

# The Daily Examiner.

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NEW SERIES.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, WEDNESDAY, JULY 16, 1884.

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Advertising at most moderate rates.  
Contracts may be made for monthly,  
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ments, on application.

ALMANAC FOR JULY, 1884.

MOON'S CHANGES.

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

## THE RAILWAY TIME TABLE.

(Charlottetown Time.)

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

## LOBSTERS

**LUD. WURZBURG,**  
P. O. BOX 543, HALIFAX, N. S.  
(OFFICE—PICKFORD & BLACK'S WHARF)  
**Exporter of Lobsters**  
Samples and quotations solicited.  
Cash advanced on consignments.  
June 23—11 aug 31 pd

## 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 Company, 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.

## CAIRNS' MARBLE WORKS.

MR. CHARLES CAIRNS, in returning thanks to the public for the liberal patronage extended to him, begs leave to inform his old customers and the public generally, that he has taken into partnership Mr. Malcolm McLean, and that hereafter the business will be carried on under the title of  
**CAIRNS & CO.,**  
**Marble & Stone Cutters.**  
They have on hand a fine stock of Monuments, Tablets and Headstones, in Italian and American Marble. They are of the latest designs, and at prices to suit all.

C. CAIRNS,  
M. McLEAN.  
Ch'town, June 30, 1884—pres n e pat s j w p

## 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 CORPORATIONS in Canada in lieu of PRIVATE SURETYSHIP.  
Agent for Prince Edward Island:  
**R. R. FITZGERALD.**  
June 12—cod lm

**McLeod, Morson & McQuarrie,**  
**BARRISTERS**  
—AND—  
**ATTORNEYS-AT-LAW.**  
Office in Old Bank,  
(UP STAIRS).  
Ch'town, Feb. 21, 1884.

**SULLIVAN & MACNEILL,**  
**ATTORNEYS-AT-LAW**  
Solicitors in Chancery,  
**NOTARIES PUBLIC, &c.**  
OFFICES—O'Halloran's Building, Great George Street, Charlottetown.  
W. W. SULLIVAN, Q. C. | CHESTER B. MACNEILL  
Jan. 16, '83.

**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.

**L. ARTHUR & CO.,**  
**GENERAL**  
**Commission Merchants,**  
121 ATLANTIC AVENUE,  
(ROSS MARKET)  
BOSTON, MASS.  
Eggs and Produce a Specialty.  
May 15, 1884 wkl y tf

**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 wishing to see the institution is Thursday of each week, from two to four o'clock, p. m.  
D. B. MACLENNAN,  
Secretary of Trustees.  
April 24—cod wkl y

## TEA. TEA.

Extra, Prime, Cheap, Strong, Nice, Al, Splendid.

**Beer & Goff's for Extra Tea,**  
**WHOLESALE.**

**BEER & GOFF'S FOR PRIME TEA,**  
**RETAIL.**

**BEER & GOFF'S FOR CHEAP TEA,**  
**WARRANTED.**

**BEER & GOFF'S FOR NICE TEA,**  
**5 POUND TINS.**

**BEER & GOFF'S FOR AL TEA,**  
**HALF-CHESTS.**

**BEER & GOFF'S FOR SPLENDID TEA,**  
**ANY QUANTITY.**

**WHOLESALE & RETAIL.**  
Ch'town, July 9, 1884—2aw

## BEAUTIFUL SUMMER RESORT

**THE SEASIDE HOTEL,**  
**Rustico Beach, P. E. I.**

This well-known WATERING PLACE will open for the season on July 1st.

The Proprietors will spare no pains to make this the most desirable summer resort in the Provinces. The House is too well known to need any commendation.  
TERMS—\$2.00 to \$2.50 per day; \$10.50 per week; \$8.50 per week for months.

Coach will leave Charlottetown every Wednesday and Saturday evening, calling for guests; returning every Thursday and Monday morning, at 9 o'clock, a. m., Charlottetown time.  
Trains leave Charlottetown for Hunter River at 6 a. m., 8 25 a. m., and 3 40 p. m.  
" " Hunter River for Charlottetown 8 a. m., 2 38 p. m., and 6 15 p. m.  
" " Hunter River for Summerside 7 a. m., 10 08 a. m., and 5 p. m.  
" " Summerside for Hunter River 6 10 a. m., 12 35 p. m., and 4 55 p. m.  
Trains are run on Eastern Standard Time, which is 47 minutes and 20 seconds slower than Charlottetown time.  
Mr. Bagnall will meet Trains from all points at Hunter River, to convey passengers to Seaside.  
Ch'town, June 18, 1884.—2m

## CLOTHING SALE!

DURING JUNE.

**L. E. PROWSE**  
Will give wonderful bargains in

## READYMADE CLOTHING

Just look at his prices:  
TWEED SUITS, FROM \$4.75 UP,  
TWEED SUITS (ALL WOOL), FROM \$7.50,  
ALL WOOL WORSTED, \$8.25.

