

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, TUESDAY, JUNE 12, 1883.

VOL. 13.—NO. 19.

THE DAILY EXAMINER
IS ISSUED EVERY EVENING,
BY THE EXAMINER PUBLISHING COMPANY,
FROM THEIR OFFICE, CORNER OF WATER
AND GREAT GEORGE STREETS,
Charlottetown, P. E. Island.

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Three Months, 1 25
One Month, 0 50

Advertising at most moderate rates.
Contracts may be made for monthly,
quarterly, half-yearly or yearly advertise-
ments, on application.

ALMANAC FOR JUNE, 1883.

MOON'S CHANGES.
First Quarter, 12th day, 10h. 29m. a. m.
Full Moon, 20th day, 0h. 19m. p. m.
Last Quarter, 27th day, 3h. 25m. a. m.

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

ARCHIBALD M NEIL & FORBES
SHIPPING AND
COMMISSION MERCHANTS,
44 SOUTH STREET, NEW YORK.

Cash advanced on consignments of Island
produce. Agency for canned goods solicited
New York. Apply to

C. H. McNEILL,
AGENT.
Charlottetown, April 28, 1883.

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.

McLEOD & MORSON
Barristers & Attorneys-at-Law,
SOLICITORS, NOTARIES PUBLIC, ETC.

OFFICES:
Deform Club Committee Rooms, Opposite Post
Office, Charlottetown, P. E. Island,
Merchants' Bank of Halifax Building, Sum-
merside, P. E. Island.

MONEY TO LOAN, on good security, at
moderate interest.
W. A. O. MORSON.
Nov. 24, '82.—pres her

JOHN MACEACHERN,
(Late of Italian Warehouse)
AGENT FOR

Royal Fire Insurance Company, of
England,
London & Lancashire Fire Insurance
Company, of England,

City of London Fire Insurance Co.
of England,
HAS REMOVED
His Office to his New Building,
St. Queen and King Sts.—Up Stairs.

Bank of Nova Scotia.
ESTABLISHED 1832,
Paid up Capital . . . \$1,000,000
Reserve Fund . . . 325,000

An Agency of this Bank will be opened on
Monday next, 19th inst., in the building
previously occupied by the Bank of Prince Edward
Island, under the management of the under-
signed.

Deposits will be received on interest, and
current account.
Drafts granted on the various Agencies and
correspondents of the Bank.
Sterling and other Exchange bought and
sold, and general banking business transacted.
D. C. CHALMERS,
Agent.

Charlottetown, June 17, 1882.—M

L. ARTHUR & CO.,
GENERAL
Commission Merchants,
121 ATLANTIC AVENUE,
(ROSS MARKET)
BOSTON, MASS.

Eggs and Produce a Specialty.
April 26, 1883.—wky tf

INSURANCE OFFICE.

Queen Insurance Company,
OF ENGLAND.

CAPITAL, TEN MILLION DOLLARS.
Lancashire Insurance Company

CAPITAL, FIFTEEN MILLION DOLLARS
Insurance effected on all kinds of property
at current rates. Losses settled promptly
and equitably.

DESBRISAY & ANGUS,
General Agents,
Office—South Side Queen Square,
Charlottetown, Sept. 15, 1882.

Notice of Removal.

MRS. MACLEAN desires to inform the
ladies of Charlottetown that she has
removed to Queen Street, next door to W. F.
Carter's Confectionery Store, where she
hopes to secure a continuance of the patron-
age so liberally bestowed in her former
place of business. Also, that she has added
Millinery to her stock, and has on hand all
the newest shapes in Hats and Bonnets,
Flowers, Feathers, etc., just opened. Also
Laces in Black, Brown, Cream and White
New Buttons, New Frillings, Tubular Braids
Ruckles, Causasses, etc., etc. New Fancy
Work expected soon. Hats and Bonnets made
and trimmed to order.

May 11.—5w eod

BOSTON STEAMERS.

