

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, TUESDAY, APRIL 19, 1887.

VOL. 19.—NO. 269.

The Daily Examiner

is issued every evening by
The Examiner Publishing Co
From their office, corner of Water and
Great George streets, Charlottetown,
Prince Edward Island.
—RATES OF SUBSCRIPTION—
Six months.....\$2.50
Three months.....1.25
One month.....50
Advertising at moderate rates.
Contracts may be made for monthly, quarterly, half-yearly, or yearly advertisements, on application.

ALMANAC FOR APRIL, 1887.

MOON'S CHANGES.

First Quarter 1st day, 9h. 40.3m., a. m., N. E.
(below horizon.)
Full Moon 8th day, 1h., 26.4m., a. m., S.
Last Quarter 14th day, 11h., 51.3m., p. m.,
W. (below horizon.)
New Moon 21st day, 4h., 42.7m., a. m., E.
First Quarter 30th day, 6h., 47.9m., p. m., S.

DAY OF WEEK	Sun	Sun	Moon	High	Day's
M.	rises	sets	rises	water	length
1 Friday	5 44	6 23	10 50	3 17	12 39
2 Saturday	42	25 11	51 4 41	43	
3 Sunday	40	26	59 6 10	46	
4 Monday	38	27	2 13 7 28	52	
5 Tuesday	37	29	3 31 8 31	55	
6 Wednesday	35	30	4 47 9 22	59	
7 Thursday	33	32	6 10 8 13	2	
8 Friday	31	33	7 28 10 49	5	
9 Saturday	29	34	8 38 11 30	8	
10 Sunday	27	35	9 51 11 12		
11 Monday	25	37	10 58 0 52	15	
12 Tuesday	23	38	11 59 1 39	18	
13 Wednesday	22	40	morn 2 28	21	
14 Thursday	20	41	0 52 3 25	24	
15 Friday	18	42	1 36 4 36	27	
16 Saturday	16	43	2 12 5 52	30	
17 Sunday	15	45	2 51 7 1	33	
18 Monday	13	46	3 20 7 57	36	
19 Tuesday	11	47	3 47 8 36	39	
20 Wednesday	9	48	4 12 19	42	
21 Thursday	8	50	4 38 9 56	46	
22 Friday	6	52	5 10 10 37	49	
23 Saturday	4	53	5 27 11 0	52	
24 Sunday	2	54	5 56 11 33	54	
25 Monday	0	55	6 29 morn	56	
26 Tuesday	4	58	7 8 0 8	59	
27 Wednesday	57	58	7 51 0 43	14	1
28 Thursday	56	7 0	8 42 1 23	4	
29 Friday	54	1 9	41 2 12	6	
30 Saturday	4 52	7 2	10 46 3 6	14	9

AT COST!

FOR 30 days I will SELL AT COST, an immense lot of
HARD & SOFT HATS,

Also, 300 WHITE AND FANCY SHIRTS, some of which are slightly soiled, at half price. This is the cheapest lot of Hats and Shirts ever offered in the city.

U

an buy Remnants and Ends at your own figures. A special bargain in MEN'S UNDERWEAR. Suitings of every description. Scotch Tweeds and Worsted Suits made in latest style, and at bottom figures.

CALL AND BE CONVINCED.

D. A. BRUCE.

Ch'town, March 15, 1887—ood & wky

X HATS! HATS! X

NO MATTER what competitors may say in their advertisements, it is apparent to the general public that the

BEST BARGAINS

can be had at our establishment.

We have not the time to enumerate our bargains in Muffs, Caps, Gloves, Coats, Sacques, Robes, Collars, &c., but we invite you to call and examine them—satisfy yourself that our bargains are genuine, and our prices the LOWEST OF THE LOW.

STUART'S NEW FUR STORE,

NEWSON BLOCK, CHARLOTTETOWN.

Ch'town, April 14, 1887.

CHARLOTTETOWN BOOT AND SHOE FACTORY.

SPRING, - - - 1887 - - - SPRING.

WE must thank our friends and the public generally for their ever increasing patronage since we have commenced business.

Our Boot & Shoe Factory, in starting, had many difficulties to overcome, and we are glad that to-day those difficulties have been surmounted, and we are now well able to compete with the best Boot and Shoe Factories abroad.

Some of the advantages purchasers have in buying from us are, saving of freight, ordering goods when you want them (not six months before), getting them without delay—which saves carrying a large stock which deteriorates on the shelves.

Our leathers are bought directly from the tanneries, thereby saving commissions which many factories have to pay.

We are more determined than ever to give the

BEST OF SATISFACTION

and to merit the whole of the Island's patronage.

We hope to see many new industries arise, thereby increasing the prosperity of the "Gem of the Sea."

DORSEY, GOFF & CO.

Ch'town, March 15, 1887.—ood & wky

NOTICE.

