

The Daily Examiner.

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NEW SERIES.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, SATURDAY, JANUARY 7, 1882.

VOL 10.—NO. 38.

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.

RATES OF SUBSCRIPTION:
Six Months, \$2 50
Three Months, 1 25
One Month, 0 50

Advertising at most moderate rates.
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ments, on application.

Prince Edward Island RAILWAY.

TIME TABLE NO. 17.
WINTER ARRANGEMENT.

To take effect on the 1st Dec., 1881.

TRAINS OUTWARD.

STATIONS.	MIXED.	MIXED.	MIXED.
Ch'town	Dep 8.15am	Dep 3.00pm	Dep 2.30pm
Royalty Jc	" 8.38 "	" 3.23 "	" 2.53 "
N Wiltah'e	" 9.29 "	" 4.15 "	" "
Hunter R'r	" 9.45 "	" 4.39 "	" "
Bradalbe'e	" 10.23 "	" 5.08 "	" "
Co'ty Line	" 10.33 "	" 5.18 "	" "
Freestown	" 10.48 "	" 5.33 "	" "
Kensingt'n	" 11.10 "	" 5.55 "	" "
Summ'side	Ar 11.45 "	Ar 6.39 "	" "
Wellingt'n	Dep 1.45pm	" "	" "
Port Hill	" 2.37 "	" "	" "
O'Leary	" 3.22 "	" "	" "
Bloomfield	" 4.14 "	" "	" "
Alberton	" 5.08 "	" "	" "
Tignish	Ar 6.45 "	" "	" "
Royalty Jc	" "	Dep 2.59pm	" "
York	" "	" 3.09 "	" "
Bedford	" "	" 3.29 "	" "
Mt. Stew't	" "	Ar 4.05 "	" "
Cardigan	" "	Dep 4.15 "	" "
Georget'n	" "	Ar 4.55 "	" "
Mt. Stew't	" "	Dep 4.15pm	" "
Morell	" "	" 4.55 "	" "
St. Peter's	" "	" 5.25 "	" "
Bear River	" "	" 6.15 "	" "
Souris	" "	Ar 7.00 "	" "

TRAINS INWARD.

STATIONS.	MIXED.	MIXED.	MIXED.
Sh'town	Ar 5.30pm	Ar 11.15am	Ar 11.45am
Royalty Jc	Dep 5.47 "	Dep 10.52 "	Dep 11.22 "
N Wiltah'e	" 6.15 "	" 10.40 "	" "
Hunter R'r	" 6.40 "	" 9.45 "	" "
Bradalbe'e	" 7.24 "	" 9.09 "	" "
Co'ty Line	" 8.14 "	" 8.59 "	" "
Freestown	" 8.29 "	" 8.44 "	" "
Kensingt'n	" 8.55 "	" 8.20 "	" "
Summ'side	Ar 9.00 "	" 7.45 "	" "
Wellingt'n	Dep 10.38 "	" "	" "
Port Hill	" 9.53 "	" "	" "
O'Leary	" 8.31 "	" "	" "
Bloomfield	" 8.08 "	" "	" "
Alberton	" 7.25 "	" "	" "
Tignish	" 6.30 "	" "	" "
Royalty Jc	" "	Dep 11.22am	" "
York	" "	" 11.05 "	" "
Bedford	" "	" 10.45 "	" "
Mt. Stew't	" "	Ar 10.10 "	" "
Cardigan	" "	Dep 8.40 "	" "
Georget'n	" "	" 8.15 "	" "
Mt. Stew't	" "	Ar 10.00am	" "
Morell	" "	Dep 9.20 "	" "
St. Peter's	" "	" 8.50 "	" "
Bear River	" "	" 8.00 "	" "
Souris	" "	" 7.15 "	" "

L. B. ARCHIBALD,

Superintendent
Railway Office, Charlottetown, Nov. 29, 1881
[61, wky]

Prince Edward Island Railway

UNTIL FURTHER NOTICE a Passenger
Train for Georgetown, to connect with
steamer "Northern Light," will leave Char-
lottetown at 4.50 p. m. daily, Sundays ex-
cepted.

A Passenger Train will also leave Geor-
getown for Charlottetown daily, Sundays ex-
cepted, on arrival of the "Northern Light."

