

The Daily Examiner.

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NEW SERIES.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, THURSDAY, JUNE 23, 1881.

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THE DAILY EXAMINER

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BY THE EXAMINER PUBLISHING COMPANY,
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AND GREAT GEORGE STREETS,
Charlottetown, P. E. Island.

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Prince Edward Island RAILWAY.

TIME TABLE NO. 16.

Summer Arrangement.

To take effect on the 23rd May, 1881.

TRAINS GOING WEST.

STATIONS.	EXPRESS.	MIXED.	MIXED.
Souris	Dp 6.30am	Dp 2.15pm	
Bear River	" 7.04 "	" 3.00 "	
St. Peter's	" 7.44 "	" 3.52 "	
Morell	" 8.08 "	" 4.25 "	
Mt. Stew't	Ar 8.40 "	Ar 5.05 "	
Georgetown	Dp 7.20am	Dp 3.10pm	
Cardigan	" 7.40 "	" 3.36 "	
Mt. Stew't	Ar 8.40 "	Ar 5.00 "	
Mt. Stew't	Dp 8.45am	Dp 5.30pm	
Bedford	" 9.14 "	" 6.07 "	
York	" 9.31 "	" 6.30 "	
Royalty Jc	" 9.45 "	" 6.45 "	
Ch'town	Ar 10.00 "	Ar 7.10 "	
Ch'town	Dp 6.30am	Dp 9.20am	Dp 4.35pm
Royalty Jc	" 6.45 "	" 9.30 "	" 4.56 "
N. Wiltsh's	" 7.23 "	" 10.45 "	" 5.47 "
Hunter R'r	" 7.35 "	" 11.00 "	" 6.03 "
Bradalba's	" 8.02 "	" 11.37 "	" 6.39 "
Co'ty Line	" 8.10 "	" 11.47 "	" 6.52 "
Keusing'tn	" 8.39 "	" 12.25pm	" 7.28 "
Summ'side	Ar 9.05 "	Ar 1.00 "	Ar 8.00 "
Welling'tn	Dp 9.25 "	Dp 2.45 "	
Peet Hill	" 10.35 "	" 4.25 "	
Alberton	" 11.32 "	" 5.42 "	
Tignish	Ar 1.00 "	Ar 7.35 "	


TRAINS GOING EAST.

STATIONS.	EXPRESS.	MIXED.	MIXED.
Tignish	Dp 2.00pm	Dp 6.45am	
Alberton	" 2.40 "	" 7.40 "	
O'Leary	" 3.28 "	" 8.00 "	
Port Hill	" 4.25 "	" 9.05 "	
Welling'tn	" 4.58 "	" 10.35 "	
Summ'side	Ar 5.35 "	Ar 12.00 "	
Keusing'tn	Dp 6.00 "	Dp 1.05pm	Dp 6.30am
Co'ty Line	" 6.25 "	" 1.40 "	" 7.06 "
Bradalba's	" 6.52 "	" 2.17 "	" 7.46 "
Hunter R'r	" 6.58 "	" 2.27 "	" 8.02 "
N. Wiltsh's	" 7.26 "	" 3.05 "	" 8.42 "
Royalty Jc	" 7.39 "	" 3.20 "	" 8.58 "
Ch'town	Ar 8.15 "	Ar 4.15 "	Ar 9.55 "
Ch'town	Ar 8.30 "	Ar 4.35 "	Ar 10.15 "
Ch'town	Dp 4.00pm	Dp 6.45am	
Royalty Jc	" 4.15 "	" 7.08 "	
York	" 4.26 "	" 7.25 "	
Bedford	" 4.43 "	" 7.47 "	
Mt. Stew't	Ar 5.10 "	Ar 8.30 "	
Mt. Stew't	Dp 5.25pm	Dp 8.55am	
Cardigan	" 6.25 "	" 10.16 "	
Georgetown	Ar 6.45 "	Ar 10.45 "	
Mt. Stew't	Dp 5.25pm	Dp 8.50am	
Morell	" 5.52 "	" 9.32 "	
St. Peter's	" 6.15 "	" 10.06 "	
Bear River	" 6.55 "	" 11.00 "	
Souris	Ar 7.30 "	Ar 11.50 "	

N. B.—The Express Train from Souris and Georgetown connects at Royalty Junction with the Mixed Train from Charlottetown for the West, in the morning, and the Mixed Train from the West connects at Royalty Junction with the Express Train from Charlottetown for Georgetown and Souris, in the afternoon.

