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ON AND AFTER MONDAY, JUNE 3rd, 1889, Trains will run as follows:—

**TRAINS FOR THE WEST.**

| STATIONS.              | Express    | Accom.     | Accom.     |
|------------------------|------------|------------|------------|
| Charlottetown.....dp   | A. M. 6 00 | A. M. 8 45 | P. M. 3 39 |
| Royalton Junction..... | 6 14       | 9 17       | 3 49       |
| North Wiltshire.....   | 6 48       | 10 02      | 4 58       |
| Hunter River.....      | 6 58       | 10 15      | 4 51       |
| Bradabane.....         | 7 23       | 10 48      | 5 26       |
| Emerald Junction.....  | 7 39       | 10 56      | 5 49       |
| Freetown.....          | 7 49       | 11 10      | 5 55       |
| Kensington.....        | 7 51       | 11 29      | 6 17       |
| Summerside.....        | 8 15       | 12 00      | 6 50       |
| Miscouche.....         | 8 39       | 1 01       |            |
| Wellington.....        | 8 45       | 1 26       |            |
| Port Hill.....         | 9 05       | 1 52       |            |
| O'Leary.....           | 9 35       | 2 35       |            |
| Bloomfield.....        | 10 20      | 4 03       |            |
| Bloomfield.....        | 10 47      | 4 25       |            |
| Alberton.....          | 11 14      | 5 15       |            |
| Tignish.....           | 11 15      | 6 03       |            |
| Emerald Junc.....dp    |            |            | P. M. 5 45 |
| Cape Traverse.....at   |            |            | 6 35       |

**TRAINS FROM THE WEST.**

| STATIONS.              | Express    | Accom.     | Accom.     |
|------------------------|------------|------------|------------|
| Tignish.....dp         | P. M. 1 10 | A. M. 6 00 |            |
| Alberton.....          | 1 59       | 7 05       |            |
| Bloomfield.....        | 2 15       | 7 44       |            |
| O'Leary.....           | 2 32       | 8 10       |            |
| Port Hill.....         | 3 23       | 9 35       |            |
| Wellington.....        | 3 32       | 10 18      |            |
| Miscouche.....         | 4 11       | 10 44      |            |
| Summerside.....        | 4 56       | 11 05      |            |
| Kensington.....        | 5 17       | 12 31      | 6 48       |
| Freetown.....          | 5 30       | 12 50      | 7 10       |
| Emerald Junction.....  | 5 40       | 1 04       | 7 20       |
| Bradabane.....         | 5 47       | 1 12       | 7 27       |
| Hunter River.....      | 6 12       | 1 43       | 8 14       |
| North Wiltshire.....   | 6 22       | 1 51       | 8 29       |
| Royalton Junction..... | 6 56       | 2 41       | 9 14       |
| Charlottetown.....ar   | 7 10       | 3 02       | 9 35       |
| Cape Traverse.....dp   |            |            | A. M. 6 25 |
| Emerald Junc.....ar    |            |            | 7 15       |

**TRAINS FOR THE EAST.**

| STATIONS.               | Express    | Accom.     |            |
|-------------------------|------------|------------|------------|
| Charlottetown.....dp    | P. M. 3 15 | A. M. 6 30 |            |
| Royalton Junction.....  | 3 30       | 6 50       |            |
| Bedford.....            | 3 58       | 7 28       |            |
| St. Stewart Junc.....   | 4 25       | 8 05       |            |
| Morrell.....            | 4 30       | 8 29       |            |
| St. Peter's.....        | 4 50       | 9 04       |            |
| Bear River.....         | 5 55       | 10 27      |            |
| Souris.....             | 6 25       | 11 15      |            |
| Mt. Stewart Junc.....dp |            |            | P. M. 4 30 |
| Cardigan.....           | 5 28       | 9 38       |            |
| Georgetown.....ar       | 5 45       | 10 00      |            |

**TRAINS FROM THE EAST.**

| STATIONS.               | Express    | Accom.     |
|-------------------------|------------|------------|
| Georgetown.....dp       | A. M. 7 00 | P. M. 2 40 |
| Cardigan.....           | 7 17       | 3 03       |
| Mt. Stewart Junc.....ar | 8 10       | 4 15       |
| Souris.....             | 6 15       | 1 20       |
| Bear River.....         | 6 45       | 1 50       |
| St. Peter's.....        | 7 20       | 2 42       |
| Morrell.....            | 7 42       | 3 35       |
| Mt. Stewart Junc.....   | 8 10       | 4 20       |
| Mt. Stewart Junc.....dp | 8 15       | 4 40       |
| Bedford.....            | 8 40       | 5 17       |
| Royalton Junction.....  | 9 05       | 5 55       |
| Charlottetown.....ar    | 9 20       | 6 15       |

Trains are run by Eastern Standard Time.