L. B. ARCHIBALD,
Supt.
Railway Office, Ch'town, Dec 15, 1881—17

LOBSTER FACTORY

FOR SALE.

THE undersigned offers for sale the LOBS-
TER FACTORY and PLANT, TRAPS,
BOATS, &c.

AT DESAULE,
lately the property of Joseph Boats and
Donald K. Currie, of that place.

This Factory was erected last spring and is
in good condition.

If not disposed of before the 1st March
next, it will then be sold at Public Auction.

Further particulars may be had on applica-
tion to the undersigned.

FRED W. HYNDMAN,
Trustee of the Estate of Joseph Boats and
Donald K. Currie.

Ch'town, Oct. 8, 81—oaw 17

For Sale or to Let.

THAT Freehold Property, with a front of
eighty feet on Pownall Street and eighty
four feet on Sydney Street, the House con-
taining 16 large rooms and two Kitchens,
Can be turned into one Dwelling by unlock-
ing a door. Apply on the premises to

MRS. BOSWALL
March 12, 1881—17

FIRE! MARINE! LIFE!

HORACE HASZARD,
General Insurance Agent,

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—17

WE ARE REMOVING

TO OUR
OLD STAND,

AND WILL OPEN ON
FRIDAY, THE 16th INST.,

SHOWING THE
Largest Stock Ever Imported by us.

W. E. DAWSON & CO.
Charlottetown, Dec. 14, 1881.

WE INVITE ALL!

WHO MAY
Favor us with a Call,

TO AN INSPECTION OF OUR STOCK OF
GROCERIES FOR FALL & WINTER,

WHICH IS NOW COMPLETE,
and which we offer at Bargains to Cash Buyers.

Everything warranted as represented or no sale.

Remember the place—"SIGN OF THE CROWN," South Side Market.

ROBERTSON & CAMERON.
Dec. 13, 1881—1m eod

CANADIAN PACIFIC RAILWAY COMPANY.

THE CANADIAN PACIFIC RAILWAY COMPANY offer
Lands in the FERTILE BELT of Manitoba and the North-
west Territory for sale at

\$2.50 PER ACRE.

Payment to be made one-sixth at time of purchase, and the balance in five
annual instalments, with interest at six per cent.

A REBATE OF \$1 25 PER ACRE

being allowed, on certain conditions, for cultivation and other improvements

THE LAND GRANT BONDS

of the Company, which can be procured at all the Agencies of the Bank of Montreal, and
other Banking Institutions throughout the country, will be

RECEIVED AT TEN PER CENT. PREMIUM

on their par value, with interest accrued, on account of and in payment of the purchase
money, thus further reducing the price of the land to the purchaser.

Special arrangements made with Emigration and Land Companies.

For full particulars, apply to the Company's Land Commissioner, JOHN McTAVISH,
Winnipeg; or to the undersigned. By order of the Board,

CHARLES DRINKWATER, Secretary.
Montreal, December 1st, 1881.

The Famous Marshes of Cumber- land and Westmoreland.

