

The Daily Examiner.

TERMS:—FIVE DOLLARS A YEAR.

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NEW SERIES.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, SATURDAY, DECEMBER 9, 1882.

VOL 12.--NO. 17.

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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Advertising at most moderate rates.
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ments, on application.

Prince Edward Island RAILWAY.

TIME TABLE NO. 19. WINTER ARRANGEMENT.

To take effect on the 29th Nov., 1882.

TRAINS OUTWARD. (READ DOWN.)

STATIONS.	MIXED.	MIXED.	MIXED.
Ch'town	Dp 8.15am	Dp 3.30pm	Dp 3.00pm
Royalty Jc	" 8.38 "	" 3.53 "	" 3.23 "
N Wiltsh'e	" 8.29 "	" 4.45 "	" 4.00 "
Hunter R'r	" 9.45 "	" 5.00 "	" 4.45 "
Bradalbe'e	" 10.23 "	" 5.38 "	" 5.03 "
Co'ty Line.	" 10.32 "	" 5.48 "	" 5.10 "
Freetown.	" 10.47 "	" 6.03 "	" 5.25 "
Kensing'tn	" 11.10 "	" 6.25 "	" 5.45 "
Summ'side	Ar 11.45 "	Ar 7.00 "	Ar 6.30 "
Misouche	Dp 1.15pm		
Wellingt'n	" 1.37 "		
Port Hill.	" 2.05 "		
O'Leary.	" 2.44 "		
Bloomfield	" 4.05 "		
Alberton.	" 4.30 "		
Alberton.	" 5.10 "		
Tignish.	Ar 6.05 "		
Royalty Jc		Dp 3.23pm	
York		" 3.40 "	
Bedford.		" 4.00 "	
Mt. Stew't		" 4.45 "	
Cardigan.		" 6.03 "	
Georget'n.		Ar 6.30 "	
Mt. Stew't		Dp 4.45pm	
Morell.		" 5.27 "	
St. Peter's		" 5.57 "	
Bear River		" 6.46 "	
Souris		Ar 7.30 "	

TRAINS INWARD. (READ UP.)

STATIONS.	MIXED.	MIXED.	MIXED.
Ch'town	Ar 4.15pm	Ar 11.15am	Ar 11.30am
Royalty Jc	Dp 3.53 "	Dp 10.52 "	" 10.50 "
N Wiltsh'e	" 3.01 "	" 10.01 "	" 9.55 "
Hunter R'r	" 2.45 "	" 9.45 "	" 9.40 "
Bradalbe'e	" 2.09 "	" 9.08 "	" 9.03 "
Co'ty Line.	" 1.59 "	" 8.58 "	" 8.53 "
Freetown.	" 1.43 "	" 8.43 "	" 8.38 "
Kensing'tn	" 1.20 "	" 8.20 "	" 8.15 "
Summ'side	" 12.45 "	" 7.45 "	" 7.40 "
Misouche	Dp 1.05am		
Wellingt'n	" 1.31 "		
Port Hill.	" 2.48 "		
O'Leary.	" 3.30 "		
Bloomfield	" 4.05 "		
Alberton.	" 4.30 "		
Alberton.	" 5.10 "		
Tignish.	" 6.30 "		
Royalty Jc		Dp 11.07am	
York		" 10.50 "	
Bedford.		" 10.30 "	
Mt. Stew't		" 9.55 "	
Cardigan.		" 8.25 "	
Georget'n.		" 8.00 "	
Mt. Stew't		Dp 9.55am	
Morell.		" 9.04 "	
St. Peter's		" 8.33 "	
Bear River		" 7.45 "	
Souris		" 7.00 "	

On and after Wednesday, 29th November, instant, and until close of navigation, a Special Passenger Train will leave Charlottetown daily (Sundays excepted), at 6.20 a. m., for Summerside, connecting with the Steamer there at 8.45 a. m., and returning to Charlottetown on arrival of Boat each evening.

L. B. ARCHIBALD,
Superintendent.
Railway Office, Charlottetown, Nov. 25, 1882.
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NOTICE.

THE Charlottetown Gas Light Company have imported a fresh supply of Bray's Patent Burners, especially made to consume only three feet of Gas per hour with the tap turned full on. These Burners are intended for use in Halls, Bedrooms, Kitchens, and other places where a light from a small consumption of Gas only is required. By regulating the tap, the Gas consumed can be reduced to any desired quantity less than three feet per hour. These Burners are so scientifically made that they will give a light equal to about ten candles at a cost of three quarters of one cent per hour. The price of these Burners to consumers of Gas will be ten cents each. [ju 10 eod pat

\$500 Reward!

