

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, THURSDAY, MAY 15, 1890.

VOL. 25.—NO. 134

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 Trouserings, 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.



HATS!

JUST OPENED—New Hats, in English and American makes, in Stiff and Soft, will be sold very low for cash.

CUSTOM SUIT!

We have TWEED and WORSTED SUITS, made by us during the dull season, that will be found better value than any of the imported Clothing.

See our ALL-WOOL TWEED SUITS for \$12.00.

FINE NECKWEAR a Specialty.

D. A. BRUCE.

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.

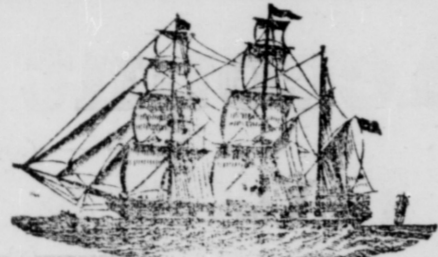
You will find that you will save money by buying your TEA from

BEER & GOFF,

Queen and King Square Stores.

Ch'town, May 1, 1890—dy wky

Midsummer Trip, 1890.



THE PARKENTINE "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 Pitsair & 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 Brenton 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. BEAIRSTO, 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. BEAIRSTO, 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 cod)



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 Hawkebury, 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.

TO LET,

FOR a term of one or more years, a Blacksmith Shop situate at Suffolk, near Thompson's Mills.

Also, for sale, a complete set Blacksmith's Tools, nearly new.

Apply on the premises to G. A. Seaman, or to

J. D. SEAMAN,

Charlottetown.

ap11—dy law wky tl

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 Druggists, in Salmon wrapper. Be sure you get the genuine.

SCOTT & BOWNE, Belleville.

BEST ROUTE to BOSTON

CANADA ATLANTIC LINE.

ONLY ONE NIGHT AT SEA.

Quickest and Most Direct Route.
Low Fares.

The Magnificent Clyde-built Steel

S. S. "HALIFAX,"

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

F. T. NEWBERRY, Agent, Ch'town.

ap30—cod wky. pat

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

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, Staterooms and Sleeping Cabins fitted in 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

Sad Suicide.

EVIDENCE TAKEN AT THE INQUEST ON THE BODY OF CAPTAIN PETER MURCHISON—THE VERDICT.

On Tuesday morning, Captain Peter Murchison, of the steamship William, left the residence of his father-in-law, Mr. James Pickard, on the Malpeque Road, a short distance outside city limits, saying he was coming to town to do some work about the steamer and see Captain McMillan. Early in the afternoon it was learned that he had not gone to the William, and his friends became anxious about him. Enquiry among the neighbors that evening elicited the information that, instead of coming to town Captain Murchison had turned up Lawson's Lane, some distance this side of Mr. Pickard's residence. Yesterday this locality was searched, and his lifeless body was found in a swamp near the western end of the lane, with the throat cut, and the razor with which the deed was done lying on the grass near by. The body was removed to John Henry's coach-house, where a post-mortem examination was made by Dr. Conroy. In the evening at eight o'clock, Dr. McLeod, Coroner, held an inquest in the Stipendiary Magistrate's Court-room. The jury was made up as follows: George Charles Hooper, foreman; Augustus Down, Andrew Doyle, John Henry, John Mitchell, John Gallant, and James Richmond. The evidence taken appears below:—

CAPTAIN RONALD McMILLAN (sworn)—Captain Peter Murchison (the deceased) was in my employ as master of the steamer William. I did not observe anything peculiar about his conduct lately. He joined the steamer on Tuesday week, and remained until Saturday. He attended to his business as usual. I was told that his friends came to look for him yesterday. I did not see the parties, or know the reason of their inquiries about him. He was in no financial trouble that I am aware of. His accounts were settled up satisfactorily to me.

DR. PETER CONROY (sworn)—I made a post-mortem examination of the deceased, Captain Murchison. I found a wound extending from the angle of the jaw on one side across the anterior aspect of the throat to the same point on the opposite side of the neck. The wound was above the wind-pipe, between the larynx and the hyoid bone, and severed all the soft parts in the front of the neck. There were no large vessels wounded. I found a blood clot in the larynx, which clot caused his death by suffocation. He may have lived quite a while after the infliction of the wound. The wound appeared to me to have been self-inflicted.

