

# 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, PRINCE EDWARD ISLAND, WEDNESDAY, JUNE 18, 1884.

VOL 15.—NO. 24.

## THE DAILY EXAMINER

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Advertising at moderate rates.  
Contracts may be made for monthly,  
quarterly, half-yearly or yearly advertise-  
ments, on application.

## ALMANAC FOR JUNE, 1884.

MOON'S CHANGES.  
Full Moon, 8th day, 3h. 56.7m., p. m.  
Last Quarter 16th day, 10h. 21.9m., a. m.  
New Moon 23rd day, 1h. 20.6m., a. m.  
First Quarter, 30th day, 2h. 32.3m., a. m.

DAY OF WEEK	Sun	Moon	High	Days
M	ris	sets	water	len
1 Sunday	4 18 7 38	0 46	4 19	15 20
2 Monday	17 39	1 43	5 29	22
3 Tuesday	16 29	2 48	6 37	23
4 Wednesday	15 40	3 48	7 33	25
5 Thursday	15 41	4 47	8 25	26
6 Friday	15 42	5 44	9 7	27
7 Saturday	15 43	6 39	9 46	28
8 Sunday	14 43	7 32	10 23	29
9 Monday	14 44	8 19	10 59	30
10 Tuesday	14 45	9 3	11 33	31
11 Wednesday	14 46	10 17	0 44	32
12 Thursday	14 47	10 49	1 21	33
13 Friday	14 47	11 19	2 3	33
14 Saturday	14 48	11 48	2 48	34
15 Sunday	14 48	morn	3 46	34
16 Monday	13 48	0 18	4 58	35
17 Tuesday	13 48	0 50	6 20	35
18 Wednesday	13 48	1 24	7 35	35
19 Thursday	13 49	2 4	8 37	36
20 Friday	13 49	2 55	9 35	36
21 Saturday	14 50	3 46	10 22	36
22 Sunday	14 49	4 49	11 7	35
23 Monday	14 49	5 58	11 50	35
24 Tuesday	14 49	7 8	morn	34
25 Wednesday	14 49	8 19	0 32	34
26 Thursday	15 49	9 26	1 14	34
27 Friday	15 48	10 33	1 56	33
28 Saturday	15 48	11 37	2 40	33
29 Sunday	16 48	aft 39	3 32	32
30 Monday	16 48	aft 39	3 32	32

## THE RAILWAY TIME TABLE.

(Charlottetown Time.)

GOING WEST.	A. M.	P. M.	P. M.	P. M.
Ch. town	6 47	9 12	4 27	
Hunter River	7 47	10 55	5 47	
Kensington		8 42	12 57	7 05
Summerside		9 07	12 57	7 37
Port Hill		9 27	2 32	
Alberton		10 30	4 15	
Tignish		12 05	6 57	
Tignish		12 42	7 47	
FROM WEST. <th>P. M.</th> <th>A. M.</th> <th>A. M.</th> <th>A. M.</th>	P. M.	A. M.	A. M.	A. M.
Tignish	2 02	6 47		
Alberton	2 40	7 57		
Port Hill	4 15	10 25		
Summerside	5 17	12 07	6 57	
Kensington	5 42	1 22	7 30	
Hunter River	6 07	2 09	8 47	
Charlottetown	7 02	3 25	10 07	
Charlottetown	8 02	5 07	10 07	
GOING EAST. <th>P. M.</th> <th>A. M.</th> <th>A. M.</th> <th>A. M.</th>	P. M.	A. M.	A. M.	A. M.
Charlottetown	4 17	7 02		
Mount Stewart	5 22	8 57		
St. Peter's	5 27	9 02		
St. Peter's	6 17	10 20		
Souris	7 22	12 02		
Mount Stewart	8 32	9 07		
Cardigan	6 29	10 22		
Georgetown	6 47	10 47		
FROM EAST. <th>A. M.</th> <th>P. M.</th> <th>P. M.</th> <th>P. M.</th>	A. M.	P. M.	P. M.	P. M.
Souris	6 47	2 17		
St. Peter's	7 52	4 00		
Mount Stewart	8 42	5 17		
Charlottetown	8 47	5 42		
Georgetown	9 52	7 27		
Cardigan	7 27	3 32		
Mount Stewart	7 45	3 57		
Charlottetown	8 42	5 12		