WE will pay the above reward for any case of Liver Complaint, Dyspepsia, Sick Headache, indigestion, Constipation or Costiveness we cannot cure with West's Vegetable Liver Pills, when the directions are strictly complied with. They are purely Vegetable, and never fail to give satisfaction. Sugar Coated. Large boxes, containing 50 Pills, 25 cents. For sale by all Druggists. Beware of counterfeits and imitations. The genuine manufactured only by JOHN C. WEST & CO., "The Pill Maker," Chicago and Toronto. Free trial package sent by mail prepaid on receipt of a 3 cent stamp. Sold by FRASER & REDDIN, and all Druggists. ang14-dy & wky ly.

UNION MUTUAL LIFE INSURANCE COMPANY, PORTLAND, MAINE.

JOHN E. DEWITT, President.
Total Assets January 1st, 1882. \$6,264,215.57
Payments to Policy Holders, 19,000,000.00
Dividends 4,032,915.54

STANDING, COMPARED WITH LARGEST CANADIAN COMPANY:

	Total Assets.	Total Receipts past year.	Deposited with Dominion Gov't.
Union Mutual	\$6,264,215.57	\$1,058,779.00	\$130,000
Canada Life	5,064,206.65	1,008,164.31	54,000

Why you should Insure in the Union Mutual:
BECAUSE EVERY POLICY IS AN ENDOWMENT.
BECAUSE EVERY POLICY IS NON-FORFEITABLE.
BECAUSE EVERY POLICY IS INCONTESTABLE.
BECAUSE ALL PROFITS ARE DIVIDED ANNUALLY.
BECAUSE DEATH LOSSES ARE PAID PROMPTLY.
Branch Office—Queen's Building, Halifax.
W. R. ANDERSON, Special Agent. **JAMES DESBRISAY,** Agent, Charlottetown.
Nov. 8, '82.

CHEAPEST, SAFEST, SIMPLEST LIFE INSURANCE IN THE WORLD.

The Dominion Safety Fund Life Association
OF ST. JOHN, N. B.

\$50,000 Deposit with the Dominion Government. Working under Government License.

An Assessment Company with a Safety Fund. Life Insurance at its actual cost.

Good Canvassers Wanted.
LEONARD MORRIS,
General Agent for P. E. Island.
Summerside, Oct. 28, 1882.—1y

BRITISH WAREHOUSE, QUEEN SQUARE.

W. & A. BROWN & CO., have now completed their FALL IMPORTATION.
Buyers will find it to their advantage to inspect their Stock, as they have a very large and new assortment of

British and Foreign Dry Goods, OF EXTRA VALUE.

The very latest novelties shown in every Department.
A great variety of Mantles, Ulsters, Wool Shawls, Clouds, Scarfs and Fur Goods. Also Mantle and Ulster Cloths, Brown, Blue and Black Pilots and Beavers, Scotch Tweeds and Coatings and Seal Cloths.
A large lot Blankets, Quilts, Horse Rugs, etc.
300 Lambs' Wool Shirts, assorted sizes. 300 pairs Lambs' Wool Drawers.
A lot of Grain Bags, etc.
All of which will be disposed of at their usual low prices.

W. & A. BROWN & CO.
Ch'town, Oct. 31, 1882.

FIRE INSURANCE.

QUEEN INSURANCE COMPANY Head Office—Liverpool, England.

LANCASHIRE INSURANCE CO., of England.

AGRICULTURAL INSURANCE CO., Head Office—Watertown, New York.

The undersigned having been appointed General Agents for the above first-class British and American Fire Insurance Companies, are prepared to insure all classes of insurable property on as good terms and at as low rates as they can be taken by any Company now solvent and intending to remain so.
Office—South Side of Queen Square, opposite the Post Office, Charlottetown, P. E. Island.
DESBRISAY & ANGUS,
GENERAL AGENTS.
Oct. 5, 1882.
N. B.—No person is authorized to collect monies for any of the above Companies in this Province without producing a receipt signed by us, and any one paying money to any one without getting such receipt, will do so at their own risk.
D. & A.

Church Directory, Charlottetown.