STEAMERS:
Carroll, 879 tons, Capt. Brown,
Worcester, 865 tons, Capt. Blaukenship

ONE of the above FIRST-CLASS STEAM-
ERS will leave

Charlottetown for Boston
EVERY

THURSDAY AFTERNOON, AT 5 P. M.

PASSENGERS will find this the Cheapest
and most pleasant trip to Boston. Accommo-
dations on both steamers are splendid.

CARVELL BROS.,
AGENTS.
Charlottetown, May 17, 1883.—pat her sj

P. E. ISLAND
Steam Navigation Co'y.

STEAMERS ST. LAWRENCE AND
PRINCESS OF WALES.

SUMMER ARRANGEMENT,
Commencing Wednesday, 16th May, 1883.

NOVA SCOTIA.

Leave Charlottetown for Pictou Landing
every Monday, Wednesday, Thursday and
Saturday mornings, at 7 o'clock, connecting
there with the Train for Halifax. Returning to
Charlottetown on Monday, Wednesday Friday
and Saturday, about 2 p. m., on arrival of
Train from Halifax.

Leave Pictou Landing for Georgetown on
Thursday, on arrival of train at 2 p. m.
Leave Georgetown for Pictou Landing
every Friday morning, at 5 a. m.

**NEW BRUNSWICK, CANADA AND THE
UNITED STATES.**

Leave Summerside every day (Sunday
excepted) on arrival of Train from Char-
lottetown, connecting at Shediac with
Trains for each of the above named places;
and at St. John, with steamers of the Interna-
tional Company and Railway for Portland and
Boston. Also leave Charlottetown for Sum-
merside every Monday morning at 1 o'clock.
Returning, leave Shediac every day (Sundays
excepted) on arrival of day train from St.
John, for Summerside, connecting there with
Train for Charlottetown. Also leave Sum-
merside for Charlottetown every Saturday
evening, about 5 o'clock.

By order,
F. W. HALES,
Charlottetown, May 15, 1883. Secretary.

PARSONS' PURGATIVE PILLS
MAKE NEW RICH BLOOD,
And will completely change the blood in the entire system in three months. Any per-
son who will take 1 Pill each night from 1 to 12 weeks, may be restored to sound
health, if such a thing be possible. For curing Female Complaints these Pills have no
equal. Physicians use them in their practice. Sold everywhere, or sent by mail for
eight letter-stamps. Send for circular. I. S. JOHNSON & CO., BOSTON, MASS.

DIPHTHERIA
GROUP, ASTHMA, BRONCHITIS.
JOHNSON'S ANODYNE LINIMENT will instan-
taneously relieve these terrible diseases, and will positively
cure nine cases out of ten. Information that will save
many lives sent free by mail. Don't delay a moment.
Prevention is better than cure.

JOHNSON'S ANODYNE LINIMENT (For Internal and Ex-
ternal Use). CURES
Chronic Rheumatism, Chronic Diarrhoea, Chronic Dysentery, Cholera Morbus, Kidney Troubles, Diseases of the
Spine and Lame Back. Sold everywhere. Send for pamphlet to I. S. JOHNSON & CO., BOSTON, MASS.

An English Veterinary Surgeon and Chemist,
now traveling in this country, says that most
of the Horse and Cattle Powders sold here
are worthless trash. He says that Sheridan's
Condition Powders are absolutely pure and
immensely valuable. Nothing on earth will make hens lay like Sheridan's Condition Powders. Do not tempt
to 1 pint food. Sold everywhere, or sent by mail for 8 letter-stamps. I. S. JOHNSON & CO., BOSTON, MASS.

MAKE HENS LAY

SIGN OF THE "PLOWMAN,"
52 QUEEN STREET.

THE undersigned beg to inform the Farmers of P. E. Island that they have leased that
commodious store, and intend devoting their attention to the Agency for the celebrated
firm of Patterson & Bro. (of Patterson & Whitty), Ontario, manufacturers of all kinds of
Agricultural Implements, which are so well known on the Island, and have given such satisfac-
tion, that they require no puffing. We would respectfully ask intending purchasers to
inspect our stock of

**Mowers, Reapers, Rakes, Plows, Spring Tooth Cultivators
and Harrows, Hay and Straw Cutters, and the
Raymond Grain Grider,**

which is just the article for Stock Feeders. Give us a call, as we are anxious to meet your
requirements and bound to give you satisfaction, or no sale.

