

The Daily Examiner.

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NEW SERIES.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, MONDAY, JULY 25, 1881.

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Advertising at most moderate rates.
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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. Stewart	Ar 8.40	Ar 5.05	
Georgetown	Dp 7.30am	Dp 3.10pm	
Cardigan	" 7.40 "	" 3.36 "	
Mt. Stewart	Ar 8.40	Ar 5.00	
Mt. Stewart	Dp 8.45am	Dp 5.30pm	
Bedford	" 9.14 "	" 6.07 "	
York	" 9.31 "	" 6.36 "	
Royalty	" 9.45 "	" 6.45 "	
Ch'town	Ar 10.00	Ar 7.10	
Ch'town	Dp 6.30am	Dp 9.20am	Dp 4.35pm
Royalty	" 6.45 "	Ar 9.40	" 4.56 "
N. Wilt'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 "
Keenings'n	" 8.39 "	" 12.25pm	" 7.28 "
Summ'side	Ar 9.05	Ar 1.00	Ar 8.00
Wellington	Dp 9.25	Dp 4.45	
Port Hill	" 10.02 "	" 3.36 "	
O'Leary	" 10.35 "	" 4.25 "	
Alberton	" 11.32 "	" 5.42 "	
Tignish	" 12.20pm	" 6.45 "	
Alberton	Ar 1.00	Ar 7.35	


TRAINS GOING EAST.

STATIONS.	EXPRESS.	MIXED.	MIXED.
Tignish	Dp 2.00pm	Dp 6.45am	
Alberton	" 2.40 "	Ar 7.40	
O'Leary	" 3.28 "	" 9.05 "	
Port Hill	" 4.25 "	" 10.35 "	
Wellington	" 4.58 "	" 11.15 "	
Summ'side	Ar 5.35	Ar 12.00	
Keenings'n	Dp 6.00	Dp 1.05pm	Dp 6.30am
Co'ty Line	" 6.25 "	" 1.40 "	" 7.06 "
Bradalba's	" 6.52 "	" 2.17 "	" 7.43 "
Hunter R'r	" 7.26 "	" 3.05 "	" 8.02 "
N. Wilt's	" 7.39 "	" 3.20 "	" 8.42 "
Royalty	" 8.15 "	" 4.15 "	" 8.58 "
Ch'town	Ar 8.30	Ar 4.35	Ar 10.15
Ch'town	Dp 4.00pm	Dp 6.45am	
Royalty	" 4.15 "	" 7.08 "	
York	" 4.26 "	" 7.25 "	
Bedford	" 4.43 "	" 7.47 "	
Mt. Stewart	Ar 5.10	Ar 8.30	
Mt. Stewart	Dp 5.25pm	Dp 8.55am	
Cardigan	" 6.25 "	" 10.16 "	
Georgetown	Ar 6.45	" 10.45 "	
Mt. Stewart	Dp 5.20pm	Dp 8.50am	
Morell	" 5.52 "	" 9.32 "	
St. Peter	" 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, 1878.



JOSEPH GILLETT'S
STEEL PENS.
BY ALL DEALERS THROUGHOUT THE
WORLD.

BENJ. F. GRAFTON, STORY B. LADD
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Circuit Courts of the United States. Pamph-
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BAKED

—IN—

AMERICAN STYLE!

—AND—

DELIVERED EVERY SATURDAY NIGHT.

Parties wishing to have a pot of deliciously prepared Pork and Beans delivered at their house every Saturday night, will leave their orders at

BEER & GOFF'S,

Where sample can be seen.

PRICE 20 CENTS PER POT (3 PINTS.)

C. F. STACKPOLE.

Charlottetown, July 4, '81—Saw

THE

CHEAP CASH STORE!

HEARTZ'S OLD STAND,

Opposite the Market.

THE Subscriber would inform the purchasing public that he has opened in the above well known Store a large and varied assortment of Goods in the following lines:—

Hardware, Stoves, Groceries, Earthen, Glass and Wooden Ware, Dye Stuffs, &c., &c.,

Which he is prepared to sell to Cash Customers at a SMALL ADVANCE ON COST.

Nails and Spikes, Iron and Steel, Paint (all colors); Boiled, Raw, Sweet, Lard, Machinery, Wool, Codfish and Kerosene Oils; Varnishes, Glass and Putty, Forks, Shovels, Spades, Hoes, Rakes, Rope, Hames, Whips, Chains, Hinges, Locks, Latches, Screws, Saws, Cutlery, Scissors, Guns, Revolvers, Cartridges, Powder, Shot, Tea Trays, &c., &c.