Intending to move
back to my own store
first of April, I will sell
for the next ten days
the remaining stock on
hand at a sacrifice.

J. B. McDONALD.

Ch'town, March 21, 1887—dy & wky

THE LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

Assets, 1st January, 1886 . . . \$36,606,822.03.

FIRE RISKS accepted upon the most Favorable Conditions and at Lowest Current Rates.

R. R. FITZGERALD,

Jan. 8, 1987.

ADAMSON'S BOTANIC COUGH BALSAM

SAFE.
SURE.
PROMPT.
25 Cts.

A WONDERFUL 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. B., by the proprietors,
F. W. KINSMAN & CO., DRUGGISTS,
343 4TH AVE., N. Y.

NOTICE

IS hereby given that an application will be made to the Parliament of Canada, at the next ensuing session thereof, for an Act to authorize and allow the Nova Scotia Permanent Benefit Building Society and Savings Fund, a Society established and formed under an Act of the Legislature of the Province of Nova Scotia, Chapter 42, 12 Victoria, entitled "an Act for the regulation of Benefit Building Societies," to transact business as a Building Society and Savings Fund throughout the Provinces of New Brunswick and Prince Edward Island, as well as the Province of Nova Scotia, and to loan money on real and certain kinds of personal property, and to borrow money and receive money and deposits, and to issue debentures and deposit receipts and other powers usual to Loan Companies and for other purposes.
Dated at Halifax, 5th March, 1887.

JNO. W. PAYZANT,
Solicitor of Applicant.

March 22, 1887—2mo

PURE GOLD GOODS

ARE THE BEST MADE.
ASK FOR THEM IN CAN'S
BOTTLES & PACKAGES.

THE LEADING LINES ARE
BAKING POWDER
FLAVORING EXTRACTS
SHOE BLACKING
STOVE POLISH
COFFEE
SPICES
BORAX
CURRY POWDER
CELERY SALT
MUSTARD
POWDERED HERBS &c.

ALL GOODS
GUARANTEED GENUINE
PURE GOLD MAN'G CO.
31 FRONT ST. EAST, TORONTO.

CANADA AND WEST INDIES.

Tenders for Steamship Lines.

TENDERS will be received at the Finance Department, Ottawa, up to and including the 1st day of May next, from persons or companies, for the performance of the following steamship services, viz:—

1st. A line of mail steamers sailing from Halifax to Havana, thence to Kingston, thence to Santiago de Cuba, thence to Canada; and (2nd) a line of mail steamers between Canada and Porto Rico and adjacent islands. Trips to be made by each line fortnightly. Steamers to be of a size sufficient to carry 2,000 tons of cargo and to be able to steam twelve knots an hour, averaging not less than eleven knots an hour. The contract in either case to be for a period of five years. Tenders will be received for the above services either separately or together. Tenders to be marked on the outside "Tenders for Steamship Service to West Indies." The Government of Canada do not bind themselves to accept any tender.

By command,
J. M. COURTNEY,
Deputy Minister of Finance.
Finance Department,
Ottawa, 7th Feb., 1887—febr 1aw till april 30

NASAL BALM

SOOTHING,
CLEANSING,
HEALING.
It Cures
CATARRH,
Cold in Head,
HAY FEVER.

STOPS
Droppings from
Nasal passages in-
to the throat and
excessive expectoration caused by Catarrh. Sent
pre-paid on receipt of price, 50c. and \$1. Address
FULFORD & CO., Brockville, Ont.

FOR SALE.

Ten Shares in "The Examiner Publishing Company,"
each Share representing \$100 in the Capital Stock.

THE undersigned offers for Sale TEN SHARES (all paid up) of the Capital Stock of THE EXAMINER PUBLISHING COMPANY. Will be sold in lots of one or more shares, to suit purchasers. For further particulars apply to
J. W. MITCHELL,
Ch'town, Nov. 9, 1886.

Two Left to Tell the Tale.

THE BARQUE EL DORADO WRECKED OFF CAPE FLATTERY—THE CAPTAIN AND ELEVEN MEN GO TO THE BOTTOM.

