

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, P. E. ISLAND, SATURDAY, MAY 10, 1890.

VOL. 25.—NO. 130

WEEKS & BEER,

QUEEN STREET, CHARLOTTETOWN, P. E. I.

Importers of British and German Dry Goods,
MILLINERY, SMALLWARES, &c.

Also, Full Lines of Teas, Groceries and Warehouse Goods
WHOLESALE ONLY.

Additional to our General Stock are being daily received from the different sources of production, and will be offered Wholesale only at a small advance on cost.
Charlottetown, April 19, 1890—dy 1m

B. S. DAVIES & CO.

Merchant Tailors.

WE HAVE A LARGE STOCK OF WOOLENS, in Suits, Overcoatings and Trousers, suitable for Spring and Summer wear, at the lowest possible prices for Cash.

MR. McDONALD, for the past six years (previous to coming with us) of Boston, where he acquired a thorough knowledge of his business, has charge of our Tailoring Department. As a Cutter of correct styles of Garments, Mr. McDonald has no superior in the Lower Provinces. He has given our customers the very best satisfaction. Men who care to dress well can make no mistake in giving us a call.

Three Cases CHRISTY'S BEST LONDON HATS just opened MEN'S FINE NECKWEAR, DRESS SHIRTS and UNDERWEAR; Lot of BOYS' SUITS low to clear.

B. S. DAVIES & CO.,

Ch'town, March 25, 1890.

CAMERON BLOCK.

Our May Bargain

A TEAPOT GIVEN AWAY FREE WITH EVERY FIVE POUNDS OF TEA.

WISHING to introduce our TEA into every household in the country, we will, during the month of May, offer a special inducement to CASH BUYERS.

To every person buying 5 pounds of Tea, at either 24c., 28c., or 32c., per pound, we will present FREE OF CHARGE a good medium-sized Teapot.

We do this on account of having a large stock of Teapots on hand, and also wishing to have our TEA introduced, knowing that if it is once tried we will have your trade afterwards.

You will find that you will save money by buying your TEA from

BEER & GOFF,

Ch'town, May 1, 1890—dy wky

Queen and King Square Stores.

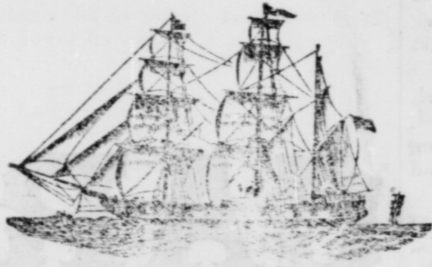
BAR IRON & STEEL

The "Erema" left Liverpool for Charlottetown last October, and is expected here shortly. She has on board for us nearly 100 Tons of Bar Iron and Steel, which will be sold low on arrival.

NORTON & FENNEL.

Charlottetown, April 17, 1890—dy 2aw wky

Midsummer Trip, 1890.



THE BARKENTINE "EREMA," now loading, will sail for Liverpool, G. B., on SATURDAY, the 10th inst. Returning, will sail from Liverpool for Charlottetown about the 15th June next.

For Freight apply in Liverpool to William Bullen, 51 South John Street; in London, to John Pitcairn & Sons, 7 Union Court, Old Broad Street, or here to the owners,

PEAKE BROS. & CO.

Ch'town, May 7, 1890—cod tf

REAL ESTATE,

BY AUCTION.

Part of the Esker Property.

I AM instructed by Brenton F. Longworth, Esq., to sell by Auction,

ON THURSDAY, 22nd DAY OF MAY,

At 11 o'clock, on the Premises,

A number of valuable BUILDING LOTS between Fitzroy and Easton Streets, as per plan (on handbills).

Terms at sale.

R. BEAIRSTO, Auctioneer.

may 7

19 ACRES VALUABLE LAND,

BY AUCTION.

I AM instructed by Robert Crabb, Esq., to sell by Auction, on the premises, corner of Lower Malpeque and Cross Road,

On Wednesday, 28th day of May,

AT ELEVEN O'CLOCK,

Nineteen Acres of superior Land, at present laid down to grass, and all available for Hay and Pasture. Fine stream of water running through the centre.

Also—33 Acres adjoining can be had at a reasonable price on easy terms.

R. BEAIRSTO, Auctioneer.

may 5

PARTNERSHIP NOTICE.

I HAVE THIS DAY admitted Mr. Donald Nicholson as Partner in the Tobacco Manufacturing Firm of HICKEY & STEWART, the business of which will hereafter be conducted under the name and style of HICKEY & NICHOLSON, and I take this opportunity of sincerely thanking the business public for their liberal patronage in the past, and respectfully solicit a continuance thereof for the future.

