

# 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, PRINCE EDWARD ISLAND, MONDAY, APRIL 5, 1886.

VOL. 18--NO. 113

## The Daily Examiner

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Advertising at moderate rates.  
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### ALMANAC FOR APRIL, 1886.

MOON'S CHANGES.  
New Moon 4th day, 10th., 18.1m., a. m. S. E.  
First Quarter 11th day, 4th, 31.5m., p. m. S. W.  
Full Moon 18th day, 10th, 46.7, a. m. N.  
Last Quarter 26th day, 1h, 3.0m., a. m. E.

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

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

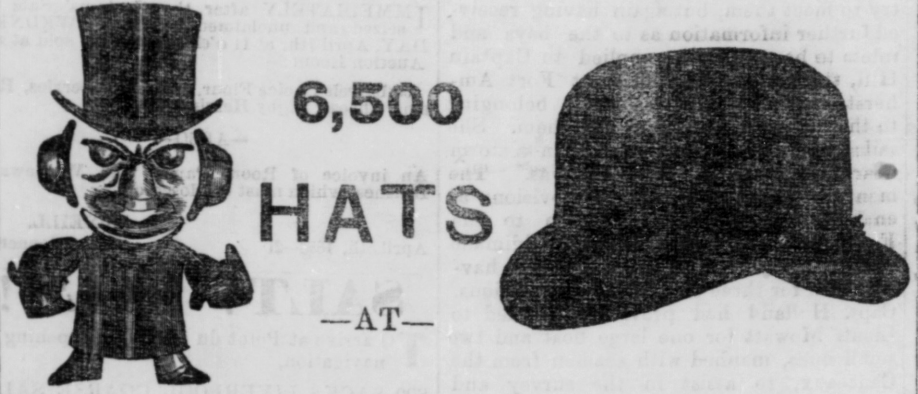
**CAUTION.**  
EACH PLUG OF THE  
**MYRTLE NAVY**  
IS MARKED

**T & B.**  
IN BRONZE LETTERS.  
None Other Genuine.  
Oct. 20.

—FOR—  
**BOSTON.**  
SPRING ARRANGEMENT.  
THE PALACE STEAMERS  
OF THE  
INTERNATIONAL S.S. CO.

Leave St. John for Boston, via Eastport and Portland, every Tuesday and Thursday, at 8.00 a. m. Fare from Charlottetown to Boston, \$6.50, 2nd class; \$9.50, 1st class.  
For tickets and other information apply to  
G. A. SHARP, F. W. HALES,  
P. E. I. R'y., P. E. L' Steam Nav. Co.  
or to your nearest Ticket Agent.  
Feb 8, 1886—eod wky

**REMOVAL.**  
MACMILLAN'S COAL OFFICE has been  
Removed to foot of PRINCE STREET.  
A Large Assortment of  
**HARD AND SOFT**  
**COAL**  
Kept Constantly on Hand.  
**R. McMILLAN.**  
Dec. 24—3m eod & wky



**6,500 HATS**  
—AT—  
**L. E. PROWSE'S,**  
WILL BE SOLD CHEAP.

MOST of this stock has been bought at about 30 per cent. less than regular prices, therefore Big Bargains will be given in every line. For Style, Quality and Low Price we leave all other competitors behind.

PLEASE COME AND SEE  
**L. E. PROWSE,**  
Sign of the BIG HAT, 74 Queen Street.  
Ch'town, March 20, '86—eod wky

**STANDARD GOODS**  
—AT—  
**LOWEST PRICES!**

**PERKINS & STERNS'**  
LARGE STOCK OF SEASONABLE GOODS:  
400 Pieces Grey Cottons, 55 Pieces Hessians,  
220 Pieces White Cottons, 48 Pieces Table Linen,  
150 Pieces Print Cottons, 140 Dozen Towels.

**White and Colored Knitting Cotton.**  
Large Stock of Colored Dress Goods.

**Black French Merinoes, Black Cashmere, Black Cords, Black Nuns' Veiling, Black Costume Cloth, &c.**

**Brussels, Tapestry and Wool Carpets.**  
**OILCLOTHS & LINOLEUMS.**

**Cocoa, China and Twine Matting.**  
Largest Stock of ROOM PAPER on P. E. Island.  
**PERKINS & STERNS.**  
Ch'town, Feb. 23, '86.

