

THE EXAMINER.

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THE DAILY EXAMINER

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W. L. COTTON, J. W. MITCHELL,
Manager, Office Sup't

Prince Edward Island RAILWAY.

TIME TABLE NO. 13.

Winter Arrangement.

TO COME INTO FORCE
TUESDAY, December 2nd, 1879.

TRAINS GOING WEST.

STATIONS.	Nos. 1 & 3, Mixed.	No. 5, Mixed.
Georgetown	Dep 8.20 a.m.	
Cardigan	" 8.46 "	
Mt. Stew't June	Ar 10.10 "	
Royalty Junction	Dep 10.15 "	
Charlottetown	Ar 11.27 "	
Royalty Junction	Dep 8.22 a.m.	Dep 3.00 p.m.
North Wiltshire	" 8.48 "	" 3.23 "
Hunter River	" 9.14 "	" 4.15 "
Broadalbane	" 9.30 "	" 4.30 "
County Line	" 10.07 "	" 5.03 "
Kensington	" 10.17 "	" 5.18 "
	" 10.55 "	" 5.55 "
Summerside	Ar 11.30 a.m.	Ar 6.30 p.m.
Wellington	Dep 1.30 p.m.	
Port Hill	" 2.19 "	
O'Leary	" 3.09 "	
Alberton	" 4.17 "	
Tignish	" 5.17 "	
	" 6.10 "	

TRAINS GOING EAST.

STATIONS.	Nos. 2 and 4, Mixed.	No. 6, Mixed.
Tignish	Dep 6.30 a.m.	
Alberton	" 7.25 "	
O'Leary	" 8.25 "	
Port Hill	" 9.40 "	
Wellington	" 10.22 "	
Summerside	Ar 11.10 a.m.	
Kensington	Dep 2.30 p.m.	Dep 7.30 a.m.
County Line	" 3.05 "	" 8.05 "
Broadalbane	" 3.43 "	" 8.44 "
Hunter River	" 3.53 "	" 8.54 "
North Wiltshire	" 4.30 "	" 9.30 "
Royalty Junction	" 4.46 "	" 9.43 "
Royalty Junction	" 5.37 "	" 10.33 "
Charlottetown	Ar 6.00 p.m.	Ar 11.00 a.m.
Royalty Junction	Dep 2.30 p.m.	
Mt. Stew't June	Ar 2.53 "	
Cardigan	Ar 4.10 "	
Georgetown	Ar 4.15 "	
	Ar 5.35 "	
	Ar 6.00 p.m.	

SOURIS BRANCH.

Trains Going West.

STATIONS.	No. 7, Mixed.
Souris	Depart 7.15 a.m.
Harmony	" 7.37 "
St. Peter's	" 8.55 "
Morell	" 9.23 "
Mt. Stewart Junction	Arrive 10.10 a.m.

Trains Going East.

STATIONS.	No. 8, Mixed.
Mt. Stewart Junction	Depart 4.15 p.m.
Morell	" 4.53 "
St. Peter's	" 5.30 "
Harmony	" 6.48 "
Souris	Arrive 7.10 "

ALEX. MACOMB,
Sup't and Engineer.

Railway Office, Charlottetown, Nov. 28, 1879.
—pat pres h a n e s p j k e a p i o 6 i

COAL. COAL.

FOR SALE, at the Gas Works, and Koughan's Scales, a quantity of Round Lingan Coal, at \$1.50 per ton.
This Coal gives a great heat, and being almost free from sulphur, is suitable for either grates or cooking stoves.
Dec. 27, 1879—city papers 6i

Valuable Property for Sale.

TO BE SOLD, all that part of Town Lot No. 74, in the first hundred of Town Lots in Charlottetown; having a front of 67 feet, Dorchester Street, and running back 80 feet, together with the buildings thereon erected.
For further particulars apply to Messrs. HODGSON & McLEOD, Charlottetown.
Sept. 18, 1879.