Teas, Sugars, Coffees, Molasses, Spices, Canned Goods, Salt, Rice, Split Peas, Beans, Barley and General Groceries.

FLOUR, OAT AND CORNMEAL.

FRUIT—in Layer, Muscatel and Valencia Raisins, Currants, Figs, Dried Apples, Almonds, Nuts, Dates, Oranges, Lemons, etc., etc.

GLASSWARE—in Lamps, Glasses and Shades, Tumblers, Goblets, Celery Glasses, Table Sets, Pickle and Preserve Dishes, Water Carriages, etc., etc.

WOODWARE—in Buckets, Brooms, Tubs, Washboards, Churns, Baskets, Seives, Measures, etc., etc.

EARTHEN AND STONE WARE—in Milk Dishes, Butter Crocks, Jars, Flower Pots, Molasses Jugs, Preserve Jars, Churns, etc., etc.

BRUSHES—in Whitewash, Paint, Varnish, Shaving, Hair and Tooth, etc.

STOVES—a large assortment daily expected from Fawcett's Celebrated Foundry Sackville.

Please call and examine quality and prices. Goods delivered at Steamers, Railroads and private residences in the City free of charge.

HENRY BEER.

Charlottetown, May 27, 1881—2aw wcky

FIRE! MARINE! LIFE!

HORACE HASZARD,

General Insurance Agent,

—REPRESENTING—

Commercial Union Fire Assurance Company, of London, Eng.,
CAPITAL, £2,500,000 STG.

Western Fire Assurance Company, of Toronto, Ont.,
CAPITAL, \$800,000.00.

British America Fire Assurance Company, of Toronto, Ont.,
CAPITAL, \$500,000.00.

Sun Mutual Life & Accident Insurance Company, of Montreal,
CAPITAL, \$500,000.00.

MARINE INSURANCE ALSO EFFECTED.

Risks taken on all descriptions of Property at LOWEST RATES.

Office—Corner of Queen and Lower Water Streets.

Charlottetown, April 4, 1881—f

CONFEDERATION LIFE ASSOCIATION.

PRESIDENT:
Hon. Sir. Wm. P. HOWLAND, C.B., K.C.M.G.
VICE-PRESIDENTS:
Hon. Wm. McMASTER, Wm. ELLIOT, Esq.

Attention is directed to the SPECIAL ADVANTAGES afforded by this Association to persons insuring upon the ten-payment life plan, as compared with the uniform Bonus of Two and a half per Cent. plan.

Policy No. 7, \$5,000—C. L. A. Actual Results for 1880. Tenth year of policy:—
Cash, \$111.45, or bonus addition, \$260
Results under two and a half per cent. bonus plan—
Cash, \$52.05, or bonus addition, \$125
Difference in favor of the Confederation Life profits—

Cash, \$59.40, or bonus addition, \$135
Profits do not cease with the payment of the premiums in the 10th year, but continue during the existence of the policy. Paid-up policies in this class, in the case of surrender, carry profits.

Policies non-forfeitable after they have been in force two years, and INDISPUTABLE after THREE YEARS.

J. K. McDONALD,
Managing Director.

June 27, '81.—13i

The Largest Amount of Life Insurance at the Smallest Outlay!

THE DOMINION SAFETY FUND LIFE ASSOCIATION,

ST. JOHN, N. B.

A HOME COMPANY.

PROVINCIAL DIRECTORS:
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The Safety Fund System!

is fast becoming the popular plan of affording the protection of

LIFE INSURANCE!

Members only pay actual current cost.

No large accumulations of the people's money in the hands of the Association.

Members vote for Directors.

Expenses of management limited.

Send for circulars. Examine our plan.

JAMES BROWN, Sub-Agent, } Ch'town.
JAMES McLEOD, M. D. Physician, }
E. H. BABBITT,
June 28, '81. Special Agent for P. E. I.



Royal Insurance Co.,

LIVERPOOL AND LONDON.

Capital, \$10,000,000.00
Cash Assets, 23,000,000.00
Annual Income, 5,000,000.00

Unlimited Liability of Shareholders.

With the largest net surplus of any Fire Insurance Company in the world.

RATES MODERATE.