**FLOUR! FLOUR!**  
WHOLESALE AND RETAIL.

HAVING a Large and Well-assorted Stock on hand, we are selling CHOICE FLOUR very cheap to suit the times.  
We keep all the Choice Brands on hand, such as—  
**Matchless, Kent,**

**Victory, Forest City,**  
**Queen, Our Favorite,**  
**City Mills, brls. and half-brls, &c.**

— ALSO —  
**CHOICE PASTRY, in half-barrels.**  
Every Barrel Warranted.  
Give us a call before buying elsewhere.

**BEER & GOFF,**  
OPPOSITE MARKET HOUSE.  
Feb. 25, 1886—2aw & wky

**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 remedies 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 proprietor,  
F. W. KINSMAN & CO., DRUGGISTS,  
343 4TH AVE., N. Y.

**P. E. ISLAND RAILWAY.**  
SEALED TENDERS, addressed to the undersigned, and endorsed  
"Tender for Steam Coal,"  
will be received until SATURDAY, APRIL 10th, inclusive, for the supply of Six Thousand (6,000) Tons of the best fresh-mined ROUND STEAM COAL, for locomotive use. Tenders to state the price per ton of 2,240 lbs., delivered as follows:—  
Charlottetown.....\$3.150 tons.  
Summerside.....2.100 "  
Georgetown.....300 "  
St. John's.....150 "  
Cape Traverse.....150 "  
At least one-quarter of the whole quantity required, at each of the above-mentioned stations, to be delivered before the 30th day of JUNE next, and delivery of the whole to be completed on or before the first day of OCTOBER, 1886.  
The first payment will be made in July, and monthly thereafter. Ten (10) per cent will be retained from each payment until the final and satisfactory completion of the contract.  
The Department does not bind itself to accept the lowest or any tender.  
J. JAMES COLEMAN,  
Superintendent.  
Railway Office, Ch'town, March 16, 1886—dly wky

**SEED WHEAT**  
BEST WHITE RUSSIAN,  
FOR SALE CHEAP.  
JOHN NEWSON.  
Ch'town, March 4, 1886.—5wks dly wky

**Herring. Herring.**  
200 Brls. No. 1 FAT HERRING.  
200 Half-barrels do  
50 Quarters do do  
50 Quinotal CODFISH, cheap for cash or trade.  
DAVID SMALL.  
Hyndman's Buildings, Corner Water and Queen Street.  
Ch'town, Feb. 16—21 wky 2 mos

**COTTON DUCK—COTTON DUCK**  
Notice to Shipowners & Builders.  
THE Subscriber now offers to the trade, Yarmouth Cotton Duck, at manufacturer's prices. Has on hand a supply of light and heavy ducks.  
DAVID SMALL, Agent,  
Hyndman's Buildings, Corner Water and Queen Street.  
Ch'town, Feb. 16—21 wky 2 mos

**Kent Street Grocery Store,**  
Op. the Rocklin House.  
**R. R. BELL,**  
DEALER IN CHOICE FAMILY GROCERIES, CANNED GOODS, FRUIT, FISH, &c. As my stock is all Fresh and First-class, selected by a gentleman of many years' experience from the best assorted stock in the city, I can guarantee satisfaction to all, and would respectfully solicit a fair share of public patronage.  
Orders by mail will receive prompt attention.  
R. R. BELL.  
March 4th, 1886—1mo eod & wky pd

**WE HAVE SOLD**  
NEARLY ALL OUR  
**Stem-Winding Rockford Watches,**  
which are giving good satisfaction, and as the Company, in the interest of the public, say they will not send any watches by mail, we shall defer getting a full supply until we can safely do so by express.  
In the meantime we have several Key-Winding Rockford Watches on hand, accurately timed, and purchasers of any of these can have the privilege of exchanging for a Stem-Winder, when they arrive.  
In stock, a nice assortment of Waltham & Elgin Watches, in heavy silver or gold-filled cases.  
**E. W. TAYLOR**  
CAMERON BLOCK.  
Charlottetown, March 5, '86.

**NOTICE.**  
ALL persons indebted to the late firm of  
GEO. DAVIES & CO. are requested to make immediate payment to the undersigned.  
HARRIS & STEWART.  
March 3, 1886.