A stranger, going into Cumberland and Westmoreland Counties, is struck with astonishment at the vast magnitude of the noise marshes, dotted with barns and stacks that have given these counties such a wide celebrity as the great hay and butter producing districts of Nova Scotia and New Brunswick respectively. Leaving the pretty village of Sackville, on the northern border of this great prairie-like district, and journeying by the I. C. R. R. towards Maccan, on the southern boundary, he would see on his left the great marshes stretching away for eight or ten miles, and separated into three divisions by the rich upland districts of Point de Bute, about a mile and a half wide, separating Tanramar and Au Lac marshes, and Fort Lawrence, a gentle elevation about three fourths of a mile wide, separating Au Lac and Cumberland marshes. These two upland points run to within a mile of Cumberland Basin. The Tanramar marshes, four miles wide, Au Lac one and a half, and Cumberland three. Oh his right he would see the marsh extending from one to two miles, bounded by the turbid waters of Cumberland Basin, from which it is protected by dykes from eight to ten feet in height, extending for miles and miles. He would cross four rivers, the Sackville, navigable at high water for vessels of considerable size, and spanned by a noble iron R. R. bridge, the Au Lac, near Point de Bute, the Missisquoi, between Point de Bute and Fort Lawrence, forming part of the boundary line between N. S. and N. B., with good anchorage at its mouth, and the La Planche, a small river near Amherst. There are smaller marshes again away to the South of Amherst, called Nappan, Minudie and Maccan, with rivers of the same name. All these rivers named, besides the Hebert and Petitcodiac, must be dyked on both sides for some distance, until they become small enough to allow the building of abideaux, which keep back the tide, but allow the fresh water to flow out at ebb tide. These dykes with those on the Bay, and those of the Elysian fields of Minudie (three thousand acres of the best marsh in America) give us a system of dykes, extending altogether upwards of thirty miles in length, all of which are absolutely necessary to keep back the tide of Cumberland Basin, which has an average rise and fall of sixty feet, and sometimes rises as high as seventy feet. In this landlocked Basin the merchant fleet of Britain might find a good anchorage. A few miles water there is nothing to be seen but three or four hundred yards wide flowing through their midst, but the tide rapidly creeps up and hides the unsightly flats from view. Across the Bay, in the distance, can be seen the low ranges of the Shepody Mountains in New Brunswick, and the Cobequid in Nova Scotia. But in whatever direction the traveller may turn his eyes, he will behold more or less marsh, waving with the long ripening grass, or dotted with innumerable shapely stacks, and well filled barns.

From Sackville to Amherst is about nine and a half miles, and the Intercolonial railroad runs this distance through nothing but marsh, which extends from eight to ten miles to the east of the track, broken only by the Narrows, Points de Bute, and Fort Lawrence, like Capes projecting into the sea. These, with the smaller bodies of marsh in Nappan, Maccan, and the Elysian Fields, form the great hay-producing district of the Maritime Provinces, which must be seen to gain a comprehensive idea of its vastness. Point de Bute and Fort Lawrence, being in the very midst of the marshes—with rich lands, and good railway and water facilities—and Amherst and Sackville bordering on them, are, as would be naturally supposed, the banner farming districts of the two Provinces. These spots are rich in historical remembrances, being the scenes of the early struggles between French and English for the possession of the isthmus, and Fort Cumberland, in a good state of preservation, may still be seen for a long distance, with its ramparts and barracks and magazine plainly outlined against the sky, and rusty cannons still lie around the deserted grounds, their iron throats, that once belched forth destruction, now silent as death. We shall go no further into the interesting history associated with these places, than merely to say that, before the French were driven from them, they were happy and contented. They dyked a great deal of the marsh, from which they cut the hay, and fed large quantities of stock. Parts of it they ploughed and sowed with oats. They cleared the upland, and had it in a good state of cultivation, when they were driven—God knows where—and much of their property destroyed. The remains of their work may still be plainly seen in many places.

These marshes are all intersected with numerous ditches, to keep them thoroughly drained. At long distances are cut large ditches, or canals, six feet wide and four deep, emptying into the rivers, while smaller ditches, one foot wide and one and a half deep, are cut from thirty to sixty yards apart, emptying into the canals, so that there is a uniform and complete system of drainage. The dykes, for keeping back the tide, were built generations ago. They are ten feet high in many places, and twelve feet wide at the base, narrowing to four at the top, and when they have stood for some time, and become coated with a heavy, thick, grassy sod, are capable of resisting a great pressure of the sea, which reaches them only at spring tides. They are built similarly to the dykes of Holland. These dykes stand for many years with little or no repair, unless broken by a violent storm, such as the Sackby gale, which destroyed them to a great extent, and the rushing through, carried barns and stacks in many cases four or five miles, and left the marshes covered with salt water for more than a week. When the dykes are broken the owners of the marsh

thereby affected are assessed by the officers appointed for that purpose, and either pay in cash or work. On the whole, a very small tax on each keeps them in a good state of repair. The rivers, as before mentioned, are provided with abideaux some miles from their mouths, where they are narrow, and bridging becomes comparatively easy. The marshes are very level, the Bay Verte Canal surveys proving that it is a distance of seven miles from Cumberland Basin, there was a difference of twenty-one inches only in the level. This is the reason so much drainage is required, as the surface having such a slight descent the flow of water is slow, and many more ditches are needed, and in fact most of them in a wet season are constantly full of stagnant water. The marshes are generally laid off in ten acre lots, and numbered. While some are contented with one lot, others own from two to twenty, or even more, and during the last few years, most of the owners have built barns on their lots, which necessitates much less stacking. The marshes are intersected in various directions with good carriage roads. Very little fencing is needed or used, board ditches taking its place. Only a small part of the hay is hauled home until winter, and then the roads are alive with hundreds of teams carrying it to all parts of the country, a ton being generally taken at a load.

