

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, JUNE 5, 1886.

VOL. 19.—NO. 13.

The Daily Examiner

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Prince Edward Island.

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One month.....50
Advertising at moderate rates.
Contracts may be made for monthly, quarterly, half-yearly, or yearly advertisements, on application.

ALMANAC FOR JUNE, 1886.

MOON'S CHANGES.
New Moon 2nd day 9th., 42.8m., a. m., S. E.
First Quarter 9th. day, 3h., 14.2m., a. m., N. E. (below horizon.)
Full Moon 16th day, 9th., 23.4., a. m., N. W. (below horizon.)
Last Quarter 24th day, 0h., 23.5m., p. m., N. (below horizon.)

DAY OF WEEK	Sun	Sun	Moon	High	Days
M	ris	sets	ris	water	len
1 Tuesday	4 17	7 38	3 54	10 8	15 19
2 Wednesday	17 39	4 36	10 50	20	
3 Thursday	10 59	5 25	11 53	23	
4 Friday	15 49	6 14	12 56	25	
5 Saturday	15 41	7 2	0 15	26	
6 Sunday	15 42	8 35	0 59	27	
7 Monday	14 43	9 46	1 48	29	
8 Tuesday	14 44	10 59	2 38	30	
9 Wednesday	14 45	11 3	3 41	31	
10 Thursday	14 46	1 21	4 55	32	
11 Friday	14 47	2 30	6 15	33	
12 Saturday	14 47	3 38	7 26	33	
13 Sunday	14 47	4 45	8 23	33	
14 Monday	14 48	5 49	9 10	34	
15 Tuesday	13 48	6 50	9 53	35	
16 Wednesday	13 48	7 45	10 32	35	
17 Thursday	13 48	8 35	11 8	35	
18 Friday	13 48	9 11	11 46	35	
19 Saturday	13 48	9 51	12 21	35	
20 Sunday	13 48	10 31	0 56	35	
21 Monday	13 48	11 1	1 33	35	
22 Tuesday	14 49	11 29	2 12	35	
23 Wednesday	14 49	11 55	2 55	35	
24 Thursday	14 49	12 34	3 46	35	
25 Friday	15 49	0 21	4 49	34	
26 Saturday	15 49	0 48	5 6	34	
27 Sunday	15 48	1 18	6 11	33	
28 Monday	16 48	1 45	6 11	33	
29 Tuesday	16 48	2 28	6 3	32	
30 Wednesday	4 10	7 48	3 13	9 51	15 32

THROUGH TICKETS!

Charlottetown Ticket Agency.
THROUGH TICKETS for sale to all parts of Canada and the United States, at the very lowest possible rates. Write for rates maps, time tables, etc.
G. A. SHARP,
Station Master and Ticket Agent,
March 19—2aw wky 3no P. E. I. Railway.



BOSTON.

SUMMER ARRANGEMENT
THE PALACE STEAMERS
OF THE
INTERNATIONAL S.S. CO.
Leave St. John for Boston, via Eastport and Portland, every Monday, Wednesday and Friday, at 8.00 a. m.
Leave St. John at 8 o'clock every Saturday night for
BOSTON DIRECT.
Leave from Charlottetown to Boston, \$6.50, 2nd class; \$9.50, 1st class.
For tickets and other information apply to
G. A. SHARP, P. E. I. Railway,
or to your nearest Ticket Agent.
May 7, 1886—cod wky

L. ARTHUR & CO.,
GENERAL
Commission Merchants,
121 ATLANTIC AVENUE,
BOSTON, MASS.
Eggs and Produce a Specialty.
July 15—aly wky

CAUTION.
EACH PLUG OF THE
MYRTLE NAVY
IS MARKED
T & B.
IN BRONZE LETTERS.
None Other Genuine.
Oct. 20.

PRINCE EDWARD ISLAND RAILWAY.