DOVER & ROBERTSON.
Charlottetown, May 26.—3m eod

British Warehouse.

To the Wholesale and Retail Trade.

W. & A. BROWN & CO.

HAVE now opened the completion of their large stock of SPRING AND
SUMMER

DRY GOODS.

They are offering special inducements to cash buyers.

It will be to your advantage to inspect their stock before purchasing
elsewhere.

W. & A. BROWN & CO.
Charlottetown, June 1, 1882.—wky

SPRING & SUMMER GOODS.

J. B. MACDONALD

IS now showing a magnificent stock of Staple and Fancy Dry Goods, Millinery and
Clothing, bought in the English, American and Canadian markets, on the very best terms.
I am in a position to give my customers and all who favor me with their patronage the very
best value to be had in the city.

Special attention is directed to the splendid range of Worsted Cloths for gentlemen's
suits and ladies' mantles. Ready-made Clothing Department is well stocked, and at cheaper
prices than ever.

CUSTOM TAILORING.
Suits made to order in the latest style and good fits guaranteed and at prices that cannot
be beaten. Also

250 Half-Chests Fine Congou Tea,
warranted extra quality, sold low. Wholesale and Retail.

J. B. MACDONALD.
Charlottetown, May 10, 1883.—wky pat pres ne

**FURNITURE, FURNITURE,
AT COST.**

Opposite Post Office, Charlottetown.

JOHN NEWSON.
Charlottetown, Jan. 2, 1883.—ly

CURRENT NOTES.

The amount already subscribed to send
the American rifle team to Wimbledon is
\$1,732. The party will consist of fourteen
men.

The death is announced of Mr. Horace
Stewart of Beebe Plain at the age of 78.
He was reputed to be the wealthiest man in
the Eastern Townships.

The professional base-ballists of the
United States are hard at work. In the
large cities daily games are witnessed by
immense numbers of lovers of the sport.

Forty miles of the Pacific Railway in
British Columbia will be completed on
July 1st. This week six hundred miles
will be in operation west of Winnipeg and
435 miles east of that point.

A heavy tide of immigration has set into
British Columbia. Five hundred immi-
grants landed at Victoria a few days ago,
and large numbers are awaiting the opening
of the Island lands by proclamation.

Richard K. Fox offers to match John
Hughes to run six days against Hazael,
Fitzgerald or Rowell for \$5,000 a side, in
New York or Boston; or, failing such a
match, to put the diamond belt again for a
six-day race, and bet from \$1,000 to \$5,000
on Hughes against any one competitor.

The Canadian Wimbledon team will
assemble at Montreal on the 18th inst., and
proceed to Point St. Charles, where they
will practice together for several days, pre-
paratory to sailing in the "Sarmatian" on
the 23rd. As the competition at Wimble-
don does not begin until the 9th of July,
the team will have a few days practice be-
fore settling down to work.

It is safe to predict says the *Eastern
Herald*, that Kennedy will reconsider his
determination to retire from boat racing, if
he has not already done so. Had he won
his race with Hanlan he would have retired;
but he did not win, and the race was un-
satisfactory not only to himself but to his
friends, for the reason he is capable of
doing better, barring accidents, than he
did at Point of Pines.

American ship-building yards are busy,
many of them having large-sized sailing ves-
sels on the stocks. It is stated by those
who should know that sailing ships for long
voyage trades have paid well, and the indi-
cations are that the sailing vessels are not
yet prepared to retire permanently from
the ocean. It will be said of course that
this is the last effort of a dying industry,
but the industry is taking time over the
operation and evidently intends to prolong
it for some time.