## LETTERS TO THE EDITOR.

### The Subway.

SIR,—Through the indefatigable efforts of Senator Howlan, this Subway scheme has developed into something tangible. When Senator Howlan made his speech in the Senate of Canada, backed up by the opinions of scientific men, I confess that I was amazed, and I question if any person in this Province believed in the scheme. Such taunting expressions as "Howlan's stovepipe" might be heard, and other terms of derision and indifference. The people of this Province should take great interest in all that is written or said upon this subject. Instead of throwing obstacles in the way, they should assist Senator Howlan in every possible way. It is gratifying to learn that, through the models, representations and information submitted (and backed up by the best Engineers on this side of the Atlantic) by Senator Howlan, he has convinced the Dominion Government of its feasibility as evidenced by their granting a survey of the coming summer. When we bear in mind the amount of correspondence and study involved in bringing this question to its present status, and when we consider that Senator Howlan has done all this at his own private expense,—he has done what ought to meet with gratitude and praise from every elector in Prince Edward Island, be he Conservative or Liberal. Senator Howlan in his Subway Scheme should be supported by the electors and representatives from this Province. This is no time for jealousy or party bickering. We must have the subway, and the electors of Prince Edward Island from one end to the other should support none but subway men.  
We have been sending representatives into parliament for a long time, and while they are all estimable men, where is the man who has displayed the energy of Senator Howlan in a question affecting the interests of the Province. The truth of the matter is, Senator Howlan should leave the Senate and enter the Commons, and then he would be in a better position to fight the question of Subway or Branch Railway for this Province. Had we more men like Senator Howlan the interests of Prince Edward Island would be fought out on its merits with more ability. We should undoubtedly thank the noble Senator for what he has done in this matter, and the very fact that the promised subway is due to his efforts ought to inspire the electors of this Province with gratitude enough to return him for either of the three counties at the head of the poll.  
I notice that the *Manufacturer and Builder*, for March, has a very extensive report on what is termed the "Hall subaqueous tunnelling system," and it says "that it must impress every thoughtful engineer who will give it a fair and thorough examination, as being one of the most original and valuable contributions to the methods of constructive engineering at the service of the Profession, that has been conceived in many years." The machinery and arrangements for ventilation are said in the journal to be ample for a tunnel of 8 or 9 miles. The article in question concludes by saying: "We believe that it possesses such decided advantages over existing methods for which it is proposed as a substitute, that when its merits, on the score of simplicity, economy, rapidity of execution, and freedom from hazard to life or liability to destruction, while in course of construction are known, it must eventually supplant them. With this system at command, "Such costly failures as the Detroit and Hudson River tunnels will be things of the past. It is gratifying finally, to learn that the favorable opinion we expressed on the first appearance of this invention has since been strengthened by the endorsement of a number of the ablest Canadian and American engineers, among whom we would mention Prof. R. H. Bull, Ph. D., Emeritus, professor of Civil Engineering, New York University, who has been the President and Treasurer of the Submarine Tunnel and Tube Co."  
In the face of such practical testimony let us have no "ifs" or "buts" about it. Let us demand all that can be done to put it into execution and if a company can be found to undertake it, it is the bounden duty of the Government to accept if they give security for the performance of their contract the same as did the C. P. R. Syndicate.  
Who amongst us is better able to pursue the question to its termination than Mr. Howlan, who commenced it? What he has done is an evidence of what he can do, and the people of this Province should guarantee his return to the House of Commons without any trouble.  
It is a matter of great encouragement to a man in Mr. Howlan's position to feel that his labors are appreciated by the people, and what better evidence could the people give of their sincerity and gratitude than to offer him a constituency in the three counties, allowing him the right of selection. Then the question of Subway would clearly show that no man who is opposed to the Subway need offer for election. It is to be hoped the electorate of Prince Edward Island will prove true to themselves and not lose sight of this great and important work.  
Yours truly,  
UNA VOCE.  
Queen's County, March 31, 1886.