JOHN MACEACHERN,
June 20, '81—eod Agent for P. E. Island

L. ARTHUR & CO., GENERAL

Commission Merchants,
108 SOUTH MARKET STREET,
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EDWARD T. RUSSELL & CO., GENERAL

Commission Merchants,
No. 213 State Street,
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Queen Insurance Co'y OF ENGLAND.

CAPITAL - TWO MILLIONS STERLING.

Insurance effected on all kinds of Buildings, Merchandise and Produce. Also, on Vessels on the stocks.

Special rates for isolated residences.
All Losses settled promptly.
GEORGE MACLEOD (Union Bank),
ju'77 Agent for Prince Edward Island.

France and Canada.

THE REPUBLIC'S PROPOSAL FOR A COMMERCIAL TREATY WITH THE DOMINION.

The London papers received by last mail contain the following, among their reports of parliamentary proceedings:—

Mr. Esroyd asked the Under Secretary of State for Foreign Affairs whether the statement was correct which recently appeared in the newspapers, that the French Consul at Quebec had received and communicated to the Governor-General-in-Council, official information that the French Minister for Foreign Affairs desired to conclude a commercial treaty direct with Canada.

Sir C. Dilke—The newspaper report to which the hon. member refers is not accurate. The following is an exact statement of the facts:—On the 25th ult. the French Consul-General at Quebec informed the Minister of Public Works of Canada that "He had been instructed by his Government to acquaint the Federal Cabinet of Ottawa that negotiations having been opened between England and France for the renewal of the Treaty of Commerce, any steps which Canada might wish to take with a view to join in them would be received with the greatest sympathy." This communication was made known to the Canadian Prime Minister, now in this country, who instructed Sir Hector Langevin, on the 29th ult. to inform the French Consul-General "That the Dominion Government would submit their views as in duty bound through Her Majesty's Government." Her Majesty's Government consider that the proceeding of the French Consul-General was irregular, and a representation will be addressed to the French Government.

Electric Energy.

HOW IT IS TO BE APPLIED TO RUNNING STREET CARS—A SECOND COUSIN TO PERPETUAL MOTION ONLY FIVE CENTS A DAY TO RUN A STEAMBOAT.

Mr. Alva H. Deane will commence running electrical street cars at Cincinnati in a few days. He says he can run a steamboat at a cost of five cents a day. Respecting the street cars and the method of working them, a reporter of the Cincinnati Enquirer says: "There is simply to be attached to the back axle a cog wheel 16 inches in diameter, by which the power is communicated to the car wheels. This cog wheel is adjusted to another one-seventh its diameter, which is termed the motor, and connects with the generator either by its shifting or otherwise. There is one revolution of this motor to ten of the generator, which gives 70 revolutions of the generator to one of the car axle. The generator consists of one wheel of emery and one of steel, with their peripheries in contact, and revolving toward each other. What is applied in the way of pressure to the wheels to cause friction, or by what, whether by copper brushes or otherwise, the current was received was not explained, and it is not important. In what manner also the positive and negative currents thus generated are to be applied to the motor, the smaller cog-wheel mentioned, was not explained. Such an application resulting in motion has been for a long time an accomplished fact; and in regard to the degree of power involved, when Mr. Everett affirms that a single drop of water will contain the electric energy of a thunder-bolt, sufficient to scatter the strongest towers, and bring them toppling to the earth there can, of course, be no doubt that sufficient can be obtained from the emery and steel wheels somehow. The remarkable feature of the invention appeared to be in the fact that this generator is run by the revolutions of the very car axles which they are assumed to keep in motion. On reception of this information, the press reporter having some suspicion of the inventor's kinship to perpetual motion enterprises, whistled softly and inquired, "When a car stops, supposing it will ever run, what is to start it again?" "Oh, this isn't any perpetual motion business," replied the inventor. There is a pedal attached to the generator, and the manager of the car can revolve it with his foot. A dozen revolutions will start the car, and then with the electric capacity on hand it continues to run itself. "Why, if it runs it is simply immense, and if it continues to run it is too stupendous in its results for any but the most comprehensive minds to grasp!" exclaimed the reporter as he made the inventor good-bye. He saw, in imagination, as he wended his way homeward, one of those street cars with an electric motor attached, and from which the conductor had fallen, going along Broadway at the rate of a mile a minute, gathering momentum as it moved, with axles ablaze, and its inmates paralyzed with fright, knocking men, women and children on its way, a perfect besom of destruction. For it seems quite apparent that the faster the axle revolved the faster the generators will cause them to turn, so that the eventual speed of this forthcoming electric carriage uncontrolled is terrible to contemplate.