**J. UNSWORTH,**  
Superintendent.

Railway Office, Charlottetown, May 27th, 1889—all prs 6i

Varia.

An interesting question has lately been decided as to whether a woman commits bigamy if she marries again in the honest and reasonable, although mistaken, belief that her husband is dead, having been considered by the whole bench of common law Judges. It appears that a Mrs. Tolson, who was married in September, 1880, was deserted by her husband in December, 1881. On inquiry being instituted she was led to believe that he was drowned in a vessel which went down, it was said, with all hands. Accordingly, in January, 1887, she married again, but in the following December her husband returned. She would have been secure from any charge had she waited seven years from his disappearance. Under the circumstances eight Judges held that she could not be convicted of bigamy. As Mr. Justice Cave put it, an act done under an honest and reasonable belief of its innocence is not criminal. To raise the defence within the seven years it must appear that the woman honestly and of reasonable grounds, believed that her first husband was dead. In Mr. Justice Grantham's opinion, to have contracted an illegal marriage was punishment enough. However, five of the Judges thought that there ought to be a conviction for bigamy. Mr. Justice Manisty remarked the ignorance of the law was no excuse if it turned out that the offence had been committed. Circumstances might make the sentence nominal, but that was a different thing from holding that there was no offence. Lord Coleridge said he had at first been of opinion that the conviction was right, but he found it impossible to answer the judgment of Mr. Justice Cave. It was with some reluctance that he thought the opinion of the majority of the Judges must prevail. Accordingly the decision was that under the circumstances no offence was committed.

It has been my custom to jot down what is said of us English people by foreigners whose opinions I have come across, and who, from their positions, are entitled to be listened to with respect. Here are the opinions of three Americans, Emerson (the brilliant transcendentalist), Washington Irving (the distinguished author and humorist), Cooper (the boys' own novelist), and the celebrated French statesman, Lamartine.

Cooper says: "The English are to be distinguished from the Americans by greater independence of personal habits. Not only the institutions, but the physical condition of our own country has a tendency to reduce us all to the same level of usage. The steamboats, the overgrown taverns, the speculative character of the enterprises, and the consequent disposition to do all things in common, aid the tendency of the system in bringing about such a result. In England a man dines by himself in a room filled with other hermits; he eats at his leisure, drinks his wine in silence, reads the paper by the hour, and in all things encourages his individuality and insists on his particular humors. The American is compelled to submit to a common rule: he eats when others eat, sleeps when others sleep; and he is lucky indeed if he can read a paper in a tavern without having a stranger looking over each shoulder.

Irving says: "I do not know a finer race of men than the English gentlemen. Instead of the softness and effeminacy which characterize the men of rank in other countries, they exhibit a union of elegance and strength, a robustness of frame and freshness of complexion, which I attribute to their living so much in the open air and pursuing so eagerly the invigorating recreations of the country.

Emerson's opinion of us is even more pronounced: "In the social world, an Englishman to-day has the best lot. He is a king in a plain coat. He goes with the most powerful protection, keeps the best company, and is armed by the best education, is seconded by wealth; and his English name and accidents are like a flourish of trumpets announcing him. This, with his quiet style of manners, gives him the power of a sovereign, without the inconveniences which belong to that rank. I much prefer the condition of an English gentleman of the better class to that of any potentate in Europe, whether for travel, or for opportunity of society, or for access to means of science or study, or for mere comfort and easy healthy relation to people at home.

And, again, the same writer says: "They (the English) have no fancy, and never are surprised into a covert or witty word, such as pleased the Athenians and Italians, and was convertible into a fable not long after; but they delight in strong earthy expressions, most mistakeable, coarsely true to the human body, and though spoken among princes, equally fit and welcome to the mob. This homeliness, veracity and plain style appear in the earliest extant works and in the latest. It imparts into songs and ballads the smell of the earth, the breath of the cattle, and like a Dutch painter, seeks a household charm, though by pails and pans. They ask their constitutional utility in verse. The kail and herring are never out of sight. The poet nimbly recovers himself from every sallies of the imagination. The English muse loves the farmyard, the lane and market. He says with De Stoll: 'I tramp in the mire with wooden shoes whenever they would force me into the clouds.' For the Englishman has accurate perceptions; takes hold of things by the right end, and there is no slipperiness in his grasp. He loves the axe, the spade, the gun, the gun, the steam-pipe; he has built the engine he uses. He is materialist, economical, mercantile. He must be treated with sincerity and reality,—with muffins and not the promise of muffins; and perfers his hot chop with perfect security and convenience

in the eating of it, to the chances of the amplest and Frenchiest bill of fare, engraved on embossed paper. When he is intellectual, and a poet, or a philosopher, he carries the same hard truth and the same keen machinery into the mental sphere. His mind must stand on a cloud. He will not be baffled or catch at facts, but the mind must have a symbol palpable and resisting. What he relishes in Dante is the vice-like tenacity with which he holds a mental image before the eyes, as if it were a scutcheon painted on a shield. Byron liked 'something craggy to break his mind upon.'