JASPER PICKARD (sworn)—I have been long and well acquainted with the deceased, Peter Murchison. His habits were regular and temperate. I thought he appeared a little duller than usual since last Wednesday. He did not speak of any trouble to me. On Monday last I was driving in Brighton Road and caught up to Captain Murchison this side of the bridge. He was walking on the sidewalk, I spoke to him. I asked, "Which way are you going?" He said, "I am going to see Captain McMillan." I then asked him to get into the buggy with me and drive. He came with me. I knew that he was missing the night previous; in fact I was out in search of him. I asked him where he had been, and he said he had "not been anywhere." He then asked me what I was doing out that road. I said, "Well, Captain, to be honest with you, I was out in search of you." He said, "Why were you looking for me." I told him it was because he left my brother's without saying where he was going and did not return at night, a thing which he had never done before. He made no answer to this. I would not be able to tell that anything was wrong with him from his appearance. He spoke to me several times previously about the trial now going on between McMillan and Farquharson, but did not speak of it on that day. I then drove him to my brother's, and from there back to town to see Captain McMillan. Captain McMillan was not in his office when we arrived, and I left Captain Murchison there while I went out to see if I could find Captain McMillan. I found the Captain, and he and I started for the office. On the way we met Captain Murchison, who had left the office and was on his way to the court to see Captain McMillan. After Captain McMillan had spoken to him, Captain Murchison got into the buggy with me and I drove him back to my brother's house, where I left him. I have not seen him alive since that time. I was misinformed as to the Captain's being down to the steamer William yesterday morning. I understood since that he was not there at all yesterday.

EDWARD TOOMBS (sworn)—The first I knew about this affair was on Monday morning, when I was called upon at my store by Donald McLeod, who asked me to go with him to search for Captain Murchison, who, he said, was missing, and it was not known what had become of him. I searched the woods and barns around James Pickard's, but found no trace of him. Then, in the afternoon, further search was made for him. When he was missing, we began to think that he had not been in his usual spirits for a few days before. When coming home from searching that evening, I heard that Jasper Pickard had picked him up at the tannery. I heard of his being missing again yesterday, but did not search for him until to-day. About three o'clock this afternoon, I, in company with Marshal Cameron, Robert Toombs, and Donald Murchison, made search for him. We started up Lawson's lane and went into a swamp behind the house. Four of us went through the woods, but could not find anything. We next went through a grove of soft wood. We divided up and went to the lower end of the swamp. We heard that he had gone up that lane in the morning. When we got near the end of the swamp, I saw him lying

on the broad of his back—dead. I hailed my companions and we carried him out to John Henry's coach-house. His hat was at his feet, and a razor was alongside of it. There was blood on both of his hands; also blood on the razor. There were no signs of a struggle. So far as I can learn the razor belonged to himself.

CHAS. CAMERON, City Marshal, (sworn) I have heard the evidence of Edward Toombs, and corroborate it in every particular as to the finding of the body of the deceased. I believe the wound was self-inflicted. (Razor produced.) The blood stains are there yet as I saw them when the razor was picked up.

