

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, MONDAY, MAY 12, 1890.

VOL. 25.—NO. 131

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.

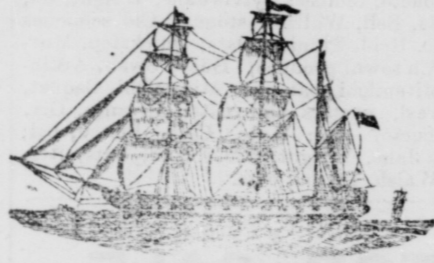
BAR IRON & STEEL

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 Benton 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 Euston Streets, as per plan (on handbills).

Terms at sale.

R. BEARSTO, Auctioneer.

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. BEARSTO, Auctioneer.

PARTNERSHIP NOTICE.

I HAVE THIS DAY admitted Mr. Donald Nicholson a 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.

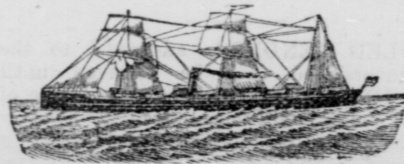
M. HICKEY.

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.

may6—1m (1w dy then end)



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.

Bermuda Bottled.

"You must go to Bermuda. If you do not I will not be responsible for the consequences." "But, doctor, I can afford neither the time nor the money." "Well, if that is impossible, try

SCOTT'S EMULSION

OF PURE NORWEGIAN COD LIVER OIL.

I sometimes call it Bermuda Bottled, and many cases of CONSUMPTION, Bronchitis, Cough or Severe Cold

I have CURED with it; and the advantage is that the most sensitive stomach can take it. Another thing which commends it is the stimulating properties of the Hypophosphites which it contains. You will find it for sale at your Druggist's, in Salmon wrapper. Be sure you get the genuine.

SCOTT & BOWNE, Belleville.

Boston Steamers.

S. S. "CARROLL"

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

From Charlottetown, Thursday May 8th and Thursday, May 22nd.

Passengers will find Saloons, State-rooms and Sleeping Cabins fitted in the 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. may2—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 Steer

S. S. "HALIFAX"

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

ap30—cod wky, pat. K. T. NEWBERRY, Agent, Ch'town.

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.

ap10—dy 1m cod wky 3m

LETTERS TO THE EDITOR.

P. E. Island Railway Reform.

SIR,—This (open) letter is intended to reach those who are responsible to the public for the P. E. Island Railway management.

P. E. Islanders are interested, one and all, in making their country as attractive as possible to the outside travelling public. The latter come to their green Isle of beauty in the summer, and are delighted to their hearts' fill with all that nature has so lavishly done for this gem of the sea. But how is this feeling seconded by the tourist when he is brought (unpleasantly brought!) face to face with what man, as an official, has done for his comfort in travel? It so happens, unfortunately, that the sweetest spots of nature on the Island are not to be got at readily without the auxiliary of the P. E. I. Railway.

Malodorous railway reminiscences! how pungently the writer recalls them! and how justly malevolent the feeling against the management which year after year allows the P. E. Island Railway to be a disgrace to the age in its equipment and surroundings.

There are delegations to Ottawa by the dozen this session from Nova Scotia and New Brunswick, to get aid for net-working these Provinces with new lines. P. E. Island wants and asks for no such net-working; but, all the same, she will have to pay for her sister Provinces' improvements. Surely, then, she might, in all fairness, insist on having her one railway run on modern principles.

Does it ever occur to the ruling powers of the road, *how*, to a traveller, coming from the American, C. P. R., or I. C. R. roads, the contrast between them and the P. E. I. Railway equipments is shamefully to the discredit of the latter?

Does it ever occur to the ruling powers how—to the thousands who annually leave the Island to better their condition in life—the contrast in the "provision for nature's necessities" between the road they have left at home and the foreign one they may be traveling over is so marked as to be a sort of revelation to them? Surely, in this particular matter, it must seem to the departing they are leaving behind barbarism.

