

# The Daily Examiner.

TERMS:—FIVE DOLLARS A YEAR.

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NEW SERIES.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, WEDNESDAY, OCTOBER 22, 1884.

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### ALMANAC FOR OCTOBER, 1884.

MOON'S CHANGES.  
Full Moon, 4th day, 5h. 47.5m. p. m.  
Last Quarter 11th day, 10h. 16.7m. a. m.  
New Moon 18th day, 5h. 18.9m. p. m.  
First Quarter, 27th day, 0h. 41.9m. a. m.

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

## THE RAILWAY TIME TABLE.

(Charlottetown Time.)

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

## CONSIGNMENTS SOLICITED.

**R. O'DWYER,**  
Commission and General Merchant  
FOR SALE OF P. E. I. PRODUCE.  
289 WATER STREET,  
St. John's Newfoundland.

In connection with the above is Captain  
English, who is well known in P. E. Island,  
who will take special charge of all consign-  
ments, and will also attend to the chartering  
of vessels for the carrying trade of P. E. I.  
The firm is one of the oldest and most reli-  
able in Newfoundland. Returns guaranteed  
to be prompt and satisfactory. Parties wish-  
ing to procure Labrador Herring should send  
their orders in time.  
Sept. 6, 1884.—till 31st Dec. '84.

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

Old, Successful, Trustworthy,  
**PURELY MUTUAL,**  
No Stockholders, Dividends Annually.  
**ORGANIZED 1845.**  
NEW YORK  
**LIFE INSURANCE CO.**  
Cash Assets over \$55,000,000.  
**McLEAN & MARTIN,**  
Agents for P. E. Island.  
Ch'town, Aug 27—2m 2aw wklly

**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.  
Money to Loan.  
W. W. SULLIVAN, Q. C. | CHESTER B. MACNEILL  
Jan. 16, '83.

**WEST & RENDELL,**  
Commission Merchants,  
St. John's, Newfoundland.  
Consignments solicited. Liberal advances  
made.  
July 25, 1884.—2aw 4m

**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.

**APPLES, APPLES, APPLES.**  
**CHARLES DONALD & CO.,**  
79 Queen St., London, E. C.  
Will be glad to correspond with Apple Grow-  
ers, Merchants and Shippers, with a  
view to Autumn and Spring  
business.  
They will also give the usual facilities to  
customers requiring advances. augl

**Piano Tuning & Repairing**  
MR. VINNICOMBE begs to inform the  
musical public that he is now prepared  
to take in Pianos for repair. Pianos recapped  
with neatness, defective sound boards re-  
newed, keys tightened, actions regulated;—in  
fact, the whole construction renovated. Cab-  
inet Organs repaired. Church Organs voiced  
and tuned. Having received a large stock of  
Piano Fitting, Wire, etc., from the celebrated  
Emerson Piano Manufacturers, with nearly  
twenty years experience in that business, and  
under the patronage of Government House,  
the Convents, and the leading musical families  
on the Island, feels sure of giving universal  
satisfaction.  
Terms—Cash when work is done.  
Office—C. P. Fletcher's New Music Store.  
Ch'town, May 21—wca

**BUY AND READ THE DAILY EX-  
AMINER,** for the latest local and  
foreign news  
**MONCTON**  
Sash and Door Factory.  
MR. P. LEA, in returning thanks to the  
public for the liberal patronage extended  
to him while in business in Charlottetown,  
begs leave to inform his old customers and  
the public generally, that he, in company  
with Mr. William Rogers, has appointed  
**Messrs. B. Williams & Co.**  
Lumber and Coal Dealers, Pownall Wharf,  
Charlottetown, our agents, who will keep  
constantly on hand a full supply of Mould-  
ings, Window Sashes, Doors, etc., at  
**LOWEST CASH PRICES.**  
All orders entrusted to them will receive  
prompt attention.  
**LEA & ROGERS,**  
Moncton, N. B.  
Sept. 5, 82.—2aw wly