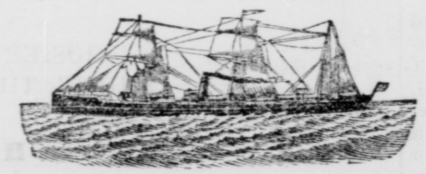
M. HICKEY.

Charlottetown, May 1, 1890.

Referring to the above, the undersigned beg to notify the public that they will continue the Tobacco Manufacturing Business in the old establishment, Lower Queen Street, and hope by strict attention thereto to be able to satisfy the requirements of the trade in their line.

HICKEY & NICHOLSON.

may 6—1m (1w dy then cod)



Halifax and P. E. Island STEAMSHIP CO. (LIMITED.)

STEAMER "PRINCESS BEATRICE," CAPT. A. H. KELLY.

WILL sail from Charlottetown every Thursday afternoon, at 4 o'clock, for Halifax, calling at Port Hastings, Mulgrave, and Hawksbury, Arichat, Canso, Isaac Harbor and Sheet Harbor.

Returning will sail from Halifax every Monday night, at 10 o'clock, making same calls, and Souris.

The above steamer will make the round trip every week, making same calls until the close of navigation.

Freight and passengers solicited at lowest rates, and through Bills of Lading granted to any port on the continent or United Kingdom. Apply to

W. W. CLARKE, Agent.

Ch'town, May 3, 1890.

P. E. ISLAND ELECTRIC CO.

NOTICE is hereby given that the Annual General Meeting of the Stockholders of the above Company will be held at their office, in Charlottetown, on Wednesday, the 14th day of May next, A. D. 1890, at the hour of Twelve o'clock noon.

Dated 1st day of May, 1890.

JAMES WADDELL, Superintendent.

may 1—dy 1d

TEN POUNDS IN TWO WEEKS THINK OF IT!
As a Flesh Producer there can be no question but that

SCOTT'S EMULSION
Of Pure Cod Liver Oil and Hypophosphites Of Lime and Soda
is without a rival. Many have gained a pound a day by the use of it. 12 cures

Boston Steamers.

S. S. "CARROLL"

THE sailings are arranged for the month of May, as follows:—

From Charlottetown, Thursday, May 9th and Thursday, May 22nd.

Passengers will find Saloons, Staterooms and Sleeping Cabins fitted in best possible style for comfort and convenience, and an obliging and attentive staff of officers.

Freight carried at lowest rates, and Eggs handled with greatest care.

CARVELL BROS., Agents.

R. B. GARDNER, Manager, Lewis Wharf, Boston. may 2—dly & wky

BEST ROUTE TO BOSTON

CANADA ATLANTIC LINE.

ONLY ONE NIGHT AT SEA.

Quickest and Most Direct Route. Low Fares.

The Magnificent Clyde-built Steel

S. S. "HALIFAX"

Is the largest, safest, fastest and best furnished and most comfortable passenger steamer ever placed on the route between Canada and United States.

Sails from Noble's Wharf, Halifax, every Wednesday, at 10 o'clock, and Lewis Wharf, Boston, every Saturday at 12 o'clock.

Passengers by Tuesday evening trains can go on board on arrival without extra charge. Baggage checked through. Through Tickets on sale by P. E. I. Nav. Co., and

F. T. NEWBERRY, Agent, Ch'town. ap 30—cod wky, pat

WOODS' GREAT PEPPERMINT CURE

BARTLETT, LYMAN & CO.,

Commission Merchants.

SPECIAL ATTENTION GIVEN TO P. E. ISLAND EGGS.

15 North Market and 15 Clinton Sts., BOSTON.

Reference—Fourth National Bank. ap 10—dy 1m cod wky 3m

P. E. ISLAND RAILWAY.

NOTICE.

COMMENCING FRIDAY, 25th inst., and continuing until Summer Time Table takes effect, a Special Passenger Train will leave Charlottetown at 9:00 a. m. daily (Sundays excepted) for Summerside, connecting there with Steamer or Point du Chene; returning, will leave Summerside on arrival of Steamer from Point du Chene, commencing Tuesday, 29th inst., this train will run through to Tignish, and return on Tuesdays and Fridays.

J. UNSWORTH, Superintendent.

Railway Office, Ch'town, April 24, 1890. ap 24—m w f t d May 20 wky prs 2i

LETTERS TO THE EDITOR.

The Question of the Routes.