1886. Summer Arrangement. 1886.

ON AND AFTER TUESDAY, JUNE 1st, 1886, Trains will run as follows:—

TRAINS DEPART.—FOR THE WEST				TRAINS ARRIVE.—FROM THE WEST.			
STATIONS.	Express	Mixed	Mixed	STATIONS.	Express	Mixed	Mixed
Charlottetown.....	A. M. 6 00	A. M. 10 15	P. M. 3 30	Charlottetown.....	P. M. 7 10	P. M. 2 55	A. M. 9 35
Royalton Junction.....	6 14	10 35	3 49	Royalton Junction.....	6 56	2 35	9 17
North Wiltshire.....	6 48	11 23	4 35	North Wiltshire.....	6 22	1 48	8 39
Hunter River.....	6 58	11 33	4 50	Hunter River.....	6 12	1 33	8 14
Bradallbane.....	7 23	12 13	5 26	Bradallbane.....	5 47	12 58	7 39
County Line Junction.....	7 30	12 21	5 49	County Line Junction.....	5 49	12 59	7 25
Freetown.....	7 40	12 35	6 05	Freetown.....	5 39	12 55	7 19
Kensington.....	7 53	12 57	6 17	Kensington.....	5 17	12 13	6 48
Summerside.....	8 15	11 20	6 50	Summerside.....	4 55	11 40	6 15
Mission.....	8 30	12 00	7 00	Mission.....	4 40	11 05	5 50
Wellsford.....	8 45	12 15	7 15	Wellsford.....	4 25	10 44	5 35
Port Hill.....	9 00	12 30	7 30	Port Hill.....	4 05	10 18	5 15
Bloomfield.....	9 15	12 45	7 45	Bloomfield.....	3 55	9 30	5 00
Alberton.....	9 30	13 00	7 55	Alberton.....	3 45	9 10	4 45
Tignish.....	11 14	6 10	7 00	Tignish.....	2 00	6 50	6 00
County Line Junction.....			P. M. 4 45	County Line Junction.....			A. M. 7 20
Cape Traverse.....			6 35	Cape Traverse.....			6 30

TRAINS DEPART.—FOR THE EAST.				TRAINS ARRIVE.—FROM THE EAST.			
STATIONS.	Express	Mixed	Mixed	STATIONS.	Express	Mixed	Mixed
Charlottetown.....	P. M. 3 15	A. M. 6 30		Charlottetown.....	A. M. 9 20	P. M. 6 15	
Royalton Junction.....	3 30	6 50		Royalton Junction.....	9 05	5 55	
Bedford.....	3 38	7 28		Bedford.....	8 49	5 11	
Mr. Stewart Junc.....	4 23	8 05		Mr. Stewart Junc.....	8 15	4 40	
Morell.....	4 38	8 29		Morell.....	8 10	4 20	
St. Peter's.....	4 58	9 04		St. Peter's.....	7 42	3 55	
Bloomfield.....	5 29	9 35		Bloomfield.....	7 29	3 02	
Bear River.....	5 55	10 27		Bear River.....	6 45	2 10	
Souris.....	6 25	11 15		Souris.....	6 15	1 29	
Mr. Stewart Junction.....	P. M. 4 35	A. M. 8 25		Mr. Stewart Junction.....	A. M. 8 10	P. M. 4 15	
Cardigan.....	5 28	9 38		Cardigan.....	7 17	3 33	
Georgetown.....	6 45	10 00		Georgetown.....	7 00	2 49	

Trains are run by Eastern Standard Time.
Trains on Cape Traverse branch leave County Line Junction Tuesday, Wednesday, Saturday, and leave Cape Traverse Monday, Wednesday, Thursday. Round Trip between Cape Traverse and County Line, Wednesday. All other trains run daily (Sundays excepted).
JAMES COLEMAN,
Superintendent.
Railway Office, Charlottetown, May 27, 1886—all prs 6i

BRITISH WAREHOUSE,

83 QUEEN STREET.
EXTRA value for MARCH and APRIL in Table Damasks, Napkins, Sheeting, Pillow Cottons, White and Gray Cottons, Towelings, Tickings, White and Colored Knitting Cottons.

CARPETS AND OILCLOTHS.

1 CASE EMBROIDERY,
direct from Switzerland, just opened.
A. L. BROWN.
Ch'town, March 15.—wky.

TELEGRAPH ORDRES PROMPTLY SHIPPED.

COFFINS and Caskets, all sizes, mounted and furnished at one hour's notice.
LOW-PRICE GOODS AND HIGH-PRICE GOODS.
\$15.00 Funeral Outfit, consisting of Imitation Rosewood Casket, silver-plate mountings, outside shell and use of hearse.
Having made special arrangements with the manufacturers of Funeral Goods, we are able to quote the lowest prices on all grades of Funeral Furnishings.

MARK WRIGHT & CO.

TELEPHONE COMMUNICATION.
Ch'town, April 12, '85—2aw & wky
AMHERST BOOT AND SHOE MANUFACTURING CO.
Wholesale Boot and Shoe Manufacturers,
AMHERST, NOVA SCOTIA.
ESTABLISHED, 1867.