## SHIP AND HOUSE BUILDERS,

Will find every requisite for the trade at

## DUCHEMIN'S

## STEAM FACTORY,

## Beer's Wharf.

Always on hand, a complete stock of

## Ship's Blocks,

## Deadeyes,

## Steering Wheels,

—ALSO—

Mouldings, in great variety, Cornice, Base  
Panel, Door and Window Finish, Spouting,  
Conductor and Handrail, Newel Posts, Balu-  
sters and every description of Turning.  
Fret, Circular and Jig Sawing, Planing and  
Moulding turned out neatly and with des-  
patch.  
Satisfaction guaranteed.  
Don't forget the place, Beer's Wharf near  
McMillan's Coal Depot.

## Albert Duchemin.

Ch'town, Jan. 2, 1884.—wly 6t.

JOB PRINTING of every description  
executed with neatness and despatch at  
the EXAMINER JOB PRINTING  
ROOMS, cor. Water and Great George Street.

## McLeod, Morison & McQuarrie,

## BARRISTERS

## —AND—

## ATTORNEYS-AT-LAW.

Office in Old Bank.

(UP STAIRS).

Ch'town, Feb. 21, 1884.

## SULLIVAN & MACBELL,

## 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. MACBELL.

Jan. 16, '83.

## FIRE INSURANCE,

The Subscriber represents the following  
wealthy Companies:—

Royal Insurance Company, of England.

London and Lancashire Insurance Company,  
of England.

City of London Insurance Company, of Eng-  
land.

Phoenix Insurance Company, of Brooklyn,  
New York.

Lowest rates, and just and prompt settle-  
ment of losses guaranteed.

JOHN MACEACHERN,  
Agent.

May 21, 1884.—4w mo sa

## W. WHEATLEY,

(OF WHEATLEY & SONS, CHARLOTTETOWN,  
P. E. ISLAND)

## Commission Merchant,

269 BARRINGTON STREET,  
HALIFAX, N. S.

Special attention given to the sale of  
P. E. Island produce.

April 24, 1884.

## N. J. CAMPBELL,

(Successor to Campbell & Rayden)

## Auctioneer and Commission Merchant,

## SHIP BROKER,

## AND INSURANCE AGENT,

COR. OF QUEEN AND WATER STS.,  
Charlottetown, P. E. Island.

Importer and Jobber of Choice  
Groceries and Spices.

General Agent for P. E. Island of the  
British Empire Mutual Life Assurance Com-  
pany, of London, England.  
Special attention given to Auction Sales of  
Lumber, Coal, Fish, Apples and other Fruit,  
Real Estate, Household Furniture, Bankrupt  
and other Stocks, and all kinds of Merchandise.

Correspondence and Consignments solicited.  
Returns promptly made.

March 28, 1884.

## Prince Edward Island Hospital.

MEDICAL BOARD:

Dr. Hobkirk, Consulting Physician.  
Dr. Johnson, Dr. Taylor,  
Dr. Beer, Dr. Dawson,  
Dr. Warburton, Dr. MacKay.

Matron—Mrs. Hannah Robinson.

Applications for admission may be made  
to the Visiting Physician or Matron, at the  
Hospital, daily (Sundays excepted), between  
ten and eleven, a. m., or by correspondence  
with any member of the medical Board, or the  
Matron.

The friends of patients will be admitted  
from two to four, p. m. every day (except  
Sunday).

The general visiting day for persons wish-  
ing to see the institution is Thursday of  
each week, from two to four o'clock, p. m.

D. R. MACLENNAN,  
Secretary of Trustees.

April 24—cod wly

## WALTHAM

## WATCHES.

RECEIVED TO-DAY, our first instalment  
of

## NEW WATCHES,

made specially for us at the Factory. A  
good value, both for time-keeping and real  
worth, as any in the market.

E. W. TAYLOR,  
Queen Street.

Ch'town, June 5—cod wly

## SURETYSHIP.

## The Guarantee Co.

OF NORTH AMERICA.

Capital. — One Million Dollars.

The Bonds of this Company are accepted by  
the Dominion and Provincial Governments,  
and by nearly all PUBLIC CORPORA-  
TIONS in Canada in lieu of PRIVATE  
SURETYSHIP.