JAMES PICKARD, (sworn)—I am father-in-law of the deceased. He was first missing on Sunday evening. He was brought back by my brother on Monday evening. He appeared to be tired when brought home. I asked him where he had been, and he said he had just been taking a cruise. He left again on Tuesday morning, and I did not see him alive since. (Razor produced.) I believe this is his razor. Yesterday I went to his valise, and found that his razor was gone. I never heard him say he would do away with himself. When he left my house he told my wife that he was going down to the William to see Captain McMillan. My brother's boy told me he had been down to the steamer to see if Captain Murchison was on board, and one of the hands told him he had been there but had gone up town. I went to the Court House to see if he was in the Court, and saw that he was not there. I asked Captain McMillan if Captain Peter had been down to the boat that morning and he said he did not think so. I also asked the Engineer, Mr. Clark, and he said he had not been there. I went down to the boat the second time and saw Mr. Taylor. I asked him if he knew George Williams, and he said he did. I then asked him if he did not tell Williams that Captain Murchison was at the boat that morning, and he said he did, but he was mistaken, and was sorry that he told him what was wrong. My brother went down to the country, at my suggestion, and brought up Captain Murchison's wife. I asked some persons if they had seen him, but could get no trace of him. I was told last night that the deceased had been seen going up Lawson's lane yesterday morning. Mr. Casford told me he was sure he saw the Captain go up the lane that morning. I also made enquiries of other persons whom I met, and also made enquiries of other persons whom I met, and searched the woods for him twice. I finally met Mr. Toombs who told me he had found him in the woods. The deceased was happy in his domestic relations, and I know of no cause that would induce him to commit the rash act, unless it was that he worried over the trial now going on between McMillan and Farquharson. He told me that he was troubled a little over that trial.

DR. H. D. JOHNSON (sworn)—Captain Peter Murchison bought a razor last fall which he showed to me. (Razor shown) It had a handle like this one, and was stamped "Peculiar" as is this one. This is the same stamp of razor exactly.

This closed the evidence, and the jury after a brief deliberation, returned the following verdict:—
"That the deceased, Peter Murchison, came to his death from a wound inflicted by himself, while laboring under temporary insanity."

Plant a Tree.

THE VALUE OF TREES IN CITY AND COUNTRY—THEIR HEALTH-GIVING INFLUENCES ON THE WEATHER, ETC.

The following facts, taken from professional men of world-wide repute, show the very great and grave responsibilities resting upon parents and citizens, touching the planting of trees. A hint to our Arbor Day Society will, we hope, have a salutary effect:—

"A public meeting of the New York State Forestry Association was held in New York lately, at which several champions of arboriculture discussed the value of trees, not only their intrinsic worth but their far greater importance as hygienic and meteorological agents being considered. Professor David F. Fenner, chief of the National Department of Forestry at Washington, said that the destruction of the forest trees was the cause of the great floods and droughts that for years have been so destructive in the United States. He showed how the forest, with its floor of litter acting like a sponge in holding water, and with its foliage retarding evaporation, prevented sudden floods and furnished moisture by such slow degrees as to render droughts impossible under ordinary circumstances. The restoration of the forests would be of the greatest advantage, climatic and meteorological, and to that end Arbor Day should be made a national institution. Influence the children, through their teachers and the future would see the forests restored. Dr. Stephen Smith spoke of the relation of trees to the temperature, and consequently to the health of a city. He said that trees with a normal temperature of 54 degrees at all seasons would, if thickly planted in a city, so decrease the temperature in summer as to greatly decrease the infant and senile mortality, which is always greatest in periods of greatest heat, and the influence in winter would be nearly as great. He advocated the enforcing by law the planting of trees in cities. Other addresses were made in the same strain, and at their conclusion resolutions were adopted advocating the establishment of Arbor day as a national institution, and urging legislation to compel the general planting of trees and vines in cities, and demanding that Arbor Day receive special attention in the schools."

If the Sufferers from Consumption, Scrophula and General Debility will try Scott's Emulsion of Cod Liver Oil, with Hypophosphites, they will find immediate relief and a permanent benefit. Dr. H. V. Mott, Brantwood, Cal., writes: "I have used Scott's Emulsion with great advantage in cases of Phtisis, Scrophula and Wasting Diseases. It is very palatable." Sold by Druggists, at 50c. and \$1.00.

P. E. ISLAND RAILWAY.

NOTICE.

COMMENCING FRIDAY, 24th inst., and continuing until Summer Time Table takes effect a Special Passenger Train will leave Charlottetown at 2:00 a. m. daily (Sundays excepted) for Summerside, connecting there with Steamer for Point du Chene returning, will leave Summerside on arrival of Steamer from Point du Chene. Commencing Tuesday, 29th inst., this train will run through to English, and return on Tuesdays and Fridays.

J. UNSWORTH, Superintendent.

Railway Office, Ch'town, April 24, 1890.

ap24—m w t l May 29 wky prs tl