The English War Department has decided that all newly appointed military officers must have a knowledge of the French language. The ability of the German officers to understand and speak French gave the Germans an immense advantage in the late war with France. The lesson was so obvious that at the close of the war all French officers were required to learn the German language, and now the English Government has determined that its officers must at least be acquainted with French, which is the international language of the continent.

The troubles in North Africa seem to be taking the aspect of a religious war or revolt of Mohammedans against Christian domination. Letters, it is said, were sent last year from Mecca, urging all Mohammedans to rise and throw off the Christian yoke.

The Cool Captain and the Lispering Lieutenant.

A good story has been told of a lispering officer having been "victimized" by a brother officer (who was noted for his cool deliberation and strong nerves), and his getting square with him in the following manner.

The cool joker, the captain, was always quizzing the lispering officer, a lieutenant for his nervousness, and said one day in the presence of his company, why, nervousness is all nonsense; I tell you, lieutenant, no brave man will be nervous.

"Well" inquired his lispering friend, "how would you do, thouse a thell with an inth futhee thould drop inthself in a walled angle, in which you had taken thelthor from a company of tharthpooth-orth, and where it wath thertain if you put out your nothe you'd get peppered?"

"How?" said the captain, winking at the circle, "why take it cool, and spit on the fussee?"

The party broke up, and all retired except the patrol. The next morning a number of soldiers were assembled on the parade, and talking in clusters, when along came the lispering lieutenant. Lazily opening his eyes, he remarked, "I want to try an experiment thith morning, and thee how thexceedingly cool you can be." Saying this, he walked deliberately into the captain's quarters, where a fire was burning on the hearth, and placed in its hottest center a powder caustic, and instantly retreated. There was but one mode of egress from the quarters, and that was upon the parade ground, the road being built up for defence; the occupant took one look at the caustic to comprehend his situation, and in a moment dashed at the door, but it was fastened on the outside.

"Charley, let me out if you love me!" shouted the captain.

"Thpitt on the canithter?" shouted the lieutenant in return.

Not a moment was to be lost; he had at first snatched up a blanket to cover his egress, but now, dropping it, he raised the window, and out he bounded, sans everything but a very short under-garment, and thus, with hair almost on end, he dashed upon a full parade-ground. The shouts which hailed him brought out the whole barracks to see what was the whole matter, and the dignified captain pulled a sergeant in front of him to hide himself.

"Why didn't you thpitt on it?" inquired the lieutenant.

"Because there were no sharp-shooters in front to stop a retreat," answered the captain.

"All I've got to thay, then, ith," said the lieutenant, "that you migth thafely have done it; for I'll thware there wathn't a thingle grain of powder in it." The captain has never spoken of nervousness since.

A brilliant correspondent of the Putnam (Conn.) Patriot, who evidently cares little about agricultural matters, suggests the following themes for discussion by Farmers' Clubs: "Why do not cows sit down to rest as well as dogs? Why does a dog turn around a few times before he lies down? Why does a cow get up hind end first, and a horse fore end first? Why does a squirrel come down a tree head first? Why does a mule kick with its hind foot, and a sheep with its fore foot?"

An independent cable is to be laid from Germany to Valencia, and thence to the United States. The enterprise is undertaken by the German Telegraph Company and the German Union Company, and will entail a cost of £165,000.

The Newfoundland Railway is expected to render accessible for farming purposes no less than five million acres of excellent land, clothed with valuable pine forests.

At the Toronto General Hospital a young man's leg was lately amputated at the hip by a platinum wire raised to a white heat by an electric current. The great heat contracted the ends of the arteries as the limb was cut by the wire, so that it was necessary to tie the larger ones only. Amputation and other operations have long been performed with platinum instruments kept at the proper heat by means of Benzoline gas.

Queen Victoria has been drawing the line again on low-necked dresses. Several ladies were admonished at a recent drawing-room that they were on the line of transgression, and one lady was actually denied the royal presence.

There are forty-two women now studying medicine at the faculty of Paris, three of these being American, eighteen English, eleven French, and ten Russian.

Bonnat's fine portrait of M. Cogniet, exhibited this year in Paris at the Salen, has been presented by the painter to the Museum of the Luxembourg.

Eight thousand inhabitants of Sheffield have petitioned the British House of Commons against free trade.

A CHOICE LOT of Walking Canes, in Malacca, Ebony, Orange, Olive, &c., just opened at Dodd's Medical Hall. j39 3i tts