St. PAUL'S (Church of England)—Queen Square—Morning and Evening Service, every Sunday at 11 a. m. and 7 p. m. Sunday School at 2.30 p. m. Rev. David FitzGerald, Rector.
St. PETER'S (Church of England)—Rochford Square—Sunday Services—8 a. m. 11 a. m. and 7 p. m. Daily Services—Matins—9 a. m. Evensong—5 p. m., except Friday evenings, at 7.30 p. m. Rev. George W. Hodgson, Priest Incumbent, Rev. W. E. King, Assistant Curate.
St. DUNSTON'S CATHEDRAL—Low Mass every Sunday at 8 a. m. High Mass at 10 a. m.; Vespers at 3 p. m. Mass at 7.30 a. m. throughout the week. Rev. A. McCallin, Pastor.
FIRST METHODIST CHURCH—Prince Street—Service and sermon every Sunday at 10.30 a. m. and 6.30 p. m. Sunday School at 2 p. m. Week Day Services—Tuesday and Thursdays at 7.30 p. m. Rev. John Burwash, A. M., Pastor.
SECOND METHODIST CHURCH—Prince Street—Service and Sermon every Sunday at 10.30 a. m. and 6.30 p. m. Sunday School at 2 p. m. Week day service on Wednesday evening. Rev. William Tippett, Pastor.
St. JAMES' CHURCH—(Presby. Conn)—Powell Street—Service and Sermon every Sunday at 11 a. m. and 6.30 p. m. Sabbath School and Bible classes at 2.30 p. m. Weekly Service in the Lecture Hall on Wednesday evenings, at 7.45 p. m. Rev. Kenneth McLennan, Pastor.
ZION CHURCH—(Presbyterian)—Richmond Street—Service and Sermon every Sunday at 11 a. m. and 6.30 p. m. Sunday School at 2.30 p. m. Rev. John McL. McLeod, Pastor.
PRESBYTERIAN CHURCH—Prince Street—Hours of Service, 11 o'clock, a. m., 6.30 p. m. Sunday School at 2.30 p. m.
BAPTIST CHURCH—Cor. Prince and Fitzroy streets—Services and Sermon every Sunday at 11 a. m. and 6.30 o'clock p. m.; Sunday School at 2.30 p. m. Week day services—Monday at 8 p. m.; and Friday at 8 p. m. Rev. E. Whitman, Pastor.
BIBLE CHRISTIANS—Prince Street—Service and Sermon every Sunday morning at 10.30 a. m. and 6.30 p. m. Sunday School at 2 p. m. Rev. John Harris, Pastor.
PRAYER MEETING in Y. M. C. A. every Sunday afternoon at 4 o'clock.
DISCIPLES OF CHRIST meet in New Church House, every Sunday at 10.30 a. m. and 6.30 p. m. Elders presiding.

NEIL McLEOD, Barrister & Attorney-at-Law, SOLICITOR, NOTARY PUBLIC, ETC.

OFFICES:
Reform Club Committee Rooms, Opposite Post Office, Charlottetown, P. E. Island,
Merchants' Bank of Halifax Building, Summerside, P. E. Island.
MONEY TO LOAN, on good security, at moderate interest.
Nov. 24, '82—pres her

DR. WARBURTON, PHYSICIAN AND SURGEON. (EDINBURGH.)

Office in Old City Hotel, corner of Great George and Dorchester Streets, opposite the Catholic chapel. Entrance on Great George Street—night bell.
Ch'town, Nov. 14, '82—3m

HENRY TERRELL, SHIPPER'S AGENT.

All kinds of Produce bought and shipped on Commission,
Sole Agent for the New Sheep Dip.
Tracadie Cross & Bedford Station, P. E. I.
Oct. 12, '82.—wkly 2m

L. ARTHUR & CO., General Commission Merchants

Particular attention given to the sale of Island produce.
121 Atlantic Avenue & 20 Essex Avenue,
BOSTON, MASS.
May 27, 1882.—wkly

GOLD MEDAL, PARIS, 1878.

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

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 lately occupied by the Bank of Prince Edward Island, under the management of the undersigned.
Deposits will be received on interest, and on 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,
Ch'town, June 17, 1882.—tf Agent.

CORRESPONDENCE.

We do not hold ourselves responsible for the opinions or statements of our correspondents.

Communication with the Mainland.

To the Editor of the Examiner.