THE FIRM OF W. & A. BROWN

BEING ABOUT TO MAKE A
Change in their Business and Firm,

Take this opportunity of informing the public that all accounts due them by
Note, Book Account, or Otherwise,

WILL REQUIRE TO BE PAID ON OR

Before the 1st day of March next, Ensuing,

and all unsettled claims at that date will have to be handed over for collection.

Persons having claims against the firm are requested to furnish the same before that date for adjustment and payment. They will also close out balance of stock during said time at a large discount.

W. & A. BROWN.

Charlottetown, January 8, 1880.

ESTABLISHED 1825. CANADA CORDAGE FACTORY.

JOHN A. CONVERSE, MONTREAL.

MANUFACTURER OF CORDAGE of Every Description, including all sizes Manila Rope, Tarred Manila Hawkers, Lobster Marlin, Tarred Hemp Rope, Houseline, Hambroline, &c., equal in quality to the best American. Prices on application.
Jan. 7, 1879.

TO LET.

THE SHOP on Upper Queen Street, now occupied by Simon W. Crabbe. Possession given the 1st June, 1880.

ARCH'D. WHITE,
Ch'town, Dec. 22, 1879.—law
pat pres n e h e r l m

For Sale.

THE Land and Dwelling House owned and occupied by William B. Hertz, situated on Easton street, opposite Admiral Bayfield's dwelling. For further particulars apply to

CHARLES HEARTZ,
Queen Street.

Jan. 5, 1880.

73,620 MORE SINGER SEWING MACHINES SOLD IN 1878 THAN IN ANY PREVIOUS YEAR.

In 1870 we sold 127,833 Sewing Machines.
" 1878 " " 336,432

Our sales have increased enormously every year, through the whole period of "hard times."

We now Sell Three-Quarters of all the Sewing Machines Sold in the World.

Waste no Money on 'cheap' Counterfeits.

Send for handsome Illustrated Price List
ROBERT YOUNG,
South Side Queen Square,
Sole Agent for P. E. Island.
Ch'town, March 18, 1878—law tf

Bones. Bones.

THE undersigned will pay fifty cents Cash per cwt. for all bones delivered at the Bone Mill, in the Royalty. No quantity less than one cwt. (112 lbs) taken.

FRED. W. HYNDMAN,
Agent.
Ch'town, Dec. 1, 1879

"NOW'S THE DAY"

AND
"NOW'S THE HOUR."

SUBSCRIBE FOR

The Weekly Examiner.

ONLY ONE DOLLAR A YEAR.

"THE EXAMINER" supplies to country districts all the home news—which a foreign paper cannot do.

Send One Dollar by registered letter or money order and get the
CHEAPEST AND BEST
paper published in P. E. Island.

N. B.—Persons who have relatives or friends in any part of Canada, the United States or Great Britain, may have them provided with THE EXAMINER for a year by payment of One Dollar—postage paid in this office. This is the very cheapest way to provide a friend abroad with the Island news.

BUY the DAILY EXAMINER for the latest news—local and telegraphic.
Ch'town, Dec. 27th, 1879.

SECOND EDITION

THE DAILY EXAMINER.

FEBRUARY 6, 1880

Winter Navigation.

THE *Montreal Gazette*, in a recent number, published a letter from a correspondent relative to the construction of a winter steamer, by a shipbuilder in North Germany. As the subject of Winter Navigation is of great importance to the people of this Province, as well as other Provinces of the Dominion, we here reproduce the letter in question:—

To the Editor of the Gazette.

DEAR SIR,—The *Gartenlaube*, one of the best German illustrated journals, brings in one of its last numbers an article which, I think, is of so much interest to Montreal that I venture to give you a short extract of it, trusting that you will grant it a space in your esteemed paper.

The winter in the north of Germany is not as severe as in Lower Canada, and the Elbe is not closed by ice every winter, but it happens often enough to cause serious loss to Hamburg's trade, and naturally the question has often been raised whether, in such a case, nothing can be done to break the ice blockade.