SINCE moving into our New Factory we have every facility for largely increasing our output, and efforts will be made in that direction.
OUR GOODS ARE ALL HAND-MADE AND RELIABLE.
Our Travellers will visit your Island, at reasonable times, with samples as usual.
Orders by mail solicited and promptly executed.
Address all communications to the Company.
M. D. PIDE,
MANAGER.
March 6, 1886—3mrs oaw sat

THE DAILY EXAMINER.

JUNE 5, 1886.

A Political Review.

EDUCATION.
This is the chief item of expenditure—one which is yearly increasing, and one which the people are anxious to see liberally supported, as it will make general returns, if not in the present, at least in the near future, in the vastly enhanced literary and educational status of the Province, as a Province—and of the children of each and every parent who chooses to avail himself of the advantages offered for their education. Few looking at the greatly increased number of schools in operation, and the higher rank and better work of those long since opened, will be disposed to grumble at the growing cost of education, unless it can be shown, without a shadow of doubt, that the expenditure may be reduced in certain ways, such as the repeal of the Supplementary Clause, without impairing the quality of work done in our schools; and that is a delicate question to deal with. That clause had better be left for the present as it is (unless the statutory allowance be considerably increased) than repealed, and the risk incurred of driving many of the best and most experienced teachers out of the profession. This, then, is one branch of the public service which the present or any Government deserve the thanks of the people for maintaining so liberally and so unsparingly. It is constantly redounding to the credit of the Province, in the culture of our young men, in the laurels they win in colleges and universities, and in the honorable and responsible positions they almost invariably receive on going abroad.
The Davies' government expended on Education—
In 1877.....\$80,813.60
" 1878.....65,550.13
Total.....\$146,363.73
An average of \$73,181.86.
The present Government expended—
In 1879.....\$91,007.87
" 1880.....96,213.81
" 1881.....96,489.46
" 1882.....97,411.77
" 1883.....101,193.41
" 1884.....105,185.09
" 1885.....109,316.85
Total.....\$698,818.26
An average of \$99,545.46,
or \$26,192.33 more per year than their predecessors.
THE MAINTENANCE OF THE LUNATIC ASYLUM is the next heavy and uncontrollable item of expenditure, and in it also we find a considerable increase.
Under the Davies' government—
In 1877.....\$9,647.40
" 1878.....10,187.26
Total.....\$19,834.66
An average of \$9,917.33.
Under the present Government in
1879.....\$11,758.12
1880.....15,930.96
1881.....14,290.98
1882.....18,508.67
1883.....16,828.40
1884.....19,034.25
1885.....18,068.85
Total.....\$113,520.23
An average of \$16,217.17, or \$6,299.84 more than under the Davies Government.
LEGISLATION.
This is quite an item, and cost, under the Davies Government, in
1877.....\$17,099.62
1878.....18,111.12
Total.....\$35,210.74
An average of \$17,605.37.
Under the Sullivan Government in
1879.....\$16,071.41
1880.....13,240.74
1881.....13,058.93
1882.....12,680.53
1883.....12,882.24
1884.....12,935.29
1885.....13,004.08
Total.....\$93,873.22
An average of \$13,410.46, or an annual saving of \$4,194.91, a very large reduction. The policy of the present Government, as you are well aware, is to still further reduce the cost of legislation, by the abolition of the Legislative Council, in which direction they have made several earnest attempts, being most strenuously opposed by the Grits, and defeated by the Grit majority in the Council. It is absurd and ridiculous to see two Legislative Chambers retained to carry on the business of the country. Our miniature House of Lords will soon become the laughing stock of political economists. When we see large cities and municipalities, with ten times the population and revenue and expenditure of P. E. Island satisfactorily managed by a Mayor and Council, when we see the large Province of Ontario carrying on her public business without a second Legislative Chamber, and when we see other Provinces crying out for reform in this matter, our little toy House of Lords becomes more than absurd—it seems positively silly. The Montreal Gazette, speaking of the revenue and expenditure of P. E. Island, says it is "barely a quarter of the annual outlay of the city of Montreal, though to look after its disbursements there is a Legislature of two branches and a Lieutenant Governor, with all the machinery of a constitutionally governed state."
The electors should, in the coming struggle, give their support to the party led by Messrs. Sullivan and Ferguson—a party of progress, a party keeping pace with the age, a party determined to abolish a relic of the times when a Legislative Council may have been of some advantage, but which, in this day of free education, when every legislator is supposed to be not only a property holder, but a scholar as well—has outlived its usefulness. Let every elector do all in his power to rid the Province of this political baneracle, and thus not only banish the last remains of landlordism, which can never thrive again on this free soil, but avoid, for ourselves and our children, the necessity of direct taxation for many years to come.