**Fall and Winter Goods.**  
The London House Ready-Made Department is showing a Large Stock of  
MEN'S OVERCOATS, BOYS' OVERCOATS,  
" ULSTERS, " ULSTERS,  
" REEFING JACKETS. " ULSTERS,  
" ULSTERS,  
" ASTRACAN JACKETS.  
LADIES' CLOTH ULSTERS. " FUR CAPS AND MITTS.  
" ASTRACAN JACKETS.  
LADIES' CLOTH SACQUES.  
" FUR CAPS AND MITTS.  
Men and Boys' WOOL UNDERCLOTHING, all Qualities and Prices.  
Flannel Shirts, Men's Knit Top Shirts, Cardigan Jackets, Ladies' Fur-lined Circulars,  
LADIES' CLOTH ULSTERS. " FUR CAPS AND MITTS.  
" ASTRACAN JACKETS.  
A LARGE STOCK OF BLANKETS,  
MEN'S FUR COATS, COON, BUFFALO AND DOG.  
BUFFALO ROBES, JAPANESE AND WOLF ROBES,  
HORSE RUGS, RAILWAY WRAPPERS, &c., &c.  
WE INVITE ATTENTION TO THE ABOVE, AS THEY ARE MARKED LOW FOR CASH.  
**GEO. DAVIES & CO.**  
Charlottetown, Oct. 16, 1884.

**NEW FALL GOODS.**  
100 Cases and Bales now open and more to follow.

**J. B. Macdonald has Opened a Great  
Portion of his Fall & Winter Stock.**  
AN IMMENSE VARIETY OF CLOTHS IN  
LADIES' GENTLEMEN'S WEAR,  
LADIES DRESS MATERIAL in all the newest fabrics,  
VELVETEENS & SILK VELVETS,  
CASHMERE & FRENCH MERINOES,  
LADIES MANTLES & SHAWLS,  
FRINGES, GIMPS & MANTLE ORNAMENTS.  
CLOTHING DEPARTMENT.  
500 OVERCOATS, 200 REEFING JACKETS,  
200 MEN'S SUITS in Worsted and Tweed,  
200 doz. SUITS MEN'S UNDER CLOTHING, from 75 cents a suit upward.

**HATS & CAPS IN GREAT VARIETY AT LOW PRICES.**  
20 bales of COTTON WARP.  
150 chests FINE CONGOU TEA.  
Inspection Solicited, and the Lowest Possible Prices for Goods at  
**J. B. MACDONALD'S.**  
Ch'town, Sept. 18, 1884.—2aw wklly.

**NOTICE.**  
**MORE ROOM. MORE GOODS.**  
**LOWER PRICES!**  
As my Store has been greatly enlarged, my importations have been greatly  
increased, thus enabling me to show a very much better assortment of  
Goods than usual.  
Every Department is well filled with Choice NEW GOODS, imported  
direct from the English Markets. And, as I am bound to sustain my past  
reputation for selling Cheap Goods, those who patronize me will find my  
Prices Low.  
**Quality Good. Assortment Large.**  
CALL AND SEE US,  
**L. E. PROWSE,**  
Sign of the Big Hat, 74 Queen Street.  
Ch'town, Sept. 26, 1884.—sed wklly

The Conformation of the Horse.  
At a recent meeting of the Norfolk and  
Eastern Counties Veterinary Association,  
Captain Hayes, M. R. C. V. S., New-  
market, read a paper on "The Conforma-  
tion of the Horse," which is reported in  
the *Veterinary Journal* as follows:  
It has doubtless often struck you as  
being strangely anomalous that men who  
know nothing about the anatomy of the  
horse, should, as a rule, be chosen as  
judges of the make and shape of the animal  
at the various public shows. The absurdity  
of the thing appears, at first glance, to be  
so glaring that we might be tempted to  
compare the so-called practical horseman,  
who lays down the law as to conformation,  
merely from his knowledge of the exterior  
of the animal, to a person who thought  
himself fully qualified to decide on the  
value of a watch, although he knew nothing  
of its internal mechanism. There is, how-  
ever, a great deal to be said on both sides;  
for acquaintance with equine anatomy  
alone is not sufficient to instruct the  
student in the subject in question, while  
we must go somewhat beyond its domain  
and that of practical experience in order  
to formulate the laws of conformation.  
The points of the horse may be broadly  
divided into those coming under the follow-  
ing headings, viz:—1, beauty; 2, strength;  
3, speed; 4, wind.