The *Winnipeg Free Press* instances as an
example of the ill-treatment of the North-
west by the Government that "they have
made no effort to hasten surveys. On the
contrary, it seems as though time were
being deliberately wasted of some set and
malicious purpose." What is the fact? In
the Northwest last year 180 townships had
the outlines marked out and 800 were sub-
divided into quarter sections, while this
year the outlines of 800 townships will be
defined, and 1,000 to 1,200 townships sub-
divided. There is no precedent in the
history of any other country of so vast an
amount of surveys within the same period.

On Wednesday last, St. John's, Quebec,
was visited by the fiercest storm seen in
that vicinity for many years. About 3.45
a terrible rainfall set in, the wind blowing
a gale. Shortly after hailstones as large as
marbles began and continued to fall for
several minutes. In an incredibly short
time the torrent flooded the streets, the
drains being insufficient to carry off the
extraordinary amount of water. Several
cellars under the principal streets on Rich-
elieu street were flooded, causing much
damage. The streets in several places were
completely blocked by trees which had stood
the storms of thirty and forty years but to-
day succumbed. Piles of lumber were
blown from the wharves into the river; the
lumber yards lost heavily, the lumber being
blown hundreds of feet and broken to atoms.
Fences were blown over in all directions.
The gable end of the brick brewery was
blown out.

Japan has also just had a Fishery Exhi-
bition, which was opened in March at
Uyeno. Among the strange gear shown
were a set of whale nets and harpoons from
Kii, with explanatory pictures. When
whales appear off the coast, large boats con-
taining from twenty to thirty men put off
to attack them, equipped with strong grass-
made nets, which have meshes about a yard
square, and are about ten yards long.
Eight or ten of these nets are slightly at-
tached end to end, and when a whale is
reached they are shot in front of and around
him. When he makes a dart he gets en-
tangled and dashes away, one of the ten-
yard lengths of net breaking off and cling-
ing round him. His embarrassment soon
brings him again to the surface, when other
nets are thrown, until at last he becomes so
hampered with them, and so harried and
frightened, as to be an easy mark for spears
and harpoons.

The Rome correspondent of an English
paper says:—"The proofs of a remarkable
pamphlet, printed in English at the Propa-
ganda Press, and entitled 'Ireland and the
Holy See; a retrospect from 1866 to 1883,'
has just been placed in my hands. The
object is to show, especially from the writ-
ings of Cardinal Cullen, that the teaching
of the Church as regards secret associations
in Ireland has always been the same. God
grant (says the writer) that the publica-
tion of these extracts may serve to disabuse
those ignorant persons who think they can
remain good Catholics while they join secret
seditious associations, which the Church
has never ceased to condemn. The pages
of this short pamphlet contain several
passages singularly and strikingly applica-
ble to recent events in Ireland. Their publi-
cation abundantly proves the absurdity of
the contention that the Pope is not correct-
ly or sufficiently informed on Irish affairs."

In regard to the Earl of Dalhousie's bill
for legalizing marriage with a deceased
wife's sister, the second reading of which
is fixed for June 11, the Bishop of Lincoln
intends to take an early opportunity of
calling attention in the House of Lords to
the fact that all the Bishops of the Epis-
copal Church in Scotland have pronounced
against the proposed change in the law.

NEW ENTERPRISE.—The Montreal and
Melbourne Slate Company is the name of
a new corporation organized in Montreal
on the 6th inst. The meeting was held at the
office of Messrs. MacLaren, Leet and Smith.
Benjamin Walton was elected President
and Mr. G. Vairey, Secretary. The capital
will be \$100,000 in \$100 shares. The Mel-
bourne slate quarry has been purchased,
and the company will do business at their
office, 213 Bleury street, for the present.

It is gratifying to learn that the crop
prospects generally throughout Canada are
rapidly improving. The outlook in the
North West seems splendid. In some parts
of Canada the winter wheat plant has made
great advances within the last week or so.
Generally spring wheat has started well. In
our own Province the outlook for hay and
pastures is most promising, and planting
has proceeded much better than was feared.
A good harvest generally at least in Canada
is now a possibility.