PUBLIC WORKS.
We need not take up the expenditure in this Department item by item, but will confine ourselves to the most important expenditure in this Department. The outlay on Public Buildings is nearly the same all through, being an annual average of something over \$3,500. There has been a considerable decrease in the cost of ferries, while the efficiency of the service has been fully maintained. The expenditure for packets has been largely increased. This increase is in a laudable direction, affording as it does greater facilities for trade and travel to those parts of the Island which are at a distance from the railway or large shipping ports. No government can be censured for keeping this service in a first class state of efficiency. We will first compare the outlay on
Under the Davies Government the outlay was in
1877.....\$47,251.02
1878.....40,193.56
Total.....\$87,444.58
An average of \$43,722.29.
Under the present Government in
1879.....\$21,332.04
1880.....16,802.51
1881.....19,112.62
1882.....20,748.13
1883.....10,658.33
1884.....23,622.97
1885.....19,031.59
Total.....\$110,308.19
An average of \$20,044.02, a decrease of \$23,678.27 in the annual outlay. Yet no one with any knowledge of the facts pretends to affirm that the public roads of the country are not as good as they were under the previous Government, for the people have availed themselves of the provisions of the Statute Labor Act, done actual work upon the roads in their own neighborhoods, and kept the money in their pockets, that Davies, Stewart & Co., in power, and following the policy of their disastrous two years' regime, would have drawn from them in the shape of direct taxes. Not only have the present Government kept the roads in good repair by a system advantageously adapted to the circumstances of the people, but they have opened up new roads wherever needed, thus assisting in the development of the country.
During the two years the Davies Government were in power, \$15,911.77 was spent on macadamizing some few pieces of road, near the city of Charlottetown, and which was of little use to the country at large. We cannot tell how far this outlay might have gone on, had there not been a change of Government when that charge ceased.
Next comes the expenditure on
BRIDGES,
which cost under the Davies Government in
1877.....\$11,768.38
1878.....23,258.15
Total.....\$35,026.53
An average of \$17,513.26.
The cost under the present Government has been in
1879.....\$16,365.13
1880.....23,189.59
1881.....20,010.00
1882.....18,545.02
1883.....22,970.92
1884.....30,690.60
1885.....25,995.41
Total.....\$157,766.67
An average of \$22,538.09, or an annual average increase of \$5,024.83.
WHARVES.
The Davies Government expended on wharves in
1877.....\$17,618.74
1878.....14,331.58
Total.....\$31,950.32
An average of \$15,975.16.
The present Government expended in
1879.....\$14,440.11
1880.....7,411.87
1881.....8,180.95
1882.....9,476.39
1883.....10,874.70
1884.....5,928.47
1885.....6,641.44
Total.....\$62,953.93
An average of \$8,993.42, or an annual average reduction of \$6,981.74. Not only has the Sullivan Government relieved the Province of this large expenditure on wharves for all time to come, by getting the Dominion Government to assume charge of the greater number of them, but they have been refunded expenditures on the wharves accepted by that Government the sum of \$78,463.19. You should not forget, when polling your votes, to whose statesmanship you owe the inception and successful termination of the negotiations which had so beneficial a result upon our provincial finances, and which assisted very materially in keeping off direct taxation; and you should also bear in mind that the present Government, if returned to power, will endeavor to compel the Dominion Government to take over the balance of the wharves reported by their engineer to be "of Federal importance," thus relieving this Province of all further charges thereon, and to refund all previous outlay on the wharves now in dispute.
We now come to consider the building of the
LUNATIC ASYLUM,
about which the Opposition papers have been so boastful, and what do we find? We learn that the Davies-Stewart Government expended on that great work in
1877.....\$15,067.07
1878.....49,054.10
Total.....\$64,121.17
While the Sullivan-Ferguson Government paid in
1879.....\$43,679.23
1880.....11,876.40
Total.....\$55,555.63
or only one hundred and sixty-six dollars and fifty-four cents (\$166.54) less than the amount paid by their predecessors, who claim that they built the asylum, and that their Government, even if it did go to work on the Assessment Act, erected and paid for this great building, which should ever remain as a monument to their financial ability, &c. How a little reasoning dispels the mist they threw before the people's eyes.
The expenditure on the
STOCK FARM
is an item of much interest to our farmers, a