If low prices will sell the Goods, he is bound to sell.

**Men's Felt Hats, in Great Variety, Very Low.**  
**L. E. PROWSE,**  
Sign of the Big Hat, 74 Queen Street.  
Ch'town, June 12, 1884.—cod wkl y

## ROYAL CANADIAN INSURANCE CO.

**FIRE.**  
CAPITAL, . . . . . \$2,000,000  
HEAD OFFICE—Montreal.  
HALIFAX BRANCH—J. Scott Mitchell, Agent.

**Risks Taken on Most Favorable Terms.**  
AGENT FOR PRINCE EDWARD ISLAND:  
**F. H. ARNAUD,**  
Merchants Bank of Halifax.  
Ch'town, Feb. 27, 1884.

## A Trip to P. E. Island.

(From the Moncton Times.)

The trip from Point du Chene to Summerside occupies a very little over three hours, and from Summerside to Charlottetown is a matter of only about two hours. All the way to the latter place you see rich, well-tilled farms with stretches of water here and there to relieve the monotony. You do not wonder that Prince Edward Island has been called the garden of America.

When you reach Charlottetown you experience a delicious feeling of languor, very grateful after the boom and rush you are used to here. You feel as if you have at last reached a haven of rest, and you, perforce, give right up to quiet, lazy enjoyment. But there is no *ennui*. There are good hotels, and you must be far gone in dyspepsia if you can't make a good meal off the the splendid fare set before you. There is plenty good horse-flesh, too, as you will find to your annoyance, and, will have to take Shank's mare—if you don't get ahead of the aristocracy in ordering your team in good time before the day when the band of the Northampton plays at the Governor's Park. On those occasions you see the tony set in all its glory, with lawn tennis, navy fellows, "you know," fast trotting horses from the livery stables, and all the other adjuncts.

Charlottetown is an interesting city to stroll through. It has the appearance of Charlestown (near Boston), as we have heard that place described as it was shortly after the American Revolution; though it must be confessed in Charlottetown there are many structures in modern style of architecture both of brick and wood. The Bishop's Palace of stone, is perhaps the finest building in the place, and many of the residences of the more wealthy citizens, both outside and inside have an air of elegance and comfort. The Court House is worth inspection, and better adapted for the carrying on of public law business than many similar structures in more pretentious cities. There are two or three very fine churches, notably the Methodist, of brick, one of the largest in the Maritime Provinces. The brick school buildings are large and commodious, and, by the way, the teachers are as accomplished as can be found any where. Among the latter is Mr. L. Miller, the popular Principal of Kent street school, who has won the highest encomiums in that capacity. The Convent de Notre Dame is an imposing pile of brick, and ranks high also educationally. The Market House is of wood, a good sized building, and the display there on market days would shame cities of three and four times the size of Charlottetown. Large quantities of stuff are brought in, and everything is disposed of rapidly at the prices asked. Market day is the gala day for the fair sex, who do most of the buying for their families. The whole female population is out on these occasions, while the sterner sex are busy in their respective places of business.

Much has been said and written disparagingly of the Island Railroad, but the fact is, the road is now in splendid condition, and less accidents have occurred on it than on most any line of its size in America. James Coleman, late of the I. C. R., is now managing it, and he is recognized by all as a most capable, painstaking and obliging officer, whose removal would be looked upon on the Island as a public calamity, so popular is he with all who have business with him or who have occasion to travel on the road. All the officers down to the humblest, seem to take their cue from the Superintendent, and strict attention to business, urbanity, and sobriety, are ruling characteristics. Travellers are sure of the most courteous treatment from the conductors, who as a body would do credit to any railway. The rolling stock has lately been replenished by the addition of some new postal, smoking and second-class cars, of the most modern construction, and many new improvements, conducive to comfort and safety have also been introduced within the past year. The deficiency in the Island Railway is not so great as it was formerly, and should scarcely be taken into account when it is considered that the road is an important feeder of the Intercolonial. The employees work as hard as those on any Government road, and it is a matter for the consideration of those at head-quarters whether they should not receive salaries and wages equal to those of the employees on other roads, or at least commensurate with the amount of labor they perform, which the writer is informed is scarcely the case now.

The Paris Temps recently published the following information, purporting to have come from London, regarding the Egyptian conference:—"The note sent by the cabinet of London to the powers inviting them to a conference enumerates six main points on which the Anglo-French agreement is founded, and which are to serve as a basis for the labors of the conference. These are that the public debt commission shall have the right of opposing any increase of the budget expenses; that the commission shall exercise a right of control over the budget—that is, that it may offer observations as to its drawing up; that it is to be presided over by an Englishman, who is to have a predominant voice; that the debt commission will have entire control when the occupation of Egypt by the British troops has come to an end. The term of the occupation is fixed for the 31st December, 1887." The French press does not look upon this project of agreement with a great deal of favor.