BEAUTY.  
The subject of good looks may soon be  
dismissed, for its canons are well under-  
stood. I must say that however undesirable  
a Roman nose and coffin-shaped  
forefront may be, still an unusually  
small and pretty head is not unfrequently  
united with a jady disposition, as in the  
case of that unreliable racehorse, the  
Prince. The neck, as we know, should  
run into the head by means of a curve,  
which gives the part the beautiful setting-  
out that we admire so much in the Game  
cock.  
As regards color, I need only remark on  
the not unreasonable prejudice against  
mealy chestnuts and washy-browns, espe-  
cially when the color becomes lighter under  
the abdomen and on the insides of the  
limbs.  
COLOUR.  
We know that as a rule, a high degree of  
speed, whether in horse or man, is unat-  
tainable without length of stride; in other  
words, the successful springer or speedy  
racehorse must have long muscles. Ex-  
ceptional strength, on the other hand, is  
obtained by thick muscles, which are  
usually short. Comparative anatomy  
affords us a striking proof of the fact that  
quickness of movement must be obtained by  
length of muscle; for, as remarked by Pro-  
fessor Marey, of the College of France,  
birds that move their wings very rapidly  
have long sternums and, consequently, long  
pectoral muscles; while birds, like the al-  
batross or eagle, that have an enormous  
expanse of wing, and are, on that  
account, obliged to move their  
pinions slowly, though with great force,  
have very short sternums, the keels of which  
are very deep, for the attachment of the  
short, thick pectoral muscles. We may  
therefore assume that for speed, the muscles  
of locomotion in the horse should be as  
long as possible, while, if their length be  
granted, they cannot well be too thick; for  
even in the racehorse strength is an essen-  
tial condition for staying and carrying  
weight. The possession of a fairly long  
neck is an imperative condition for the  
attainment of speed and staying power.  
One of the most important points to be  
looked for in the racehorse is length of  
pelvis. This point is generally over-looked  
by unqualified judges as they are specially  
ignorant about anatomy of this portion of  
the horse's system. As that all-important  
muscle of inspiration, the diaphragm, is  
attached to the distal ends of the last 12  
ribs, or to their cartilages, we naturally  
look for the "back" ribs to be long, strong,  
and well arched, so that this muscle may  
be of large extent and firmly supported by  
its attachment.  
Now, let us take the hind extremity. In  
it we find that one of the chief levers which  
move the body forward is formed by the  
bones of the limb from the point of the  
hock downwards. When the hind toe is  
applied to the ground as a fulcrum, the  
power is furnished by the contraction of  
the muscles whose tendons go the point of  
the hock; while the tibia is the weight  
moved onward. Here we have a lever of  
the second order, and, consequently, the  
shorter the distance between the weight  
and the fulcrum, or, in other words, the  
shorter the hind cannon bone, the greater  
will be the mechanical advantage at which  
the gastrocnemii muscles will work. In the  
fore limb, the bones below the knee serve  
as a lever for the flexors of that joint.  
These muscles are the power, the radius is  
the fulcrum, and the pressure of the foot  
on the ground is the weight to be moved.  
Here we have a lever of the third order,  
and, consequently, the shorter the cannon  
bone, the greater will be the advantage at  
which the muscles will act.  
Heres required for fast work should  
have the pasterns of the fore legs moder-  
ately long and fairly sloped, in order to  
obviate the risk of sprain to the suspensory  
ligament, and of concussion to the bones  
and fetlock joints. In fact, the harder the  
ground, and the faster the pace, the more  
imperative is the necessity for sloping pas-  
terns, which, however, are a disadvantage  
when strength is the desideratum. As the  
chief office of the fore-limb is to act as  
weight-bearers, while that of the hind  
extremities is to serve as propellers, we find  
that in the true shaped horse the hind pas-  
terns are more upright than the fore.  
Among horses that work unshod, it will be  
found that the slope of the hind hoof at  
the toe will be about 60 deg., while that of  
the fore-foot will be about 50 deg. These  
land facts should be borne in mind by shoeing  
smiths, so that, by an improper method of  
shoeing, they may not force the hind limbs  
to work at a mechanical disadvantage. Long