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bearing very largely on their own occupations, and it is a branch of the public service which they wish to see properly managed. Let us compare:
Under the Davies Government there was expended on it in
1877.....\$8,580.00
1878.....1,500.00
Total.....\$10,080.00
An average of \$5,040.00.
Under the Sullivan Government in
1879.....\$1,297.50
1880.....8,232.26
1881.....2,030.97
1882.....2,894.97
1883.....2,840.81
1885.....239.74
Total.....\$17,542.30
An average of \$2,506.04, or an annual saving of \$2,533.96, notwithstanding the fact that the present Government have erected new buildings on the farm, and imported a large amount of first class stock, tending to the improvement of Island horses and cattle, while none was purchased therefor by the preceding Government. The stock from this farm, wherever shown, has taken a high position, and been much admired by competent judges. The harpings of the Opposition papers upon the mismanagement of the Stock Farm are as contemptible as they are false, and will meet with the reprobation of you who are farmers, and who know the inestimable benefit you as a class derive from having this farm kept in a state of the highest efficiency at the least possible cost. This farm will probably be made, in the near future, self sustaining.
REGISTRATION OF VOTERS.
This expenditure, under the late administration, amounted to \$4,394.39, and was one of their pet schemes, unjust as it was in its application to our local franchise. It will be observed that upon the present Government assuming power, this disbursement ceased, saving over \$2,000 annually.
S. M. BENT.

ADAMSON'S BOTANIC COUGH BALSAM.

SAFE. SURE. PROMPT. 25 Cts.
AWONDERFUL REMEDY
Adamson's Botanic Cough Balsam.
It is as pleasant as honey. Coughs, Colds, and Asthma, which lead to Consumption, have been speedily cured by the use of ADAMSON'S BALSAM after all other medicines have failed. Sufferers from either recent or chronic coughs or bronchial affections, can resort to this great remedy, confident of obtaining speedy relief. Do not delay, get it at once.
FOR SALE BY ALL DRUGGISTS.
Bottled at St. Stevens, N. E., by the proprietors,
F. W. KISSAM & CO., DRUGGISTS,
363 ADE ST., N. Y.

ABSOLUTE PURITY.

THE following analyses (made by the Dominion Analyst) of three BAKING POWDERS sold in this market should put a stop to the unjust efforts of the Royal to mislead the public as to its being the only pure Powder. These impartial tests show that other Powders are as pure and wholesome:
W. SAUNDERS, Dom. Analyst, St. John, N. B. reports:
Royal—Contains Alkaline Carbonate—a mixture consisting mainly of Bi-Carbonate of Soda and Cream of Tartar—adulterated with about 20 per cent. of Starch.
W. F. BEST, Dom. Analyst, St. John, N. B. reports:
Pure Gold—Contains Cream of Tartar, Carbonate of Soda—fresh and pure.
Nov. 10, 1882—Not adulterated; same as usual.
April 7, 1883—Not adulterated; same as usual.
WOODILL'S (June 4, 1881—Fresh and pure; same composition as usual.)
MAYNARD BOWMAN, Dom. Analyst, Halifax, N. S. reports:
WOODILL'S (Of good quality; contains nothing injurious.)
WOODILL'S German Baking Powder has a reputation for purity and wholesomeness now nearly 30 years.
May 21, 1885.

Pasture to Let.

EXCELLENT PASTURAGE, having a good water supply for a limited number of Horses and Cows, at Westwood Farm, only a short distance from town. Terms very low. Apply to
HORACE HASZARD,
Ch'town, May 27, 1886—3 cod pl

WANTS, LOST, FOUND, &c.

TO LET—A brick House on Pownal Street, now occupied by Mr. Geo. J. Wright. Apply to Theo. W. Dodd. mar 25 tf
TO LET—The Brick House, opposite THE EXAMINER office; possession given about 1st June. Apply to John Ings. may 7 3i pl
TO LET—A House on King Street, near the Railway, at present occupied by Mr. Poole; possession at June. Apply to William Do'd. may 6
TO LET—Furnished Rooms with use of Kitchen, or furnished House. Apply to THE EXAMINER office. ap 27 tf
FOR SALE Part of Building Lot on Upper Weymouth Street; terms easy. Apply at THE EXAMINER office. ap 21
FOR SALE OR TO LET—The Cottage at St. Avarde, St. Peter's Road, just outside city limits, at present occupied by D. Geo. Chesnut, Esq. Apply to R. McMillan, coal office, foot Prince Street. ap 12 cod wky tf