A despatch from Port Townsend, Wash., says that the schooner Fannie Duttart had arrived there, having on board the two surviving seamen of the barque El Dorado, which foundered off Cape Flattery, April 1. These men were rescued, after drifting at the mercy of the sea for 16 hours, on a frail raft, without food or water. One of the saved, John Christianson, says: "At 8 o'clock Friday morning a heavy sea struck us on the windward, completely demolishing the house and carrying away every movable article on the deck, including several of the crew. Captain Humphrey was at that time on the after deck. The force of the sea threw him against the wheel-house, which was carried away, leaving him for only a moment on deck. Then a second sea carried him from our sight. After being struck the first time he appeared to be stunned. With one look of appeal toward us he disappeared in the waves. I was standing within a few feet of the captain when the house was carried away. Reaching out wildly, I grasped the skylight and almost cut my hand in two. My agony was so great that I let go. The returning sea threw me near a portion of the house, which I succeeded in reaching after some desperate swimming. I found another survivor on the same raft. We then picked up Mr. Erickson, the second officer, and one of the crew, from the ether gangway. The barque then foundered, leaving nothing in sight but wreckage. Threescore men were drawn into the eddy caused by the sinking vessel. This was at 8.45 o'clock. This was the last seen of the crew or officers, excepting those on our own craft. The sea then moderated gradually, and at 2 p. m. one of the sailors died from what appeared to be internal injuries. He was thrown overboard. Soon after Mr. Erickson was severely injured. The weather was unusually cold for this time of year, which affected him considerably. About 4 o'clock on Saturday afternoon he appeared to be getting delirious, and within one hour he died. Our raft was unsafe for three or four persons. It would continually break apart. We had a great deal of trouble to keep it together. I was crippled, and we were both nearly dead from cold. At 10 o'clock a sail from the southwest hove in sight. My oilskin jacket was tied to a board and raised as a signal. We watched the vessel, which we could discern in the twilight to be a three-masted schooner. Suddenly she steered for our location, just as we were losing the last ray of hope. At 8.30 o'clock the schooner manned a boat, and rescued us from the raft. We found the schooner to be the Fannie Duttart, from San Francisco, bound for the sound. The captain and all the crew did their best to alleviate our sufferings. I don't know the names of any of the crew of the bark. The first officer's name was Wilson. The bark's crew was composed as follows: Captain, first and second officers, carpenter, cook and nine seamen. All of them were shipped from San Francisco for the round trip.

Imperial Federation.

(Boston Herald.)

It is deserving of notice that the Imperial federation scheme receives much more support from the colonists of Great Britain than from the government of that country. Naturally, the English government would not care to divide the power that Englishmen now possess to dictate the policy of the empire with those who now have no voice in this matter, for whatever gain was made by the colonists would be so much subtracted from the power that the people of the home country now have. But that the colonists ask for this increase in their importance is an indication of their dissatisfaction with their present condition, and before many years the question may be forced upon England of either acceding to this constitutional change or submitting to the other alternative of seeing her colonies become independent states. So long as the colonists were content to let the English government manage their national affairs as they saw fit, the existing arrangement was one which could not be wisely improved upon. But now that they are desirous of taking a share in the direction of affairs in which they may have a lively interest, the present arrangement is obviously unsatisfactory and illogical. An imperial federation of widely separated communities, having such divergent interests, may be a difficult matter to adjust, but for the future of England, it would, perhaps, be better to run the risks of adjustment than to witness the establishment of an independent Canadian or an independent Australasian republic.

Police Reform.

Mrs. Isabella Beecher Hooker lectured on "Police Reform" in New York last week. After a sarcastic criticism of the police system of that city, as at present administered, Mrs. Hooker suggested as a remedy the reorganization of the force with a woman as Superintendent, and the appointment of an equal number of men and women to the ranks. Every officer of this force should be a lady or gentleman in the best sense of the word—clean within and without—avoiding all vulgar or profane language, and indulging in neither liquor nor tobacco. The Superintendent, she suggested, should have power to order out the fire department, in case of riots, and turn the hose on recalcitrant mobs. Every member of the force should be trained in the use of firearms, and ordered to shoot in the leg when necessary to shoot at all. As to the ability of women to command such a semi-military force, Mrs. Hooker referred to Maria Terese of Austria, Catherine of Russia, and Zenobia of Palmyra. Catherine, as woman who successfully commanded troops in the field.

HATS! HATS!—New spring styles now opened at the London House. April 31

Sixty-three Robbers Arrested.

A DARING GANG OF RAILWAY THIEVES BROKEN UP—TRAIN HANDS THE CULPRITS.

