

THE EXAMINER.

VOL. 6.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, FRIDAY, FEBRUARY 27, 1880.

NO. 83

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	Dp 8.20 a. m.	
Cardigan	" 8.46 "	
Mt Stew't June	Ar 10.10 "	
Royalty Junction	Dp 10.15 "	
Charlottetown	Ar 11.27 "	
Royalty Junction	Dp 8.00 a. m.	Dp 3.00 p. m.
North Wiltshire	" 8.22 "	" 3.23 "
Hunter River	" 9.30 "	" 4.30 "
Breadalbane	" 10.07 "	" 5.08 "
County Line	" 10.17 "	" 5.18 "
Kensington	" 10.55 "	" 5.55 "
Summerside	Ar 11.30 a. m.	Ar 6.30 p. m.
Wellington	Dp 1.30 p. m.	
Port Hill	" 2.19 "	
O'Leary	" 3.00 "	
Alberton	" 4.17 "	
Tignish	" 5.17 "	
	" 6.10 "	

TRAINS GOING EAST.

STATIONS.	Nos. 2 and 4, Mixed.	No. 6, Mixed.
Tignish	Dp 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	Dp 2.30 p. m.	Dp 7.30 a. m.
County Line	" 3.05 "	" 8.05 "
Breadalbane	" 3.43 "	" 8.44 "
Hunter River	" 3.53 "	" 8.54 "
North Wiltshire	" 4.30 "	" 9.30 "
Royalty Junction	" 4.46 "	" 9.43 "
Charlottetown	" 5.37 "	" 10.38 "
Royalty Junction	Ar 6.00 p. m.	Ar 11.00 a. m.
Charlottetown	Dp 2.30 p. m.	
Royalty Junction	Dp 2.53 "	
Mt. Stew't June	Ar 4.10 "	
Cardigan	Dp 4.15 "	
Georgetown	" 5.35 "	
	Ar 6.00 p. m.	

SOURIS BRANCH.

STATIONS.	No. 7, Mixed.
Souris	Depart 7.15 a. m.
Harmony	" 7.37 "
St. Peter's	" 8.55 "
Moreh	" 9.28 "
Mt. Stewart Junction	Arrive 10.10 a. m.

Trains Going East.

STATIONS.	No. 8, Mixed.
Mt. Stewart Junction	Depart 4.15 p. m.
Moreh	" 4.58 "
St. Peter's	" 5.30 "
Harmony	" 6.48 "
Souris	Arrive 7.10 "

ALEX. MACNAB,
Sup't and Engineer.
Railway Office, Chtown, Nov. 28, 1879.
—pat pres h a n e s j kca pio 6i

COAL. COAL.

FOR SALE, at the Gas Works, and Koughan's Scales, a quantity of Round Langan Coal, at \$3.50 per ton.
This Coal gives a great heat, and being almost free from sulphur, is suitable for either stoves or cooking stoves.
Dec. 27, 1879—city papers 6i

MACLEAN & MARTIN ATTORNEYS-AT-LAW,

Newson's Building, Opp. Post Office,
Charlottetown, P. E. I.
A. A. McLEAN. D. C. MARTIN.
June 18, 1879.—eLaw

Daily Examiner!

1880.

Advertises Cheap FOR CASH!

JOB PRINTING

PROMPTLY, NEATLY, AND CHEAPLY DONE.

Persons who have not yet settled last year's accounts, will please do so before commencing the business of the coming season.

Small Profits—Quick Returns, IS OUR MOTTO.

Warned by the past, we intend to deal closer to the cash system than ever heretofore.

THE DAILY EXAMINER

Local News, Foreign News, Political News, Social News, Commercial News, Shipping News,

laid before Subscribers, Purchasers, and Borrowers,
EVERY EVENING, PRICE 2 CENTS.

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THE DAILY

Largely Increased Circulation AND IS AN EXCELLENT ADVERTISING MEDIUM

THE WEEKLY EXAMINER

Made up from THE DAILY—a Compendium of all the News of the Week.
Subscription price only

ONE DOLLAR A YEAR, IN ADVANCE.

Sent to any address in Great Britain or North America.

Persons having relatives or friends abroad cannot do better than send them THE WEEKLY EXAMINER.

A few Advertisements only, received
J. W. MITCHELL, | W. L. COTTON,
Office Sup't. Manager

No. 35 Water St., Charlottetown.

Prince Edward Island Branch

NORTH BRITISH & MERCANTILE FIRE AND LIFE INSURANCE CO.

Subscribed Capital, \$9,733,332.00
Paid up Capital, 1,216,666.00

CHIEF OFFICES—Edinburgh, 64 Princess Street; London, 61 Threadneedle Street.
Nine-Tenths of the Profits of the Life Assurance Business are divided every Five Years. The Tables of Rates are moderate.
Fire Insurances effected on nearly every description of Property, at the LOWEST RATES of Premium, corresponding to the nature of the risk.
Losses settled with promptitude and liberality.
C. W. DEBLOIS, General Agent.
Dec. 14.