The writer, emphasizing this last sentence, does not call to mind that there is a single decent (if any at all) water closet or urinal at any station on the P. E. Island road between Tignish and Souris, not even at Charlottetown Station itself.

If the Islanders want to see summer travel increase, they must wake up and agitate for better conditions in the public service of their road; every Dominion session sees the East called upon for more unequal tribute to the West; and it is about time a stand was made. Not to generalize, however, but keeping to the point at issue, let the railway system of the Island be the stand made for improvement in just now? Better cars should be run on the road; not only decency but comfort should be obtainable in travel for one's money. It is monstrous that P. E. Islanders should remain content with "as it was in the beginning, so it shall be," etc. Go where one may—everywhere—even in China itself—improvement is the order of the day.

And, oh! that the weary hours spent in the miserable accommodation service up west to Tignish might become a memory only, and not a trial to be gone through again! Time is more than money on a long journey. The spinal column would rejoice in a thirty-mile-an-hour run over the level Island floor, and the choleric organs would forget their function at such an accomplishment. Wake up, wake up, Islanders!—it's nearly the twentieth century of Anno Domini.

A SUMMER VISITOR.

SIR,—I was sorry to see the very proper discussion opened by "Western Public" diverted from its natural and legitimate course by a supersensitiveness on the part of the Superintendent of that railway. Up West here we have long groaned under the disabilities so well complained of by your correspondent. We know, too, that the fault is not all Mr. Unsworth's. The man we blame for the most of it is Mr. Schreiber, who, while he takes good care that his own salary suffers no decrease, is starving our employes and crippling the service. If Mr. Unsworth were alive to his position, he should have taken "Western Public's" splendid letter—a letter that every man from Summerside to Tignish thoroughly endorses—and forward it to Ottawa with the necessary comments. In that case we'd hold them responsible, while, by his late action, the Superintendent shoulders the responsibility. No later than Tuesday did I see second class passengers get on at O'Leary, and, as there was no place for them in the second class car, they were given seats in the well-filled first-class coach. And I went forward to look for Mr. Unsworth's smoker, only to find, in the face of the public statement that he has lately made, that on the steamboat express of Tuesday last there was no smoker. Now I am ashamed of such flagrant dishonesty in a high official, and would advise Mr. Unsworth to drive out of his head at once the notions that seemed to possess General Middleton during the North West Rebellion, to wit: "That he was monarch of all he surveyed." The reflection which the Middleton investigation gave birth to might also chime in with our feeling,—it is high time, the men and the experience not wanting, to take our officials from out our own ranks. We have a dozen railway officials who would discharge the Superintendent's duties as well, if not better, than any importation. And what is here said of the Superintendent applies with equal force to every other position in the Provincial service. It is high time that we became men and fought for our rights as men should do.

Summerside Exports.

SUMMERSIDE, May 8.

By str St. Lawrence, Cameron, master, for Point du Chene.

120 cases eggs.....	\$ 360
13 horses.....	1625
153 bags potatoes.....	184
39 head cattle.....	1950
400 lbs Island cloth.....	320
200 lbs calfskins.....	10
	\$4449

By same steamer on May 9,—

117 cases eggs.....	\$ 351
4 horses.....	224
25 brl pork.....	460
4 brl oysters.....	8
50 bush oats.....	20
	\$1064

K. D. C.—Are you troubled with loss of appetite, craving for food, distress after eating, acidity of the stomach, heartburn, constipation, headache, dizziness, drowsiness, depression of spirits, etc., then try our King's Dyspepsia Cure and you will have these ills no more. All druggists and dealers.

the time table for trains running West on Tuesdays and Fridays (a train we have a right to every day, summer and winter) should be published. At present, people coming on the old time of last year are disappointed to find that the train is gone. If the Superintendent is anxious to give satisfaction, he will not contempt these suggestions of

AN ADMIRER OF "WESTERN PUBLIC."
Tignish, May 10, 1890.

