the wooden  
hull is the best and the safest at the end,  
shipowners and underwriters have come to  
the conclusion that the iron hull is the best  
and cheapest. As an investment it pays  
better than the wooden one, and as an in-  
surance risk, it is considered safer, judging  
from the length of time given in the classi-  
fications. What few sailing ships the Eng-  
lish have built of late years have been iron.  
But on this side of the Atlantic, wood has  
been the material used because ships can be  
built of it much cheaper here than those of  
iron. The iron ship-building yards on the  
Delaware, however, are now giving atten-  
tion to iron sailing ships, and now comes  
Mr. Goringe of the American ship-building  
Company, with the statement that his com-  
pany can build an iron clipper ship for  
about what a wooden one would cost. An  
iron sailing ship is to be built by the com-  
pany and a contract is to be made for build-  
ing an iron schooner, the owner saying that  
the difference between the bids of the iron  
ship-builder and the wood ship-builder  
was not over one hundred dol-  
lars. This will bring the Delaware  
yards into active competition with  
the Maine builders, and unless there is  
much difference in rates, the largest number  
of orders will certainly be given for the  
iron vessels. It is well known that from  
the time a wooden ship goes into com-  
mission her repair expenses or what may be  
called deterioration begins, but beyond  
some paint and oil the iron ship is com-  
paratively free for two years at least. This  
is a barring accidents in both cases. Under  
such circumstances, a little increase in first  
cost still leaves the iron ship comparatively  
a much better investment than its wooden  
rival. The course of the competition which  
will assuredly arise between the two classes  
will be watched with much interest, for it  
will be fraught with great consequence to  
the future of our shipping.

Whether to die or not is a mere matter of  
taste: it is good taste to use Buckingham's  
Dye for the Whiskers. [June 11 w kly