QUEEN INSURANCE COY. 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.
Losses settled promptly.
GEORGE MACLEOD (Union Bank), Agent for Prince Edward Island June, 1877.

FOR THE HOLIDAYS ANY OTHER TIME.

W. R. BOREHAM
Has on hand, and coming, per steamer *North-ern Light*, large stock of Men's, Women's and Children's Boots, Shoes, Rubbers, Over-shoes and Slippers, all styles and prices to suit all ages and pockets. Come along to W. R. BOREHAM, South Side Queen Square.
Dec. 23, 1879.—3mostaw

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.
Chtown, Dec. 1, 1879

TO LET.

THE SHOP on Upper Queen Street, now occupied by Simon W. Crabbe. Possession given the 1st June, 1880.
ARCH'D. WHITE.
Chtown, Dec. 22, 1879.—tau
pat pres n e her 1m

To Inventors and Mechanics

PATENTS and how to obtain them. Pamphlet of 60 pages free upon receipt of stamps or postage. Address GILMORE, SMITH & CO., Solicitors of Patents, Washington, D.C



Canadian Pacific Railway.

Tenders for Rolling Stock.

TENDERS are invited for furnishing the Rolling Stock required to be delivered on the Canadian Pacific Railway, within the next four years, comprising the delivery in each year of about the following, viz:—
20 Locomotive Engines.
16 First class Cars (a proportion being sleepers)
20 Second-class Cars, do.
3 Express and Baggage Cars.
3 Postal and Smoking Cars.
240 Box Freight Cars.
100 Flat Cars
2 Wing Ploughs.
2 Snow Ploughs.
2 Flangers.
40 Hand Cars.

THE WHOLE TO BE MANUFACTURED IN THE DOMINION OF CANADA and delivered on the Canadian Pacific Railway, at Fort William, or in the Province of Manitoba.

Drawings, specifications and other information may be had on application at the office of the Engineer-in-Chief, at Ottawa, on and after the 15th day of MARCH next.
Tenders will be received by the undersigned up to noon of THURSDAY, the 1st day of JULY next.

By Order, F. BRAUN, Secretary.
DEPT. OF RAILWAYS & CANALS, (to 16, oaw
Ottawa, 7th February, 1880. (till June 30

SECOND EDITION

THE DAILY EXAMINER.

FEBRUARY 27, 1880

Canadian Poultry and Eggs for the British Market.

VALUABLE INFORMATION FOR RAISERS AND DEALERS AND EXPORTERS OF POULTRY AND EGGS.

(From a Circular issued by John Dyke, Canadian Government Agent in Liverpool, G. B.)

Having paid considerable attention to the initiation and development of a trade between Canada and Great Britain, in poultry and eggs, I have arrived at the conclusion that a very remunerative business can be conducted if proper care be taken. This opinion is based upon a careful examination of nearly every consignment made from Canada since February, 1874, when, with the first shipment of fresh meat from the American Continent, we had a ton and a half of poultry;—and upon an intimate knowledge of the market here. With the view of extending this branch of export trade, I propose to give the result of my enquiries, together with

THE PRACTICAL EXPERIENCE OF SHIPPERS FROM CANADA,

and also of the London and Liverpool salesmen, who have, for many years, conducted an enormous trade from France, Holland, Belgium, Italy, and other parts of the Continent. The value of poultry imported into the United Kingdom from abroad in 1877 was upwards of \$1,600,000 being upwards of \$100,000 more than in 1876, and it is hardly probable that the present high prices would be seriously effected if these efforts were quadrupled. Shipments of Canadian turkeys to England have proved most remunerative, whilst those of fowls, ducks and geese have also proved fairly successful. The

DIRECTIONS FOR FATTENING.

as given by *La Basse Cour*, an eminent French journal, specially devoted to the interests of the poultry yard, to ensure white, plump poultry are as follows:—"To get good weight and a delicate color, only meal from grain of the last year's growth should be used in the fattening process, and the water employed for mixing the food should be salted in the proportion of six drachms or about one-third of an ounce to the quart. Further a small quantity of coarse gravel should be added to the paste made, so as to assist the bird's digestive functions. Special care should be taken to keep them perfectly quiet, and not to give them any heavy meal for at least twelve hours before they are to be killed, so that the intestines may be empty at the time of death, and the acid fermentation of their contents, which would otherwise ensue, and which facilitates decomposition may be avoided. Poultry killed when digestion is going on will hardly keep for a week. By attention to the above directions, they may be preserved for a fortnight in mild wet weather, and for a long time when it is dry and cold."