Lamartine is more from a literary point of view: "England after Germany, is in literature the only nation whose genius comes from the north without having passed through Greece or Rome. She has the superiority of originality. This originality has been a little discolored by the Bible in Milton and by the Latinity of Horace in Pope, the English Horace. But her veritable giant Shakespeare, was born like Anteus, from himself and from the soil. He has impregnated the Anglo-Saxon literary genius with a northern sap, savage, potent, which it can never lose. The free institutions of this nation and her compulsory naval situation have given to her incontestable genius the multiple character of her aptitudes. He has need to compensate the pettiness of her territory by an immense and strong personality. The citizen of Great Britain is a patriarch in his home, a poet in his forests, an orator in his public places, a merchant at his counter, a hero in his navy, a cosmopolite on the soil of his colonies, but a cosmopolite carrying with him to every continent his indeleible individuality. In the ancient races there are none to resemble him. One cannot define him, in politics or in literature, but by his name the Englishman is an Englishman.

**Boston Letter.**

BOSTON, Mass., May 29, 1889.

Somewhere the refrain of an old song went this wise:

"And so we went away  
All on the Queen's Birthday."  
and that was the case with the living freight on the good ship Carroll, on her second trip to Charlottetown, in this year of grace, 1889.

Some regard steaming over the boiling waters of the sea rather a "sickening" occupation, but that is too personal an affair to make a note of. Indeed, there was no chance for the remark. We had few passengers, and those (probably acquired in Boston) all of "steady habits." Mr. Van Reed and his amiable sister, were part of the number that went, and so far as good company was concerned, the Carroll held her own. The passage (though sometimes a little bore-ean) was a tourist's delight—sufficient roll to make the steady process a pleasure, and sufficient homology, as Major Massett used to say, to permit a good supply of that sort of laughing that tradition credits with tattering properties. What I knew before, and what I found true on this trip, was that the officers of the Carroll are (if you are admitted to their little smoking conferences) all of them "jolly good fellows."

There appears to be some change in the starting programme of this Company, and as the Halifax has fallen into line, the expectation of many summer travellers to obtain "cut rates" for their outings, will not find their hoped-for realization worth a cent.

Either the Worcester or the Carroll will, this summer, leave Boston on Wednesday instead of Saturday for Halifax, Port Hawkesbury, Pictou and Charlottetown, while the Halifax takes the Saturday turn, but only between Boston and Halifax.

When we reached Halifax we had a few hours to wait, so Mr. Van Reed and your correspondent determined to "do the Citadel"; it seemed an uneventful affair, but according to (was it Lamartine?) as the unexpected always happens, there was no exception here. We asked on our way for the most direct street. We were told it was the next we came to. We turned up it. When about one-third through it, I suddenly said: "Excuse me, Mr. Van Reed, but I have to go in here." We halted, and I faced the buildings. Then I saw it was a cobbler's shop of not very inviting appearance. Then I looked at a little writing on a dirty pane of glass, and saw there the once familiar name of "Pidwell," the shoemaker in long years ago of Charlottetown. I said to Mr. Van Reed, "Let's go in." We went in. On a cobbler's bench sat an elderly, grey-haired man. My first question was: "Are you related to the Pidwells, formerly of P. E. Island?" He said, "I am." "I want," I said, "to enquire after a lad I got through in the Sylvanus from England, a vessel owned by one Hooper. He was friendless, and would have been left but for me. Is he alive, and if so, where is he?" "Right on this bench. I am that boy."

Arrived at the Citadel, I interviewed Col Noyes to get an inside view, but I found that deterrent orders were in force, and as the General was away, and no one else could give a permit, we made the circuit outside, but that view all round (so fine was the weather) was worth all it cost us in muscular exertion to get there, and we enjoyed it accordingly.  
Passing through Granville Street (in Wm. Gossip's window) we were attracted by a very interesting oil painting, entitled "Who Goes There?" and, on closer inspection, we found it was one of those clever pieces that distinguish our friend, Robert Harris. Inside, I learned that it was valued at \$60, and was for sale, but that it is very probable that the painter's wish to donate it to the Church of England Institute, if Halifax would realize itself.  
Our trip from Halifax was simply what is known as "O. K. all through," and as Boston had not changed her whereabouts since we were last there, we crawled in un-

obstructed to Lewis' wharf. I attended to some Boston visiting and "looking round," and then transferred myself, "bag and baggage," to the S. S. Spartan from Philadelphia. The Spartan is a specially interesting boat, and as I have the "bridal chamber" assigned me, and the colored servants are obsequiously attentive, I ought to have a good time on to the City of Brotherly Love, a less than two days' journey, to begin this afternoon at 3 p. m. The Carroll will leave at noon, and so I will close this and pay her a good-by visit.