SIR.—In Mr. Strang's epistle of the 29th of April to the "one thousand voters" "from Emerald Junction to Cape Traverse and surrounding country," he returns to the question of the "routes"; and as portions of his remarks seem to invite some consideration, I will, with your permission, sir, devote a few moments to them. I hope it is not quite unseasonable to venture to impress upon Mr. Strang the propriety, if not the duty, of adhering to facts when discussing so important a subject as that under review. Mr. Strang is an intelligent man, and, presumably, an honest one, and doubtless knows that the deliberate suppression of material circumstances or conditions is equally as reprehensible as the express declaration of falsehoods.

In regard to the respective merits of the two routes—that by the Capes and that by Summerside and Point du Chene—the element of mileage is of the first import, and therefore this feature of the discussion should be wholly free from misunderstanding or misconception. In my previous communication I submitted figures to show the true distance by each route from Charlottetown to Painsuac Junction, and demonstrated, as I thought, that the Summerside and Point du Chene route was 28 miles less than the distance by the Capes. I still contend that my figures are indisputable. Mr. Strang, however, seeks to controvert them, but yet admits that a difference of 20 miles exists. This admission from Mr. Strang coincides, in fact, my whole contention, for, assuredly, the shorter route can be traversed in less time than the longer one; nevertheless, I desire to call attention to the manner in which Mr. Strang computes his mileages. I asserted, and now repeat the assertion, that the distance from Cape Traverse wharf to Cape Tormentine wharf is 12 miles. Has Mr. Strang disputed this? Not he! But he resorts to subterfuges to throw doubt upon its accuracy. He says (what may, indeed, be perfectly correct) that the length of the proposed tunnel or subway is 6½ miles. But in the present controversy the length of the contemplated subway is utterly irrelevant, unless, indeed, Mr. Strang or Senator Howland proposes to run a steam boat through it! Mr. Strang, in this connection, further states (what also may be true) that the distance from Cape Traverse wharf to Cape Tormentine is 6½ miles, by the officials of the Gulfstream. This information, though seemingly pointed, is beside the question, for Cape Tormentine and Cape Tormentine wharf are not convertible terms—the wharf on the New Brunswick side is not at Cape Tormentine proper, but further down the shore where a place better adapted for steam boat landing was found, and Mr. Strang, a life-long resident of Cape Traverse, is quite familiar with these facts, but he suppressed them! A steam boat plying between the Capes—to suppose a bare possibility—would surely proceed from wharf to wharf, and not from wharf to the beach at Tormentine Cape!

Is Mr. Strang not aware that even under the "present arrangement" passengers from Charlottetown via Summerside and Point du Chene can and do arrive at Painsuac in time for the C. P. R. train from Halifax? Indeed, they reach there one hour previously. This being so, will Mr. Strang explain how his stray passenger by the Capes could arrive in Montreal 24 hours ahead! But Mr. Strang's method of disposing of stubborn facts is unique, if not audacious. Assuredly it is competent for the railway and steam boat service between Charlottetown and Painsuac to be as fast, at least, by way of Summerside, as similar locomotion would be by the Capes, and the uninteresting stretch of country from Cape Tormentine to Painsuac. As the former route is really 28 miles shorter than the latter, it follows that a corresponding saving in time would be effected by maintaining the existing route of travel to and from the Island.

In reference to Summerside and its interests, the people of Charlottetown are actuated by no prejudice towards that town. It was only a few weeks since when one of their most astute citizens was delegated to Ottawa to present to the Government their claims for certain local marine, mail, and railway improvements, and I am glad to learn that Mr. Hunt's mission in that behalf has been attended with substantial success. When the time arrives, Summerside will, I presume, have something to say in the selection of wise and discreet men of business to represent them in the Parliament of Canada. Let Mr. Strang be assured, also, that Charlottetown entertains the most friendly disposition towards the intelligent and prosperous inhabitants of Emerald, Kinkora and Cape Traverse; but while influenced by these sentiments, we feel it our duty to caution them against placing implicit credence in what selfish and irresponsible correspondents may choose to allege.

Mr. Strang finds fault with me for withholding my name from my communications, but he should remember that modest men are generally reluctant to obtrude their names upon the public.

RESPONDENT.
May 5, 1890.

An Answer for "George."

SIR.—There appeared in THE EXAMINER of the 25th ult., a letter over the signature of "George." "George" appears to be hurt that I should question the writings of such a man as the Rev. Scott-Holland, the learned and eloquent Canon of St. Paul's Cathedral. I do confess that at the time I saw his letter, I did not know where the Canon resided. Nor did I care whether he belonged to London, or Rome, or America. When a man comes out in print, his thoughts become public property, and we have a right to bring them to the word of truth, and see if they stand the test—

and if not, reject them. When I brought the great Canon's views to the word of life, they would not stand the test, and I was forced to say that there was no gospel in them. I would tell "George" that he will not find the people of Charlottetown believe everything that he or the Canon will try to teach. They are bound to believe for themselves.