Agent for Prince Edward Island:

R. R. FITZGERALD.

June 12—cod 1m

## G. H. HASZARD,

## Baldwin's Old Stand.

English and American

## STATIONERY,

A very large stock to be sold

VERY CHEAP.

## Note Paper & Envelopes,

IN BOXES, 15 CENTS.

A great variety of Note Paper and Envel-  
opes, for the country trade, at a great dis-  
count.

## Blank Books,

of all sizes, in Stock or made to order.

Ch'town, June 9—1m cod

## LORNE HOTEL.

HAVING secured a first-class Cook and  
Staff, the above-named Hotel will be  
open for visitors on the 21st inst.

JOSEPH KENT,  
Manager.

June 12—1w

## MRS. ROSS'S

## "Magic Healer" Salve,

(Warranted to Cleanse and Heal.)

BURNS, Scalds, Chapped Hands, Cuts,  
Boils, Frost Bites, and Skin Sores of  
every description.

It is said by those who have tested the  
"Magic Healer" for Burns, that it is the  
best and quickest remedy for extracting heat  
they have ever used.

For Chapped Hands or Cold Sores, it is  
unparalleled for its speedy and effective  
results, making the skin soft and pliable.

For Fishermen and persons employed in  
handling wet or rough articles, it is inval-  
uable for giving the hands a smooth texture  
and healthy tone.

Its cleansing and healing properties are  
remarkable where the skin is broken by ex-  
ternal means, while its rapid action in re-  
moving all offensive matter from Boils or  
Old Wounds, and forming a new skin is truly  
wonderful.

Price, 25 cents per box.  
Sold at the Drug Stores of W. R. Watson,  
Apotecnaries' Hall and Fraser & Reddin, and  
by the manufacturer.

Address, P. O. Box 179.

MRS. JEAN A. ROSS,  
Upper Great George St.

Ch'town, June 5—tu th sa wly 10t

## Piano Tuning & Repairing

MRS. VINNCOMBE begs to inform the  
musical public that he is now prepared  
to take in Pianos for repair. Pianos recapped  
with neatness, defective sound boards re-  
newed, keys tightened, actions regulated,—in  
fact, the whole construction renovated. Cab-  
inet Organs repaired. Church Organs voiced  
and tuned. Having received a large stock of  
Piano Fitting, Wire, etc., from the celebrated  
Emerson Piano Manufacturers, with nearly  
twenty years experience in that business, and  
under the patronage of Government House,  
the Convents, and the leading musical families  
on the Island, feels sure of giving universal  
satisfaction.

Terms—Cash when work is done.  
Office—C. P. Fletcher's New Music Store.  
Ch'town, May 21—we sa

## P. E. ISLAND

## Steam Navigation Co'y.

STEAMERS ST. LAWRENCE AND  
PRINCESS OF WALES.

## SUMMER ARRANGEMENT.

NOVA SCOTIA.

Leave Charlottetown for Pictou Landing  
every Monday, Wednesday, Thursday and  
Saturday mornings, at seven o'clock, connect-  
ing there with the Train for Halifax. Re-  
turning to Charlottetown on Monday, Wed-  
nesday, Friday and Saturday, about two p.  
m., on arrival of train from Halifax.

Leave Pictou Landing for Georgetown on  
Thursday, on arrival of train at two p. m.

Leave Georgetown for Pictou Landing  
every Friday morning, at five a. m.

NEW BRUNSWICK, CANADA AND THE  
UNITED STATES.

Leave Summerside every day (Sunday  
excepted) on arrival of Train from Charlot-  
tewtown, connecting at Shediac with  
Trains for each of the above named places;  
and at St. John, with steamers of the Interna-  
tional Company and Railway for Portland and  
Boston. Also leave Charlottetown for Sum-  
merside every Monday morning at one  
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 Summerside for Charlottetown every  
Saturday evening, about five o'clock.

By order,

F. W. HALES,  
Secretary.

Charlottetown, June 11, 1884.

## BOSTON

## STEAMERS.

CARROLL—Capt. Brown.

WORCESTER—Capt. Blankenship.

LEAVE CH'TOWN, THURSDAYS, 5, P. M.

LEAVE BOSTON, SATURDAYS, 12, NOON

Passenger accommodation excellent.  
Freight carried at lowest rates.  
Egg cases handled with greatest care.