DEAR SIR,—I was amused, in looking over the last issue of the Patriot, at the contents of a letter written by a gentleman styling himself "Matter-of-Fact." I really thought it was the honorable David's own, there is such a barnacle like tendency about it. The point, if there is any in the letter, lays in the belief of the writer that "what ever is, is right." He talks of science, and sums up an elaborate statement of what science cannot do, from which I conclude he means to infer the Island people and the Island trade are to rest satisfied and continue to be thankful for the facilities afforded for the transit of its productions and passengers to the Mainland through the ordinary channels for export. That we shall follow in the train of transit that was sufficient for us some twenty years ago, forgetting that during this time our agricultural products for shipping have doubled, that the channel of trade has been changed, that our productions which were then forwarded to England are now sent to the United States, to New Brunswick and Nova Scotia, and that the present round about way exhausts time, a matter of grave consideration in the transit of vegetable productions, as well as entailing changes at any landing en route for Boston.

The necessity of affording a more direct and speedy communication to the markets of the continent is fully exemplified in the action of the Government, particularly by Sir Charles. His vigilance and activity has been fully exemplified in carrying out the great railway undertaking to the Pacific, a work which McKenzie could not comprehend, an undertaking that his Government succumbed under. Sir Charles understands our wants better than "Matter of Fact." His eye viewed our wants, and his understanding has laid down a way that will give us a transport for our goods to market, speedy and profitable, entailing as great advantages to the country at large, as the Pacific Railway is already affording to the Lone Lands of the Northwest.

This fossil, Mr. Editor, is asleep. He is not awake, that's certain. Perhaps he does not comprehend the nature and the end of the undertakings that are now going on under his very long nose. Is he aware that a railway is now being laid down to Cape Tormentine? Does he know that our railway is to be extended to Cape Traverse, and that a continuous communication with the railways of the continent and this island, will be kept up by means of steamboats plying between the two Capes, of sufficient capacity to carry across the straits our whole crop and productions for export? Simultaneously with these undertakings, a bridge is to be built across the river St. John, over which the trains will pass to the United States.

I need say nothing more. I leave you, Sir, and your readers to contemplate the great advantages it will confer on the community, when a farmer or a merchant can load potatoes along the line of Railway, and in forty hours be certain of their arrival in Boston, in good order.
Poor old fossil forgets how time is passing. His letter might have done for the times of the good old Tories, when Mr. David Laird was whipper-in. But such nonsense won't do now. Does he really think that the Islanders are going to ship goods, or that passengers will travel via Summerside and Shediac or via Charlottetown and Pictou to Boston, or elsewhere, when the new line that science is laying down shall have been opened.

Yours respectfully,
ROVER.

A Grievance.

To the Editor of the Examiner.

DEAR SIR,—You are aware that the Teachers of this Island have to teach so many authorised days according to law, or otherwise their salaries are deducted in proportion.

Now the Council Election has been the third held in this Province the last six months. Teachers who have any standing in the country will probably be anxious not to be deprived of their franchise on these occasions; and very often are invited to attend as Poll Clerks in Polling Divisions. Under existing circumstances they must attend to their daily duties and be deprived of their votes, or otherwise be docked of a portion of their small pittance. I think the Government should consider this small matter and allow this class of Teachers their liberty on election days, which I think would be to the benefit of any Government.

Yours &c., &c.,
VOTER.
Lot 55, Nov. 8, 1882.

Wheat Grower—Maxims.

- Somebody has been at the trouble of condensing a great deal of information about wheat growing, as follows, into very small compass, and somebody else has set it afloat without giving credit to the author:
1. The best soil for wheat is rich clay loam.
 2. Wheat likes a good, deep, soft bed.
 3. Clover turned under makes just such a bed.
 4. The best seed is oily, heavy, plump and clean.
 5. About two inches is the best depth for sowing the seed.
 6. The drill puts in the seed better and cheaper than broadcasting.
 7. Drilled, one bushel of seed per acre; if sown broadcast, two bushels per acre.
 8. One heavy rolling after sowing does much good.
 9. For flour, cut when the grain begins to harden; for feed, not until it has hardened.

Wreck of the "Cedar Grove."