L. B. ARCHIBALD,
Superintendent.
Railway Office, Ch'town, May 21, 1881.

GOLD MEDAL. PARIS, 1875.



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BY ALL DEALERS THROUGHOUT THE WORLD.

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N. B.—This is a Temperance House.

H. F. COOMBS,

PROPRIETOR.

June 15, 1881.

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BEER & SONS.

Charlottetown to Pictou.

NOTICE is hereby given that

On and After Monday, 23rd inst.

the Steamers will leave Charlottetown for Pictou at 7.30, a. m., instead of 5.30

as at the beginning of season.

May 20, 1881.

LOBSTERS.

SPECIAL RATES of Freight on Lobsters per Fishwick's Express, "Anchor," "Cromwell," and other Steamboat Lines, to following ports, viz: Antwerp, Bordeaux, Brussels, Bremen, Copenhagen, Glasgow, Halifax, Havre, Hamburg, London, Liverpool, Naples and New York.

Parties having such to ship would do well to enquire of L. A. BARNABY, Hollis Street, Halifax, or

A. H. B. MACGOWAN,
Queen's Wharf, Charlottetown.

June 14—1m 2w

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May 14, 1881.

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FRED. W. HALES,

Ch'town, April 25, 1881. Secretary.

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OF ENGLAND.

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Special rates for isolated residences.
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[ju 77] Agent for Prince Edward Island.

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Consignments of Produce solicited, and prompt returns guaranteed.

Correspondence solicited and answered promptly. [ap 7 6m]

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WE have opened and are now showing

the largest and cheapest stock of

BRITISH AND FOREIGN

DRY GOODS

Alarming Increase of Small-pox.

Ever offered by us to the Public.

Complete in Every Department

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We offer them at unusually low prices to all who may favor us with a call.

A superior article of TEA always on hand.

W. & A. BROWN & CO.

May 30, 1881.

CARPETS, Lace Curtains, &c

A CHOICE ASSORTMENT just opened,

and will be sold at very low prices at

R. W. TREMAINE'S,

June 1, '81. 83 Queen Street

An Ideal Cart Horse.

The enthusiastic secretary of the English Cart-horse Society, in his essay on "Cart-horses: How to Breed, Rear, Feed, and Manage them," describes the English Cart-horse as it should be. Mr. Sexton paints his ideal as follows:—

The eye is the best guide to the form of the horse. Like the sculptor or the painter we cannot proceed far by measurement, although, like the artists, we can run our rule over one or two points, and then take in the details with the eye.

When I consider the principal points in the mare to be, having already stated she should be young and constitutionally sound and having ascertained as far as possible her pedigree, and whether she came from a stock free of disease, I shall commence with the all-important, the foot. A horse built without good foundations cannot stand; so with the horse without a foundation, with diseased feet. What is he? No horse was ever truer than "no foot, no horse." Weak convex feet and ossifications of the cartilages and pasterns are evils which big heavy horses are prone to; therefore, the object is, or should be, to discourage and eradicate them, which can be done by care and selection. Every day's observations afford us additional proof of the importance of sound, healthy feet, and furnish painful evidence of the great depreciation in value and usefulness when they are defective and diseased. Be careful to see that both feet are the same size, not what was termed odd feet. The feet should be rather large than small, the sole concave (avoid flat or convex soles), the hoofs black; there are few points in a horse that require greater experience and more practical judgment than a knowledge of the proper formation and diseases of the foot. I should recommend the breeder especially to make it a matter of study.