### The Fishery Question.

Mr. J. Windsor, of Petit Rochier, Gloucester Co., N. B., one of the most extensive packers and shippers of canned fish in the Dominion, was in Montreal a few days ago, en route home after spending several months in England, France and Germany. To a representative of the *Herald* who called upon him he said:—  
"The market for Canadian canned fish is better in Europe at present than it has been at the same time in the season for many years back, and the prospects are even better for an increase a little later on than I have ever seen them; prices are keeping well up on the whole. Shippers who look well after their trade in France may reasonably expect good returns. The salmon trade has declined, while the lobster line is on the increase and will continue to remain brisk as long as shippers here are able to meet the demand. It is a fact which is noticeable that these fish are becoming scarce. Ten years ago with a hundred traps more lobsters could be caught than can be now with a thousand. At that time one lobster would fill a can while now it takes five or six. There is every reason to believe that in ten years hence the supply of lobsters will be so short that the trade will be of no importance to Canadians from a commercial point of view."  
"How will the abrogation of the treaty of Washington affect the trade?"  
"It is bound to have a detrimental effect on fresh and pickled fish. Where we lately shipped largely to the States we shall be required to find a home market for our goods. I should like to see some kind of reciprocity in trade between Canada and the United States, and unless some arrangement is entered into by which we can send our goods there, as a matter of necessity there will be a falling off in trade and a consequent tumble in prices, until we find in Manitoba, Ontario and the Northwest a larger demand for our fish."  
"But how has the trade been since the treaty ended last year?"  
"There has not been any change. Although the treaty is at an end, it affects us in no way as the United States customs authorities as yet have not begun to impose duties upon our exports. This they have a perfect right to do, but for some reason they are not doing so."  
"How do you regard the coming season as far as the catch is concerned?"  
"It is impossible to say anything about the salmon catch as yet. Lobsters are not as easily taken and there is not so many of them, so the catch will be probably lighter than last year. In the way of cod I look to see a poor season. Robin & Co., having closed, they being the largest dealers along the gulf coast, will naturally affect the trade. There will be fewer to buy, and, of course, in this view there may be fewer to fish. If one half as many cod are taken this year as last in Canadian waters, I shall certainly be agreeably surprised."

### School Architecture.

A most valuable little work has just been issued under the auspices of the Ontario Department of Education. "School Architecture," as it is entitled, will fill a long felt want. Within less than a hundred and fifty pages it comprises an amount of practical information on the subject treated of that would be difficult to obtain without wide study in other books. Hints are given as to the selection of a suitable school site, which it is recommended should, wherever practicable, be on elevated ground, a knoll or gentle slope, that proper drainage should be secured; the conditions that should guide trustees in this work are set forth, the outbuildings that should always form part of the school surroundings are enumerated, the location of the well so as to avoid contamination is treated of at length and explained by diagrams, as is also the laying out and planting with trees—a compulsory condition in Ontario—of the school grounds. Illustrations are given of school buildings suitable for every community, from the country district to the city, with profiles and floor plans; the laws of ventilation are set forth and illustrated by diagrams, heating and lighting are explained, and rules given for the seating of the scholars. In fact there does not seem to be anything omitted for the guidance of those on whom falls the duty of providing school accommodation for the rising generation, and the results of the publication should be seen hereafter in greatly improved school buildings and school surroundings throughout the province.—*Montreal Gazette.*

### Showing Their Heels.

(Special Despatch to the Halifax Chronicle.)  
YARMOUTH, March 30.—The steamer *Landowne* returned to Pubnico yesterday afternoon. There were two American vessels in the harbor and two outside when she made her appearance. They promptly hoisted sail and got outside, Captain Scott seeming satisfied with giving them a good scaring. They were waiting to fill up their crews. A schooner from Gloucester with an Argyle captain, was in Argyle harbor on Friday, when the cruiser came along and ordered her out. She went. At present the American vessels are only coming into our ports for crews, and Capt Scott seems to think driving them off, without making any seizures, is sufficient. Had he proceeded to harsher measures, seven schooners could have already been seized without any difficulty. The uncertainty as to when the cruiser may drop into any of the ports is causing the Americans hovering on the coast to move off. The residents of the fishing villages are delighted to see the foreigners being run out, although they master and man the vessels. The fact is the captains and crews who hail from the provinces regard the absence of a treaty as a great blow to their business. It is the New England owners and outfitters who are really opposed to the treaty.