sloping shoulders are desired in all classes,  
except the heavy cart-horse, which requires  
a more upright and massive conformation  
to work well against the collar. The back,  
also requires that part to be oblique; for  
the more sloping it is, the less weight will  
be in front of the foot on its coming to  
the ground, and the greater tendency will  
the animal have to bring his heel first  
down and not his toe. I may remark, in  
passing, that if the heel touches the ground  
first the horse is almost certain not to  
stumble. Although the shoulder is not re-  
garded as a very important point in the  
racehorse by many owners and trainers,  
still, nearly all the best racers, as for in-  
stance, St. Simon, have good shoulders.  
The saddle-horse, as the old saying ex-  
presses it, should be short above and long  
below. In other words, his back should  
be comparatively short; while his sloping  
shoulders and long pelvis should enable  
him to cover a considerable distance of  
ground. The light harness-horse and  
lady's horse may have more length of  
back.  
For horses that are used at fast paces,  
the transverse section of the chest should  
be a decided oval, so that the increase of  
capacity during inspiration may be as great  
as possible.  
The points of conformation in which the  
heavy cart-horse differs from the light  
saddle animal are that his shoulders should  
be more upright and massive chest broader,  
pasterns shorter and straighter; while his  
muscles of locomotion should be distin-  
guished by their thickness rather than by  
their length; and, consequently, the bones  
of his limbs will be thicker and stronger.

**Wheat and the English Farmer**  
The English farmer this year has had a  
good crop of wheat; indeed grain of every  
kind, and his wheat at the present is only  
worth four shillings, or a dollar a bushel.  
For four or five years past, there have been  
poor crops, and during these five years the  
British agriculturist bitterly complained of  
a minimum production, and now that there  
is a good crop and plenty of wheat, prices  
won't pay, and farmers are crying out,  
"What is to be done?" A number of  
farmers have concluded to feed all their  
wheat to pigs and cattle, instead of barley,  
corn and linseed cakes; and a correspond-  
ent of the *Agricultural Gazette* says:  
"Considering the wonderfully low prices  
now prevailing of all descriptions of corn,  
especially wheat, I cannot help thinking  
that much saving might be effected this  
winter by purchasing less cake for the stock  
in the yards, and grinding up the corn for  
them in its place. I should much like to  
know how such a plan is likely to succeed,  
or whether the risks of causing disorders  
among the stock are such as to counter-  
balance the saving that might otherwise be  
effected. What is the safest way of giving  
wheat as food? I have about a dozen  
heifers which I intend for stall-feeding;  
about the same number of calves born last  
spring, the same number of yearlings, and  
some 300 sheep and lambs. Is there no  
way in which I could use my barley and  
wheat amongst these animals with greater  
saving to my pocket (as prices are at pre-  
sent) than by selling the grain and buying  
cake?"

Of course in the long run the problem  
will solve itself by farmers all over the  
wheat growing area of the world growing  
less of this cereal. Wheat in England can-  
not be grown to pay short of five shillings a  
bushel when rent and labor is considered.  
When wheat is sold for four shillings, the  
farmer loses a shilling a bushel. So in the  
wheat growing districts of this country, a  
bushel of wheat at an average crop cannot  
be profitably raised short of a minimum  
price of \$1.00. The remedy will be found  
in a mixed husbandry, with, of course,  
adaptation to certain districts.

**Delightful Liberality.**  
"Speaking more seriously, to what a  
pitch of Pharisaic fanaticism and of factious  
hate have we come when a suggestion to  
found a chair in a university in honor of  
one whom the country has recognized as  
its leading statesman for a generation  
should be greeted only with vulgar insul-  
ence directed against both statesman and  
university."  
So spake Principal Grant, of Queen's  
University, Kingston, in an address lately  
delivered. The friends of Sir John Mac-  
donald have proposed to found a chair in  
the University, and in honor of the Pre-  
mier's fortieth anniversary of his public  
life to call it after his name. Thereupon  
with the bitterness and most unreasoning  
hate the *Globe* sets itself to oppose the  
movement.

To what a pitch of partisanship have we  
come when on the one hand a university is  
to be attacked because it is proposed to  
endow a chair in it to bear the name of the  
premier of Canada, while on the other the  
Governor-General is to be berated because  
he mentioned the name of the High Com-  
missioner of the Dominion!—*St. John Sun.*

The use of the lead in foggy weather  
sailing along the coast is indispensable, and  
this every shipmaster will admit when  
questioned; but in most cases when vessels  
are stranded there is no report of their  
having sounded previously. The standing  
excuse is that the sun had not been seen,  
and for want of an observation the disaster  
occurred. Now (says the *Boston Traveller*)  
our coast has been surveyed, and the  
soundings are numerous and clearly marked  
on the charts, so that a vessel using the  
lead can have little difficulty in keeping  
a float with a heading wind. It is common  
for vessels to sound their way through the  
English channel in foggy weather without a  
glimpse of the land on either side. An  
English frigate, which had not seen the  
land since leaving the Sands Head, below  
Calcutta, anchored at the Motherbank,  
having sounded her way up the English  
channel.