A few words concerning the quantity and quality of the crop. Near the Bay three tons of broad leaf to the acre is no unusual yield. It is nearly as tall as a man, with thick stalks, but it is, if I may so express it, all hay, being juicy, rich and salt, and cattle leave very little of it in their stalls. It puts stock in good heart, fattens them quickly with the aid of a small quantity of turnips or potatoes, and makes young cattle hardy. Cows thrive extremely well on it, and are turned out in the spring as sleek as can be. Horses do not take it at all, and consequently none of it is fed them. But all parts of the marshes can be brought into timothy, cutting on an average two tons to the acre, by simply plowing it, and taking off it a crop of oats, and it grows ratting oats, and feeding it down. Marsh which has been killed by pasturing, may be brought in again the same way, and will then grow good hay for an unlimited time. There is a great advantage in broad leaf in a wet season. It may be cut and left out in any amount of rain, and not hurt for a long time, provided it is put together in a dry condition. Mowing machines and horse rakes are used in gathering the crop, though it is only a few years since it was all cut with the scythe, and raked by hand, a toilsome task. As we get away from the Bay, the grass loses its saline qualities, becomes lighter, and finally, seven or eight miles from the miles from the tide, degenerates into blue joint and wire grass, cutting from a ton to a ton and a half per acre, and, though far inferior in quality to broad leaf, still it makes good hay. But broad leaf is killing it out and taking its place, and in a few years hence there will probably be only timothy and broadleaf on the whole vast extent of marsh. The soil is similar to that of P. E. Island marshes, ten or twelve inches of rich, inexhaustible black loam, with an underlying stratum of red clay in some places, while in others the clay is at a great depth. Hay cutting—broadleaf—does not begin until about the 20th of September, and continues till well on in October. Blue joint and wire grass are cut in July and August, about the same time.

The rivers before mentioned take their rise in chains of lakes in the forests bounding the marsh most distant from the Basin. There are scores of these lakes, many of them on the marsh itself, some of them quite large, others not half the size of a mill pond. They are all frequented by numerous flocks of geese, ducks, teal, &c., and many of them with their outlets are the resort of fine trout, perch and eels, so that, at certain seasons of the year, they present an enticing field to the sportsman. The tracts under pasture also abound with plover. Berries of many kinds grow in abundance on the marsh and adjacent upland.

There are many curious spots in these marshes, especially in what is called the "head of the marsh," or part most distant from the tide, where there are some almost bottomless bogs. In some places I have thrust a pole, twelve feet long, straight down, and met with no firm soil, and cannot tell how deep such places are. There is one place in the Tanramar or Sackville Marsh, called the "Sunken Island," where the surface has been thus pierced to the depth of thirty feet, with like result. In many places a man can hardly walk across these shaly cranberry bogs. But when these places are ditched and drained, it only requires a few years for them to become good hay-producing marsh.

I am of the opinion that at one time nearly all this great body of valuable land was just such a morass, and that at a still earlier period it was the bed of part of Cumberland Basin, but that some great convulsion of Nature, or the steady sweep of the tide, with the gradual wash or wear from the uplands, gave it the more solid form under which it is now seen. There is such an opinion, and the most learned geologists who have examined it carefully incline to the same opinion, but space forbids that I should now attempt to adduce any proof. Whatever may have been its former condition, one thing is certain that Nature could have done no better for the farmers of Cumberland and Westmoreland than to bestow upon them such a vast, never failing, inexhaustible source of wealth. She could have done no better for them than to lay at their very doors the means of making these two counties renowned as best stock and butter producing districts in the Maritime Provinces, or I may justly say, in the Dominion, and when we look around and see the noble farms, with their neat and comfortable surroundings; when we see enterprising

towns springing up on the borders of this wealth, with manufactories and railroads in profusion, we feel that she has not misapplied this great gift; that, while on other lands she has bestowed the grand and sublime, denying to Nova Scotia and New Brunswick great mountains and magnificent rivers and mighty lakes, she has showered on them greater blessings and a nobler heritage, and that the industrious and intelligent yeomanry of Cumberland and Westmoreland have before them a future they need not fear, a future they can proudly face.