SIR,—Mr. Unsworth's last is certainly worthy of a Superintendent of a railway, even as important as our own? He wants the number of the train now whereon such a curious grouping as "Western Public" described can be found. Does Mr. Unsworth understand plain English? The number was very plainly stated. Last, however, a hole would be found to crawl out by, I will repeat, No. 3 train West, under Summer Time Table. Not even the shabby equally disgraceful partitioned car he seems to think good enough for us to be found there. And I understand that under the same arrangement the same disgraceful state of affairs obtains East.

Mr. Unsworth now wants conductors names and certain other interesting names. All put together, his conductors are not so numerous that he could not devote a few moments to regular consultation with them any fine morning and thereby acquire the required information and a few more pointers than I have been able to vouchsafe. As to other names, I thought he had them as pat as his prayers when he inspired that really clever fellow "All-Burton." Mr. Unsworth evidently wants to be let down easily, and I have no desire to keep him longer on the gridiron.

WESTERN PUBLIC.

The Chenango Poor House Fire.

THE INSANE INMATES ROASTED LIKE BEASTS.

A late despatch from Norwich, N. Y., says:—The excitement here over the destruction of the poor house and county insane asylum is intense. All who had friends among the unfortunates have eagerly sought information of their fate. A procession of all sorts of vehicles has been going to Preston all day. The smoke stench from the holocaust are perceptible here. At the scene of the disaster it was sickening. The idiots were locked in and roasted like beasts. Their unearthly screams first aroused a pauper, Edward Francis, who slept near them. Francis says he arose and called keeper Mainwaring, who came down stairs from his room in a hurry. On opening the door leading from the hall to the inside department, he saw the interior was one mass of flames and the smoke overpowering. He attempted to rescue the inmates, who were shut in their cells, but was driven back by heat and smoke. He then ran out and gave the alarm, returned to his room and dressed himself, and then ran through the corridors and aroused the paupers. In some instances the people were dazed, and it was necessary to carry them bodily down from the house. Mainwaring says that when he took possession as keeper he threw out all the old stovepipe and replaced it with new, besides putting heavy sheet iron screens around every stove, and he did everything to prevent a conflagration. Keeper Hall, of the insane department, says some of the lunatics were ugly and refused to be rescued until main force was used. All the corpses were burned beyond recognition. In some instances only a portion of the body is left.

An awful Alternative.

A FATHER SACRIFICES HIS CHILD TO SAVE HIS OWN LIFE.

A Sault Ste. Marie, Ont., despatch says: Rev. P. T. Rowe, of the Michigan Sault, was called on Saturday last to perform the ceremony of funeral rites to the remains of a little eight-year-old boy, named Parker, whose life was taken a sacrifice to save the life of his father. On Thursday, Parker and two of his children were walking along the banks of the Little Carp River, Harold some 15 years on one side of the river, and himself and the youngest child on the other. The river is about thirty feet wide, and was covered with rotten ice, and the child was permitted to make an attempt at crossing upon its surface to his brother's side of the stream. The child was soon struggling in the ice cold flood, and his father sprang to rescue him. But the child and the heavy ice robbed him of his strength and when the drowning child clutched and embraced the body of his father Parker found that one or both must drown, and asking the child to loosen his grasp, the father pushed away the struggling boy and saved his own life.

WOODHEAD'S

P. E. ISLAND RAILWAY. NOTICE.

COMMENCING FRIDAY, 25th inst., and on effect a Special Passenger Train will leave Charlottetown at 5:00 a. m. daily (Sundays excepted) for Summerside, connecting there with Steamers for Point du Chene; returning, will leave Summerside on arrival of Steamer from Point du Chene. Commencing Tuesday, 29th inst., 1st train will run through to Tignish, and return on Tuesdays and Fridays.

J. UNSWORTH, Superintendent.

Railway Office, Ch'town, April 24, 1890. ap24—m w f t l May 20 wky pas 2l