To judge from the statements given in the *Gartenlaube*—and the respectability of the paper warrants me in accepting them as correct—the question has been settled satisfactorily.

The journal says that the shipbuilder, Mr. Ferdinand Steinhilber, has succeeded in constructing a vessel which will keep communication with the sea open even in the severest winter.

The ship is built entirely of iron, 130 feet long, 82 feet beam, and the depth of hold amidst ship 16½ feet.

The leading principle in the construction was to offer to the ice everywhere a round and slanting surface, to enable the ship to mount the ice and crush it by her weight. She is a screw steamer of 600-horse power, and the engine is placed as much forward as possible to increase her weight there.

Two boilers, each large enough to work the engine in case of need. Room for about 100 tons coals. The whole ship is heated by steam, and as her deck is also of iron, and always warm, there is no danger of ice forming on it. She draws 11 ft. 6 inches aft, and by means of large tanks placed on board the draft can be increased to 16 feet 10 inches; to fill or empty these tanks requires 10 minutes only. The crew consists of 14 men, eight for the navigation of the vessel, and six as engineers and firemen. The cost of the ship in 1871 was \$47,500.

As to her performances, it is stated that she breaks ice of from 8 to 10 feet thickness and packed ice up to 16 feet thick without any difficulty. Ice 3 feet thick and smooth ice of any size is broken without any perceptible delay. Ten miles of strong ice have been cleared in five hours, the ship moving with great ease, and towing at the same time. Such has been the satisfaction given, that the Senate of Hamburg, seeing the importance of the vessel to the commerce of the city, took her off the hands of those who had clubbed together to make the experiment, and contracted at the same time for another and more powerful one at the price of \$68,700.

I know that the distance from Montreal to open water is greater than from Hamburg to the sea, and there may be other obstacles here of which I am not aware; but if the plan should be at all possible here, I think its importance can hardly be over-estimated, as Montreal would be freed of the one great drawback to its becoming one of the largest shipping ports on the continent. Yours truly,
C. M.

Brockville, 26th Jan., 1880.

Late Scotch News Notes.

A paper has been read before the Society of Antiquaries of Scotland, giving an account of a charter of confirmation by King Frederick III, of Denmark and Norway (1662), and other documents in the Norse language, relating to Shetland, by Mr. Gilbert Goudie, F. S. A. Scot.

Provost Alexander, after forty-seven years' connection with Peterhead—nineteen years of which he has been Provost—has just been presented, in presence of a large body of his townsmen, with his portrait, painted by Mr. George Reid, R. S. A., together with a replica for Mrs. Alexander.

Mr. A. Mathieson, Kirkfieldbank, has received the following note from Miss Gladstone: "Miss Gladstone begs to return her most sincere thanks for the beautiful piece of cloth received from Mr. Mathieson, and wishes him to know how gratified she and her father were by the kind words which accompanied the gift."

At a meeting of the Scottish Food Reform Society, the company, to the number of twenty, sat down to a repast, consisting of six courses—lentil and barley soup, haricot bean pie, haricot bean omelets with sauce, hominy pudding, pearl meal pudding and tapioca and apples. The cost of the whole, exclusive of cooking, came to 3½ pence.

Miss Vandermeulen, a lady of Dutch extraction, who, after living for a long period of years in Nairn, died on the 5th of December, has left legacies to the U. P. Church for the spread of the Gospel, £200; for the poor of Nairn, £200; to Nairn U. P. Church, £1,000. The residue of her estate, about £3,500, is to be applied for the support and spread of the Gospel at home and abroad, and in aiding Christian work.

MISCELLANEOUS.

Mrs. Scott-Siddons' husband is complaining because his wife hasn't settled more property on him, and the *Kansas City Times* suggests that she should yet give him a clear title to a corner lot in a stylish cemetery.

The German Emperor will open the Reichstag in person. The German Newspapers are discussing England's probable attitude in the event of a continental war. Prince Bismarck is working with extraordinary vigor.