The position of the fore-legs is a point of some consequence. They should stand straight, turning neither inwards nor outwards. The elbows pinned in are very unsightly; besides, this defect prevents the proper expansion of the lungs, making a narrow chest. The elbows projecting out too much is a defect, as the feet then turn in, causing faulty action, called "dishing," and this defect also causes the animal to cut the ankles. The natural position of the toe should be immediately underneath the point of the shoulder. If it stands much behind this point, weak, round, faulty joints are generally the result. If the toe projects beyond the point of the shoulder, the knees stand back, being what is called "calf-kneed," and extra strain on the back tendons is thus caused, and with it an incapacity for hard work. The fore legs to the knee should possess well-developed muscles, projecting considerably at the fore arm, which should be moderately long, to give good walking action. The knees and fetlocks should be large and flat, from the knee to the fetlock flat literally, and the tendons and muscles at the back of the knee not in the smallest degree contracted, but be well developed, and thrown well back from the bone, and capable of being felt with the hand; the pastern-joint moderately long, and gradually expanding in an oblique direction to the foot. Short upright pasterns are particularly to be avoided; if it is this malformation that to a near certainty produces that great curse, sidebones, and it also retards action.

The position and formation of the hind-legs and hocks are all important; for as a big chain is no stronger than its weakest link, so with the horse, however good and powerful-looking his frame may be, if he has weak, malformed, diseased hocks (here is the weak link), when put to severe work, he is to a great extent powerless. The hind legs should be somewhat straight; being bent, and too much under, or long, and too far behind are faults. Having thus described what the foundation should be—and they are cardinal points, I think, and on these depend in a very great measure the value of the animal—if the breeder starts with these points correct and sticks strictly to them, he will not have the disappointments that many who are careless on the matter are called upon to endure.

To sum up, the mare should be long, low and lusty; from 15.2 to 16 hands high; short in the leg, and measure from point of shoulder to full extent of thigh longer than she is high, short in her back, and long in her sides, and be as deep from wither to elbow as from elbow to ground. A horse thus made will deceive the eye as to its height, and its points in its favour if it appears smaller and lower than it really is. This is a sure proof of symmetrical form. The stallion should be at least a hand higher than the mare, and his points of excellence similar; but his build should be more massive, and if possible, more compact, his whole appearance masculine, robust, and indicating the possession of great power and vigor in a comparatively small compass, with a rather coarse than effeminate look about him. A cart-horse cannot be a really good one without the following cardinal points, good feet, good legs, good walking action, and a robust constitution.

A London (G. B.) correspondent writes: "It is not a matter to which notice is prominently called in the London papers, but it is nevertheless a fact of growing gravity that the metropolis is just now stricken by a plague, which have of late frightfully increased and is still increasing. The small-pox epidemic commenced some months ago in a quiet way. The number of victims has been from time to time increasing, sometimes in larger proportions, sometimes less, but always steadily pressing forward. At the present moment there are 1,600 patients under treatment in the public hospitals—an increase of over 400 of the number a fortnight ago. This does not seem a large number out of so many as London holds. But in addition there are, of course, numbers under private treatment. A friend who has a large practice in a fashionable quarter, tells me that there is scarcely a street in his round where there is not one or more down with the small-pox. The public authorities are driven to their wits' end by the difficulty of finding accommodation.

A Good Account. "To sum it up, six long years of bed-ridden sickness and suffering, costing \$200 per year, total \$1,200—all which was stopped by three bottles of Hop Bitters taken by my wife, who has done her own housework for a year since, without the loss of a day, and I want everybody to know it their benefit."

O. I. C.—Seeing is believing—Those who use spectacles, and those who require them should call at the Apothecaries Hall, and see the optometer, for fitting the sight accurately. It contains 120 different lenses so adjusted that you can be fitted in five minutes without the trouble and annoyance of trying on a number of spectacles. The largest and best assortment of spectacles, eye glasses, &c., on the Island, to select from, in stock.