Dom Pedro, of Brazil—the senior sove-
reign of the world, by the way, in tenure of
office, having now reigned more than fifty-
two years—is going to visit England again,
and keepers of public institutions—muse-
ums, libraries, etc.—are praying that a
change may have been wrought in his habits
since his last visit. He used to make
appointments to visit such places at, say, 5 or 6
o'clock. The custodians suppose, of course,
that he meant that hour in the afternoon,
but when the time came they found to their
dismay that he meant in the morning; and
he was always punctual to the minute.

The inexperienced person who conceives
a steel ship or a steel yacht to be a shiny
monster with the bright polished surface of
a knife-blade or a pair of scissors is usually
wrong. Shipbuilders' steel is, for the most
part, a dull, grey, lustreless substance,
easily confounded with common iron. But
the fast English cutter yacht "Vanduaara"
has been sand-papered and emiered until
her sides shine like silver. She has been
provided with electric batteries which diffuse
a constant current all over her, so as to
prevent the adhesion and growth of barna-
cles and marine grasses.

Queen Victoria's recent efforts to dis-
courage the consumption of lamb have not
been well received everywhere in England.
At a recent meeting of the Barks and Oxon
Association for promoting the welfare of
Agriculture, resolutions were unanimously
passed declaring that, while the meeting
fully recognized the desirability of an in-
crease in the stock of sheep and in the meat
supply, it believed that discouraging the
use of lamb meat was a very sure way of de-
fecting both of those objects, and also that
the sudden diminution of the demand for
lamb meat would inflict serious loss on
those who had arranged their farming
operations for the production thereof.

The increase of speed in American trot-
ting horses during the last decade, due to
careful selection and breeding, has been re-
markable. According to the record of Mr.
Brewer, it is found that while in 1871 there
were 99 horses that could trot in 2.27,
there was only one that could make a mile
in 2.17. In 1874 there were five horses
who could do this, and in 1880, fourteen.
But additional speed was obtained, for be-
ginning with 1874, there was one horse
who could trot in 2.15, two horses in 1877
who accomplished this, and in 1880 this
number was increased to six, and overtop-
ping that, one animal that made her mile in
2.11. About two seconds to the mile have
been gained by the trotting horse in every
three years since 1871, and it is believed
that the fastest horse of 1880 will trot his
or her mile in about 2.08

Unwritten history: One day the great
Napoleon and the daring Ney chanced to
meet at a cheap restaurant where meals
were to be had at all hours if people would
only wait. As they were about to begin
the slaughter of the pastry, the daring Ney
suddenly put his fork, crying, "Bony,
while I think of it, the Old Guard have
been nagging me to give them a motto—
something they can howl when they are
going into battle. Can't you think of
something curdling?" "Well, yes," said
the Emperor, an awful frown blackening
the whole vast expanse of his unusually
high forehead. "I'll give you something.
Let their cry be 'Pie or Death!'" Ney
was so delighted that he paid for both
meals, though the Emperor had done fearful
punishment to the viands, and from
that day the Old Guard was the terror of
Europe.

A rare example of mechanical ingenuity
was shown on board the iron steamship
"Ardenrich," recently towed into Phila-
delphia in a disabled condition. The vessel
left Fernandina, Florida, May 19th, with a
cargo of cotton seed for Falmouth, England,
and when about 150 miles out broke her
propeller blades at a time when there was
no wind and her sails were useless. In
this dilemma her commander, Capt. Ewer,
constructed the following novel device to
propel his vessel:—Openings were made in
the iron sides of the vessel immediately
above the forward decks, through which a
wooden shaft made from hoisting spars was
placed. On each end of the shaft paddles
of heavy plank were fastened, and the
whole was then connected with the donkey
engine by means of cog-wheels and bands.
The engine was started, and to the great
gratification of officers and men, the im-
provised side-wheels revolved, and the
vessel moved off. Their progress was slow,
but the rudely-constructed running-gear
proved true, and brought the vessel safely
to port.