The most important arrests ever made in Pennsylvania were begun at an early hour, Monday morning, near Pittsburg. The officers of the Pan Handle railroad have in custody the most daring gang of railroad robbers this country has ever known. How many members belong to it are not known, but they run up into the hundreds. Their stealings extended over a period of two or three years, and the amount stolen reaches nearly \$500,000. Simultaneous arrests were made all along the line of the road between Pittsburg and Columbus. Warrants have been in the hands of the officers for some time, and the persons arrested will comprise nearly the entire freight men of the line. They include the conductors and brakemen. For three years past the Pan Handle road has been systematically robbed. Cars on sidings and cars in moving trains were broken open and goods stolen, including every description of merchandise. It is estimated that at least \$500,000 worth of goods were taken, for which the company had to pay. In August last the company determined to push the clue they got to the end. It is the biggest thing of the kind that ever happened in Pittsburg, or in railroad matters in the world, for nothing like it has happened before. In September there were 80 crews of freight trains on the Pan Handle road coming into Pittsburg. Of these 80 crews no less than 75 were found to be crooked. A crew consists of a conductor, flagman and two brakemen. In some cases all the men were involved, in others only part. No engineers or firemen were mixed up in the robberies. The goods were obtained by the thieves in various ways. Fences were established in Pittsburg where the stolen property was taken and then sold, the money being evenly divided among the crews. The arrests have created the greatest excitement among railroad employes. The scenes about the jail doors, where relatives of the prisoners had gathered to learn the cause of the arrests, were of the saddest description. Consternation prevails among the proprietors of the "fences and dens where the goods were secreted and sold. In one instance the proprietor of a den was detected in the act of burning stolen property. A telegram from Dennison, O., states that J. R. Dunlap, the leader of the gang, was arrested there. Sixty-three arrests have been made. Nearly 200 warrants are still out, and it is expected that the list of arrests in Pittsburg will soon be swelled. Every man arrested had stolen goods somewhere. Among the prisoners are several desperate characters who were wanted by the police for other offences. One Busby, the worst man in the gang, slipped his handcuffs and threw himself from the train, whilst it was going, and escaped.

A School of Literary Economy.

The foundation of a school of literary economy marks a distinct step in bibliographical science. With the immense number of books now published in every tongue, the student or investigator needs some trained assistance to guide him through the mass of material which has gathered around the subject he has in hand. He wants to know not only what sources to apply to, but also what is the quality of these sources, their character, purpose, and authority, and the course of lectures which will supplement the practical work of the school will be directed to this end. The lectures will impart a working knowledge of what reference books there are and how to use them; what are the best authors and the work wanted, and then, what is quite as important in many cases, what is the best edition to be consulted. Lastly, they will teach how to read, the most important art of all—that is, how to get most easily and clearly at the heart of a book. All this the trained librarian will be able to effect, but we must beware of exaggerating the value of the aid he gives. His functions are useful but humble, and it is misleading to say, as we read in pamphlets before us, "With the reference librarians to counsel and guide readers; with the greatly improved catalogues and indexes, cross references, notes, and printed guides, it is quite possible to make a great university of a great library without professors. Valuable as they are in giving a personal inspiration, they can do little in making a university without the library." Far truer is the language of Bacon: "If you will have a tree bear more fruit than it used to do, it is not anything you can do to the boughs, but it is the stirring of the earth and putting new mould about the roots that must work it."—American Bookeller.

Sam Jones on Beecher.

In the course of a recent discourse at Cincinnati, Sam Jones spoke as follows about Beecher: "Some ministers are so divine that we can almost see their wings budding. Preachers are just like other men, and, in truth, they are not much better. We must just rub against them. Beecher's strong hold was that he seemed a brother to every man he met. You ask, do I endorse Beecher's theology? I ask, do I endorse yours? I'd as soon swallow Beecher's, snout and tail, as yours. I don't believe such another head and heart as Beecher's have ever been combined since Paul's day. The farther I get from these dogmatic doctors of divinity the closer I get to God and humanity. In the pulpit the dogmatic doctor is Jeremiah Jones, D. D.; on the street he is Citizen Jones; in his family he is Lord and ruler; in his study, all stripped off, I should call him old humpug Jones."

STATISTICS show that more people die of consumption than from any other cause. Slight colds are the true seeds of consumption. Beware of the slightest cough. Adamson's Botanic Balsam stands without a peer. Trial size 10 cents. dy wky 1w



FOR
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 8.30 a. m.
Also leave St. John at 7.30 every Saturday night for

BOSTON DIRECT.

Fare from Charlottetown to Boston, \$6.50, 2nd class; \$9.50, 1st class.
For tickets and other information apply to
G. A. SHALLENBURY, F. W. HALLES,
P. E. I. S. S. Co.,
or to your nearest Ticket Agent.
April 18, 1887—ood wky

GUARDIAN FIRE INSURANCE CO.

CAPITAL . . . \$10,000,000

CARVELL BROS.,
AGENTS.

March 25—21 wky 1mo pat

CARD.

THE EXAMINER PUBLISHING COMPANY, having lately added to their stock of type and material for Job Printing, are better than ever prepared to execute orders for Bill Heads, Letter Heads, Handbills of all kinds, Visiting or Business Cards, &c., promptly and cheaply, in the best style of the art.
None but first-class workmen are employed in their office; and, as they import their printing papers direct from the manufacturers, they are able to fill all orders on the most favorable terms. The continued patronage of the public is respectfully solicited.
W. L. COTTON,
Manager.

Ch'town, Nov. 16, 1886.

L. ARTHUR & CO., GENERAL Commission Merchants, 121 ATLANTIC AVENUE, BOSTON, MASS.

Eggs and Produce a Specialty.
July 18—11y wky