S. M. B.
Indian River, P. E. I., Nov. 25, 1881.

TELEGRAPHIC NEWS.

CANADA.

OTTAWA, Jan. 3.
News of a horrible murder on the Gatineau reached the city this evening. Corner Graham, of Hull, has been notified by Mr. Bourlart, Justice of the Peace, that a German, whose name has not yet transpired, had a dispute with one Hans Fiedler in the township of Bowman, and it is said shot him in the breast with a shot gun. Fiedler's wife was present, and carried the wounded man home, where he died half an hour later. The man claims that he acted in self-defence.

OTTAWA, Jan. 5.

Pie Island, on Lake Superior, promises to vie with some of the "Bonanzas" of California. A private letter to a gentleman in this city, states that at a depth of 325 feet in the main shaft a vein of solid ore has been struck. General Smith, of New York, on behalf of a number of capitalists interested has been dispatched to the island to make an investigation of the extent of the vein.

UNITED STATES.

NEW YORK, Jan. 5.

Arrangements were completed to-day for a billiard match, April 27th, in this city, between Schaefer, and Sexton for \$2,500.

GLOUCESTER, MASS., Jan. 5.

The schr. "Cora Lee" to-day brought the surviving crew of the schr. "Almon Bird," of Rockland, sunk in Sunday night's storm off Cape Ann. The crew of eight men took to a boat and one died yesterday. The body was thrown overboard. Subsequently two more died, but the bodies were rescued together with the five survivors. They had terrible experience, being without proper clothing or water, and but little food until this morning. All are badly frozen.

NEW YORK, Jan. 5.

The papers here comment Congressman Crapo's bill for lighting Hell Gate with Electric Lights.

HAVANA, Jan. 5.

Two persons are now in prison in connection with the Madrid Lottery Fraud. One is the seller of the ticket and the other a telegraph operator. Boyes and Co. have stopped payment of Paris credit of \$200,000 and recovered \$150,000 here.

PLINT, MICH., Jan. 2.

Samuel Buckley died to-day, aged 109; was a native of England; was pressed into the British navy when a boy; served seven years, participating in many historic engagements, and came to this country in 1836.

EUROPEAN.

LONDON, Jan. 5.

The French Government has repudiated the conduct of its subordinates in annexing the island of Ralatea in the South Pacific, which has caused much comment in England and Australia.

ST. PETERSBURG, Jan. 5.

Natives on the Kuldja frontier have retaliated Chinese cruelties. They have massacred the inhabitants of two Chinese settlements and defeated a detachment of 350 Chinese troops.

ST. PETERSBURG, Jan. 4.

Government has decided to establish a telegraph line between Irkutsk and Iakoutsk, Siberia.

PARIS, Jan. 5.

Cardinal Archbishop of Rouen, who recently returned from Rome, has published a letter describing the position of the Pope. He urges Italians to choose another capital and leave Rome to the Pope, in order to avert the necessity of his departure from that city.

LONDON, Jan. 5.

Mr. Forster, Chief Secretary for Ireland, left Dublin to attend to-morrow's Cabinet Council. He proceeded to Kingston under Police escort.

Orwell Notes.

The young folks of Orwell gathered at Mr. Chas. MacDonald's, Monday night (2nd inst.) to celebrate their annual ball. It was, as usual, a success, and with the aid of that veteran violinist, Samuel Ross, Esq., and Mr. Duncan, the dancing was continued until 6.30 a. m.

Our worthy fellow citizen, Mr. Alexander McPherson, had a narrow escape some few evenings since, while out driving. The reins breaking, the horse took fright and bolted. Mr. McPherson did a very piny thing, in jumping from the sleigh upon the horse's back, getting hold of the reins and bringing the horse to a stand.

Orwell, Jan. 3rd, 1882.

Leading French journals deny that the treaty negotiations between France and England have fallen through, and state that the English Commissioners have merely decided to lay the new proposals before their Government before replying to them. On the other hand, the English newspapers appear to regard negotiations as at an end.