## The Egyptian Conference.

On the death of the Prince of Orange the *Figaro* wrote as follows:—"What is going to happen at the Hague? A regent is to be appointed as soon as possible, who will govern in case of the King's death. He will be elected by the deputies and the same law that appoints him will settle the eventual succession during the minority. What will take place in the Grand Duchy of Luxembourg when the old King William of Holland is dead? That is what is not quite clear. The Salic law is in force in the Grand Duchy and it is therefore to the German Duke of Nassau that the sovereignty of the Luxembourg country should pass; but it may possibly pass to some prince more powerful. This eventual necessary separation of Luxembourg from Holland may cause Europe some anxiety at present. Luxembourg has always, indeed, been a point of danger."

## What is Going to Happen.

Justin D. Fulton, D. D., is a notable Brooklyn pulpit orator. He does not confine himself to giving expression to the divine will in spiritual matters but delivers an occasional political message. Last Sunday he said: "Lincoln was God's choice for president, and the same is true of Blaine." George W. Curtis and Carl Schurz are anxious to find out when brother Fulton attended a caucus which would justify his statement. Henry Ward Beecher is equally emphatic in asserting that the eternal verities and moralities and spiritualities and divinities are working against Blaine. And the two great divinities only mean after all that one of them is a Blaine man and the other is not.

## The Pulpit and Politics.

CHEAP NEGROES.—Elsie Williams, who killed William Kent at Digby, gets seven years in the penitentiary. A lad from the same county gets five years for stealing ten dollars. Working this out by the rule of three we find the negro's life was just estimated by the court at fourteen dollars.—*Baldock Reporter.*

## How we Mismange Colt-Breaking.

In order to break in the animal to draught, we put a collar round his neck, a crupper round his tail, a pad on his back, a strap round his belly, with traces at his sides; and lest he should see that, though these things tickle and pinch, they have not power to do more, the poor intelligent creature is blinded with blinkers, and in this fearful state of ignorance, with a groom or two at his head, and another at his side, he is, without his knowledge, fixed to the pole and splinter-bar of a carriage. If he kicks, even at a fly, he suddenly receives a heavy punishment which he does not comprehend; something has struck him and has hurt him severely; but as fear magnifies all danger, so, for aught we know or care, he may fancy that the splinter-bar which has cut him is some hostile animal, and expects, when the pole bumps against his legs, to be again assailed in that direction. Admitting that in time he becomes accustomed to these phenomena—becoming what we term steady in harness—still, to the last hour of his existence he does not clearly understand what it is that is hampering him, or what is that rattling noise which is always at his heels. The sudden sting of the whip is a pain with which he gets but too well acquainted, yet the "unde veritatur," of the sensation he cannot explain—he neither know when it is coming nor where it comes from. If any trifling accident or even irregularity occurs—if any little harmless strap which ought to rest upon its back happens to fall to his side—the unfortunate animal, deprived of his eyesight, the natural lantern of the mind, is instantly alarmed; and though from constant heavy draught he may literally, without metaphor, be on his last legs, yet if his blinkers should happen to fall off, the sight of his own dozing master, of his own pretty mistress, and of his own fine yellow chariot in motion would scare him so dreadfully that off he would probably start, and the more they all pursued him the faster would he fly!—*Farmers' Gazette.*

## Castelar on Gordon.

The following estimate of General Gordon appears in Senor Castelar's last "Review of the Month." He says: "Only when I turn back to ancient times do I find those to whom to compare General Gordon. I certainly do not compare him to the first discoverers of the new world, among whom the element of the warrior was predominant; I compare him, though you may greatly marvel, to the first Jesuit missionaries, and among them, to those who first went to India and China. The missionary and the explorer are marvellously united in the pasha and the Briton, as they were united in them. He resembles them in their incomprehensible mixture of motives, their mingled worldliness and asceticism, their extraordinary blending of prophetic sentiments with mathematical calculations, their enormous individual sacrifice, and their keen eye to commercial advantages. A pure morality, a positive theology, a practical mind, are three of his great qualities, and no can read the history of Gordon without drawing parallels between him and the early Jesuits."

## Governmental Integrity.

In presenting to the Chamber of Deputies the recent communications between France and England on the subject of Egypt, M. Jules Ferry expressed the utmost confidence in the integrity of the British government, and frequently paid high compliments to Mr. Gladstone and his colleagues. What especially gave evidences, to his mind, of the lofty and disinterested policy of the English cabinet was its intention of submitting, at the date of evacuation, a plan for the neutralization of Egypt and of making conciliatory proposals regarding the freedom of the Suez Canal. "Thus," said M. Ferry, "the liberty of the canal being guaranteed by the neutrality of Egypt, and a series of measures destined to assure those results being adopted, we have practical testimony of a broad and elevated policy, worthy of the illustrious statesman by whom it is inspired, and on the basis of which there is no room whatever for discord between the two countries."