"If you were a decent person," remarked a shrill female voice on the railway, "you would shut down that window, and not expose me to the draft." "Madam," was the reply, as the window was softly lowered, "I thought from your face that you were over forty-five and, therefore, out of the draft." And notwithstanding the fact that this wretch was on the train the cars did not run off the track or the engine burst its boiler.

A bridal party in a St. Louis justice's office lacked the bridegroom. He had quarrelled with the bride, and after waiting an hour beyond the appointed time, she told her friends that he probably did not mean to come at all. Thereupon an old admirer offered to take the missing man's place. The woman hesitated, but fifteen minutes of vigorous courtship won her consent, and the ceremony was performed.

The *Times* Berlin correspondent asserts that a complete understanding has been arrived at on all the important questions regarding home and foreign policy, between Prince Bismarck and the Emperor William. The same correspondent says that the rumor that the Crown Prince has been commissioned to visit the Pope, to come to an understanding on the church struggle is unfounded. Prince Bismarck has resumed his functions with all his old energy.

The *Times* Cabul correspondent says:—"No apprehension is felt that the present tranquillity will soon be disturbed. Business in the city has been entirely resumed." The *Times* despatch from Candahar says:—"Terrible accounts reach here from without the British lines. It is reported that nearly two thousand families have been exterminated by the Ghilzais, and that seven of the villages of the latter were afterwards captured by the Hazaras, and every soul in them slain."

In view of the year 1881 being the year prophesied when the world will end, Mother Shipton's prophecy has been revived. Here are the principal events which have come to pass since that remarkable prophecy was published in 1443:—

Carriages without horses shall go,	Rail-
And mishaps fill the world with woe,	roads.
Around the world thoughts shall fly,	Tele-
In the twinkling of an eye,	graphs.
Iron on the water shall float,	Iron ships.
As easy as a wooden boat,	
Gold shall be found and shown,	Australia and
In lands not now known,	America.
England shall at last admit a Jew,	Premier.
And fire and water wonder do,	Steam.
The world to an end shall run	
In eighteen hundred and eighty-one.	

Leap Year Note.

On a recent night the members of the Kentucky Legislature were escorted by the young ladies of Frankfort to a leap year hop. The men were called for in carriages.

The American, Ga., *Republican* tells of a Sumter county man who went to a leap-year party and was offered the heart and fortune of a rich maiden lady.

When the students at the University of Virginia attended a leap year entertainment given by the ladies of Charlottesville, they found that every lady had invited and expected to entertain six gentlemen.

A notable event in Chattanooga, Tenn., society was the entertainment successfully conducted there by a number of young ladies on Jan. 8. Accompanying the invitation was a notice asking "the pleasure of the company" of the young men, with the request to "please let us know, if agreeable, when to call for you." None of the young men had any previous engagements and readily obtained the consent of their parents to attend. The ladies called in carriages. After the dancing the young men were offered feminine arms and escorted down town to a restaurant, where they were regaled handsomely.

Après of leap year *Chambers' Journal* records a lady's proposal made in a novel manner: The young man paying his usual evening visit, asked his lady love how she got along with her cooking. "Nicely," replied she. "I'm improving wonderfully, and make splendid cake, now." "Can you?" said the young fellow, ignorantly rushing on to his fate. "What kind do you like best?" "I like one made with flour and sugar, with lots of currants and citron, and beautifully frosted on the top," responded she. "Why, that's a wedding cake!" cried he. "I meant wedding," said she; and there was nothing left for him but to say he meant wedding, too.

Leap year makes no changes in the maturity of a note of hand in Indiana. Paper dated on February 28, 1880, payable one day from date, becomes due March 1, the same as any other paper. The question has come before the Supreme Court in respect to serving of process of 1876, the previous leap year. The law there requires ten days previous service for the entry of judgment. In the case before the Court the judgment was premature if the 28th and 29th of February were computed as one day. The Court said: "It must be regarded as settled in this State that the 28th and 29th of February in every bis-sextile year must be computed and considered in law as one day."