An official investigation is being held at Halifax, by Capt. Scott, R. N. The following is the evidence of A. P. Wilson:—

"I was at the wheel when the ship struck. The steering gear worked by steam. The course that we were sailing was west by south by binnacle compass. The ship also had a pole compass. I don't know whether the pole compass and binnacle agreed or not. I did not observe any compensating magnets correcting the steering compass. The captain was on the bridge when the ship struck. He called out 'Starboard your helm' and I did so. He was considerably excited, I think. I think it was about three o'clock in the morning when she struck. I left the wheel as soon as she struck. Before she struck breakers were seen and the captain immediately ordered the engines stopped and reversed full speed; but the headway she had carried her forward till she struck. All hands were then called to clear away the boats. We then went forward and let go the starboard anchor. We saw Cape Race, but I do not remember what day it was. There were no soundings taken during the whole voyage, but between twelve and two o'clock on the morning of the accident I went with another man to get the leads and deep sea line. We looked for it more than an hour before we found it. The second officer sent us to look for it. I do not recollect what course we steered after we left Cape Race. It was blowing when the ship struck, but not very hard. It was very thick. It was raining and was very thick and foggy. After we left Cape Race the weather was pretty fine. All day Wednesday it was clear. I saw the captain taking the sun on Wednesday. I saw the lady passenger only once, and this was just after the ship struck. She was coming out of the cabin trying, and I told her not to cry for I then thought she would be saved. The compasses worked very well. I do not know any reason for the ship running ashore. I saw the captain about a quarter of an hour before the ship went down. He was standing on the main deck, talking with the first officer and the chief engineer. I think the lady was in the cabin at the time. I left the ship in the port zig.

Destructive Storm Predicted.

The President of the United States has received a communication from Professor E. Stone Wiggins, L. L. D., Astronomer of the Canadian Finance Department, of which the following is a copy:—

OTTAWA, Nov. 27, 1882.

To His Excellency President Arthur, President of the United States, Washington:

May it please Your Excellency—On the 23d of September last I announced through the Canadian press that a great storm would occur in March next; that it would first be felt in the Northern Pacific, would appear in the Gulf of Mexico on the night of the 9th, and, being deflected by the Rocky Mountains, would cross this meridian from the west at noon on Sunday, March 11, 1883. No vessel, whatever her dimensions, will be safe out of harbor, and none of small tonnage can hope to survive the tidal wave and fury of this tempest. As the wind will blow from the southeast the planetary force will be sufficient to submerge the low lands of the American coast, especially those bordering the Gulf of Mexico and washed by the Gulf Stream, while the air currents for several hundred miles along the east side of the Rocky Mountain range, owing to the great atmospheric pressure in those regions, will spread universal destruction. The New England States will also suffer severely from the winds and floods. No point outside of harbor in the whole area of the Atlantic, especially north of the Equator, will be a place of safety, for this will be pre-eminently the greatest storm that has visited this continent since the days of your illustrious first President.

In view of this event, therefore, I take the great liberty of representing to Your Excellency the advisability of ordering all United States ships into harbors not later than the 5th March till this storm be passed.

It is estimated that the cost of unloading cotton at Liverpool and sending it by rail to Manchester, a distance of fifty miles, is about two-thirds of the transport across the Atlantic. In order to diminish the cost it is proposed to dredge the channel of the Mersey, cutting off corners, and to continue a tidal waterway to within fifteen miles of Manchester, from which point a canal will be constructed with locks. The first portion of the canal will be tidal, the second semi-tidal, while the concluding section will be above high water. From Manchester to Warrington the canal will be 100 feet wide at bottom or 28 feet wider than the Suez Canal. From Warrington down the Mersey the channel will be 300 feet wide. The uniform depth is to be 22 feet at low water, and the upper part 20 feet. The guarantors of the project will apply to Parliament for powers to carry it out. The estimated cost is \$26,000,000.

The whole sugar productions of the world is estimated at about 3,700,000 tons annually, of which 1,500,000 are raised in Europe from the beet, leaving 2,200,000 tons from the cane produced in all other countries. Of this last amount India, China, Egypt, and islands of the Southern Pacific raise about 700,000 tons, and the balance is raised in this country, South America and the West Indies. Cuba produces 600,000 tons, Brazil 200,000, Demeraras, Surinam and the adjacent Windward Islands 400,000, and Louisiana and the Sandwich Islands 150,000.

The commercial negotiations with France and Germany, which were interrupted some time ago, have been resumed by Sir Alexander Galt, who is receiving valuable support from Lord Kimberley.