CARVELL BROS.

Ch'town, May 31—pat jour pio 3m

## EXCURSION FARE!

## To Boston and Return.

—PER—

CARROLL OR WORCESTER,

—FOR—

\$15 00 FIRST CLASS.

CARVELL BROS.

Ch'town, May 31—pat 4w 2aw

## STEAMER

## "HEATHER BELLE."

## SUMMER ARRANGEMENT.

On and after Tuesday, May 13th, the new  
steamer "Heather Belle," Hugh McLean,  
master, will run as follows:—  
Every Tuesday morning, at four o'clock, will  
leave Charlottetown for Orwell Brush  
Wharf; leaving Orwell Brush Wharf at  
seven a. m., for Charlottetown, calling at  
China Point and Halliday's Wharves;  
leaving Charlottetown, at three p. m.,  
for Halliday's, China Point and Brush  
Wharves, where she will remain over-  
night.

Wednesday, will leave Brush Wharf for Char-  
lottetown at seven a. m., calling at China  
Point and Halliday's Wharves; leaving  
Charlottetown at three p. m. to return,  
remaining at Brush Wharf over night.

Thursday, will leave Brush Wharf for Char-  
lottetown at seven a. m., calling at China  
Point and Halliday's Wharves; leaving  
Charlottetown at three p. m. to return;  
leaving Brush Wharf about six p. m. for  
Charlottetown.

Friday, will leave Charlottetown for Crapaud  
at four a. m.; for Charlottetown, calling at  
China Point and Halliday's Wharves; leav-  
ing Charlottetown at seven a. m.; leaving Char-  
lottetown for Crapaud at three p. m., re-  
maining over night.

Saturday, will leave Crapaud for Charlot-  
tewtown at seven a. m.; leaving Charlot-  
tewtown for Crapaud at 1.30 p. m., and  
returning to Charlottetown from Crapaud  
same day.

FARES:  
Cabin, to and from Orwell and Wharves,  
30 cents; deck, 20 cents.  
Cabin, to and from Crapaud, 40 cents; deck,  
30 cents.

Excursion return tickets will be issued from  
Charlottetown to Orwell every Thursday even-  
ing, at one first-class fare. Also, excursion  
return tickets will be issued every Saturday  
to Crapaud, at one first-class fare.

JOHN HUGHES,  
Agent.

Ch'town, May 12, 1883.  
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## Death of Mrs. C. W. Hall.

We clip the following from the *Grand  
Rapids Journal*, of Dakota:—The death of  
Emily S. Hall, the wife of Capt. C. W.  
Hall, this (Friday, June 6th) morning, was  
a surprise and a shock for all who knew  
her. On Thursday of last week, after ex-  
posing herself to the sun for a short time,  
she went into the house complaining of a  
severe headache, and at once showed symp-  
toms of sunstroke. Gastric fever superven-  
ed, and all that loving friends and re-  
latives could do, was done, but of no avail.  
She gradually sank and passed away with-  
out a struggle, leaving husband and children  
bereaved of as true a wife and loving mother  
as ever lived, with but the consolation that  
"Whatever is, is right," and that in that  
great unknown world there will be a reunion  
of loved ones where there can be no separa-  
tion. Mrs. Hall was 33 years of age, a  
native of Prince Edward Island, where re-  
side her mother and brothers and sisters.  
She came to Dakota two years ago, her hus-  
band being one of the pioneers of LaMoire  
county. Since her residence here, no one  
knew of her life of labor and love, but feels  
her loss, and that one of the brightest char-  
acters of our community has gone. She  
leaves a husband and three children to  
mourn her loss. The funeral services to be  
held at the Revere House, at half past 3  
o'clock Saturday afternoon. The Rev. F.  
M. Wood will conduct the services. Music  
to be furnished by the Emerson Club, of  
which the deceased prominent member.

[Mrs. Hall was a daughter of the late  
Mr. George Foster of this city; and her  
mother brothers and sisters still reside  
here.]

## Railways in the United States.

The final returns of railway construction  
in the United States in 1883, are published  
in the *Railway Age*. While the mileage  
was much less than that of the previous  
year of railway building, it was still very  
large, being greater than in any previous  
year of the past decade, with the exception  
of the years