Again, "George" seems to be taken by surprise, that we, in this out of the way part of the world, believe in the teachings of Martin Luther. I am not a little surprised to hear him say this about our great Reformer. His name stands higher among Protestants than ever "George" will, as we owe so much to him for our liberties. But I will give "George" to understand that the doctrine that he tries to cast a slur on the great Reformer for older than Luther's time. I can trace it back to the great meeting of the Apostles and elders to settle this question. But the doctrine that "George" and the great Canon preach I can trace back to Mount Sinai.

I am not done with "George" yet. He has tried to turn my letter into ridicule. I would ask the reader of his letter if he has tried to make it appear that the passage that I quoted was not correctly done. Has he showed that it meant something else? Until he does that, it will stand as a great fortress against him. I would remark that mixing the law and the Gospel together you make sad work of it. It would appear that the death of Jesus Christ was not sufficient for man's salvation or that the scale of Jesus Christ was to light without the help of the law. But that no man is justified by the law in the sight of God is evident, for "the just shall live by faith," Galatians iii, verse iii.

Thank God for the gospel of His Son. I will close my letter by giving you a caution from the great Apostle of the Gentiles: "But though we or an angel from heaven preach any other Gospel unto you than that which we have preached unto you, let him be accursed." This will not allow either "George" or the greatest Canon in the world to preach any other.

OBSERVER.

Mistakes of Great Critics.

Horace Walpole called Dante "extravagant, absurd, disgusting," in short, a Methodist parson in Bedlam!" Samuel Pepys, Esq., thought "Othello" a "mean thing;" and "Midsummer Nights Dream," "the most insipid, ridiculous play I ever saw in my life." Bacon's "Instauratio Magna" was described by an eminent contemporary as "the silliest of printed books." Hackett, in his "Life of Lord Keeper Williams," calls Milton a "petty schoolboy scribbler;" and another contemporary spoke of him as the "author of a profane, and lascivious poem called 'Paradise Lost.'"

The critics have shown themselves very poor judges of style, either in literature or art. As a general rule an author of any merit or seriousness could not possibly do a more foolish thing than take their advice. Turner was incomparably the greatest painter of his age, yet his style during the greater part of his life furnished a common joke to every scribbler, and fledged the callow plumage of every would-be wit. Carlyle's effect upon his age was produced in great measure by his style; yet his style was for some time denounced as a travesty of English which was perfectly intolerable. Mr. Ruskin is now almost universally regarded as the greatest master of English prose, yet many critics at first received his style with unmeasured ridicule. When Mr. Browning published his first poem—"Pauline"—some critic or other called him "verbose." Unfortunately—as he has told us—he paid too much attention to the remark, and in his desire to use no superfluous word, studied an elliptic concentration of style, which told fatally against the ready intelligibility of "Sordello" and other later poems.

Odds and Ends.

"God has attached to every pursuit in life its own set of influences."

When a man's temper gets the best of him it reveals the worst of him.

A man must get right down to his work in order to get up in the world.

He that performs the work appointed to him from the highest motives is the true man.

"Krupp turns out the biggest guns in the world, does he not?" "He did, until William turned out Bismarck."

Wife—"You look unusually tired tonight, husband." Husband (carpenter)—"Yes, the job was a hard one to-day."

"What were you at?" "Striking."

One half of the world does not know how the other half lives, and it is just as well that it is so, for a great deal of scandal is thereby saved.

Scientific farming in Italy is to be undertaken this year by a company owning a capital of twenty million dollars. If the operation proves successful, the old wooden plow, drawn by oxen, that has held the field since an era before the Roman Caesars, will probably have to go.

ADVICE TO MOTHERS.—Mrs. Winslow's Soothing Syrup has been used by mothers for children teething for over fifty years with perfect success. It relieves the little sufferer at once; it produces natural quiet sleep by relieving the child from pain; and the little cherub awakes as "bright as a button." It is very pleasant to taste. It soothes the child, softens the gums, allays all pain, relieves wind, regulates the bowels and is the best known remedy for diarrhoea, whether arising from teething or other causes. Twenty-five cents a bottle. ap 18-90 dy cod wky

Don't humbug yourself by buying auction furniture. Call at Mark Wright & Co's and get better bargains. may 8 3i