C. B. B.

**Glasgow and London Insurance Company.**

"Mr. D. Marshall Lang, General Manager of the Glasgow and London, has been in Montreal for some days, and announces radical changes in the Canadian Management. Mr. Stewart Browne, late Manager, has resigned, and Messrs. J. T. Vincent and R. Freygang have been appointed joint managers for the Dominion. A change has also been made in the Toronto office, Mr. Hugh Browne having been replaced. It is an open secret that Mr. Stewart Browne was the cause of some trouble in the Underwriters Association. Mr. Marshall Lang has commendably determined that the Glasgow and London shall henceforth act loyally with the Association in all matters."

The above is clipped from an insurance journal of Montreal, from which it would appear that the Insurance companies are determined not to permit their agents to violate their tariff arrangements under any pretence whatever.

**What a (Story)!**

For Neuralgia, a novel cure—which we hardly believe if true, will ever become popular—is vouchered for, it is said, by a correspondent of the New York Sun. An Irish girl in Paterson, N. J., had suffered with neuralgia of the head and face until almost frantic with pain; actually beating the wall with her head to cause insensibility. Her employer having heard that a Dr. Perc had cured rheumatism by the sting of a wasp, asked the girl if she would try it. With courage born of despair, she exclaimed: "Any other torture would be a pleasure beside this." A yellow wasp was obtained, and vexed into stinging her face. Within a few moments the pain ceased, the girl fell asleep, and strange to say, never again had an attack of neuralgia. Well, we don't blame her. The remedy was probably too heroic for a second dose. A learned specialist when told this yarn remarked, "The pain may have stopped temporarily, but it could only have been temporary." Continued he, "it is a fact that a sudden shock to inflamed and painful nerves will stop pain," but the remedy is worse than the disease, as many unthinking people in after years find out, who apply fiery and dangerous compounds externally to stop Neuralgia and Rheumatism. They only continue to shock the nervous system, ignorant of the fact that, as in the morphia of alcohol habit their mental and moral nature is thus being gradually destroyed. "Make haste slowly, if you expect to cure any nerve disease" was the advice to a lady by a friend who had been cured of chronic Neuralgia by using for some time Johnson's Anodyne Liniment inhaled, taken internally, and applied externally, as advised in the wrapper around every bottle. Neuralgia is a fever or inflammation of the nerves, and only by degrees can any inflammation be cured; and then only by an anodyne treatment. Old Dr. Johnson had this in mind when he devised his Anodyne Liniment; a remedy now known to nearly every one, as it deserves to be. Surely a medicine without real merit could not have survived for eighty years as this one has done. j l wyl dy 6 i

**A NOVEL GRAVESTONE.**—The Moncton Times says: A marble block erected in the rural cemetery, near the entrance, a short time ago is exciting some comment. On the block is the carved representation of a dog, with the words underneath, "Faithful watch, oh, my mother." The stone was erected by a resident of Moncton for his wife, who died in St. John last winter. It is said the matter has been reported to the directors of the cemetery.

**DEPTHERIA'S RAVAGES.**—A St. John's, Newfld., paper says: The doctor's report of diphtheria cases for the week ending May 17th is as follows:—new cases, 53; deaths, 7; deaths of cases previously reported, 4; cases now under treatment, 59. For the week ending May 20th: New cases, 69; deaths, 4; deaths of cases previously reported, 5; cases now under treatment, 51.

**THE MOSQUITO CROP.**—The mosquitoes are reported to be a great pest in some of the country districts of New Brunswick this Spring. It is said that a number of the Italians working on the Short Line, near Oxford, recently had to quit work on account of insects, rising from the low grounds in the vicinity.

**O'CONNOR WINS.** In the regatta at Seattle, Washington Territory, on the 30th, O'Connor won easily by six lengths, Haam second, Peterson third, Lee far in the rear of the third man. O'Connor played with the rest almost over the whole course.

The entering wedge of a complaint that may prove fatal is often a slight cold, which a dose or two of Ayer's Cherry Pectoral might have cured at the commencement. It would be well, therefore to keep this remedy within reach at all times.

**THE MIRIMICHI.**—The steamer Mirimichi arrived here from Montreal yesterday afternoon, at 4.30 o'clock. She had a general cargo for this port. She left again at midnight, with a cargo of oats and other merchandise.

**THE M. A. STARR.**—The steamer M. A. Starr left here for Halifax, at nine o'clock last evening. Her cargo consisted of pork, lobsters and sundries.

The best and surest dye to color the beard brown or black, as may be desired, is Buckinghan's Dye for the Whiskers. It never fails.

Try the "Old London" Apple Cider.—J. Joy, Water Street, Ch'town. 3m—feb 23