THE NECKS OF ALL POULTRY.

should be broken close to the head, not cut. A slight incision may be made in the roof of the mouth to dislodge the blood, which would otherwise settle in the head and neck. They should then be placed in a position to thoroughly cool, care being taken to arrange the feathers, for an attractive appearance is of primary importance. It is very important that all poultry

FOR SHIPMENT TO GREAT BRITAIN

should be neither plucked nor drawn. The feathers which may arise during the passage, but act as the most natural and at the same time most efficient, non-conductors of heat. Nothing, in fact, will tend to the preservation of any bird more than its own feathers. Select young cock turkeys, the heavier the better. Cock turkeys will realize at least 20 per cent. more than hens. If convenient arrangements can be made, shipping in refrigerator on board ship is to be preferred. The packing should be in light wooden cases, not necessarily air-tight, about 7 feet long, 2 feet 6 inches to 3 feet wide, and about a foot high, to contain about a score in each case, which should be marked with the weight and sex of birds, to facilitate the sale to dealers. On no account should the heads be placed under the wings. Place them as straight as possible in the cases, that they may

RETAIN THEIR PROPER SHAPE,

taking the precaution to arrange them breast downwards, thus avoiding sweating. If it is impossible to obtain space in refrigerators, in cold, frosty weather, they may be enveloped in newspaper and packed in flour barrels, and shipped as ordinary freight. No hay, straw, or any other article which will heat or ferment, should be used in packing. Several lots sent in this manner have arrived in excellent condition. Exporters to the London market from the Continent and the West Coast of Ireland use a solution of permanganate of potash as a preventative of decomposition or taint with great success. The plan adopted in this—a piece of paper—or perhaps cotton batten would be best for Canadian shippers to use—is soaked in the solution and placed

in the mouth and vent of each bird. I should also recommend that the heads be wrapped in paper prepared in a similar manner.

FRESH EGGS.

The Canadian fresh eggs which have as yet arrived this season have not been of the same general good quality as in former years. It is my duty to warn shippers that, if there be any doubt about the freshness they should on no account ship them. The injury already done by not taking these precautions may seriously affect the prices of Canadian fresh eggs at Birmingham, Leeds, Newcastle and other centres of population, this season. That they can be safely shipped is proved by the large shipments made during the last three seasons by the same parties.

PICKLED EGGS.

I was much amused the other day when my attention was called to a shipment of pickled eggs from Canada—they were packed in the following manner:—placed rather loosely in layers of chopped straw, in a beer barrel, and then filled in with salt brine and headed up. No bill of lading accompanied them, and the commission agent had to pay freight and other charges. A letter arrived informing the consignee that other shipments would follow. The result may easily be imagined. Upon opening the barrels

A TERRIBLE STENCH WAS EMITTED;

and not only did the unfortunate man lose the expenses advanced, but was threatened by the police with proceedings for creating a nuisance in the street in which the eggs were opened. Eggs pickled in this manner, I need hardly state, are not required in England. The method of pickling, as generally followed in Canada, leaves nothing to be desired, but

THE FOLLOWING SIMPLE PRECAUTIONS

must be taken to ensure successful transit to Great Britain, viz.: The eggs must be thoroughly dried; then take a flour barrel, and place in it about three to four inches of chaff, or finely cut hay, which has been previously dried in a kiln or oven. Commence packing the eggs flat, with large end towards side of the barrel, in circles, care being taken to keep at least 1½ inches of chaff between the sides of the barrel and the eggs; then place another layer of chaff, and repeat until the eggs are about 6 inches above the top of the barrel; they should then be pressed, and headed in, and will arrive here with a wonderfully small amount of breakages. In this manner seventy dozen of eggs can be placed in each barrel, and the freight on the same from places easy of access in the Provinces of Ontario and Quebec, will not exceed 2 cents per dozen, and the same from the Maritime Provinces. Unless the British salesman is personally known to the shipper, I strongly advise him to accompany the first shipment.

The War-Ship of the Future.

The acute German mind has already perceived the folly of building impregnable ships. The learned Prof. Loewenthal has become convinced that instead of building ships which cannot be pierced by the guns now in use, we should build ships which would offer the least possible resistance to cannon balls. He claims that the frigates of the future will be so constructed that the balls of the enemy will pass directly through her without inflicting any damage, and that she will attack her enemy not with guns, but with torpedoes. Herr Loewenthal selects for the material of his newly invented war vessel India rubber of one foot in thickness. The whole hull is to be made of India rubber, strengthened below the water line with a light steel frame. The vessel will be driven by an ordinary steam engine, and will have no masts. At the bow will be a projecting spar, to which the torpede will be affixed, and the entire crew including the helmsman, will be on the lower deck out of range of shot. When a cannon ball strikes the India rubber ship, it will pass directly through it above the heads of the crew, and the hole made by it will instantly close. Paying no attention to such futile attacks, the India rubber vessel will steam toward her adversary and explode her torpedo. The doomed vessel will instantly sink, while her elastic destroyer will be driven hundreds of yards backward by the recoil following the explosion. Such a vessel, says the inventor, could easily destroy all the navies of the world, and after her work was done she could be made as strong as ever with the aid of two or three bottles of cement.

A Secret Document.

A special despatch to the *Halifax Herald* says:—The sympathy universally expressed by Her Majesty and all belonging to her in the continued murderous attacks which are made on the Czar's life, is augmented now by the fact that a secret document, belonging to the Nihilists, has been found which leaves not a shadow of doubt that the Russian Emperor must fall. Under these circumstances, the greatest anxiety is manifested by the Queen and H. R. H. the Princess of Wales, during his visit. The Prince, however, ridicules the idea that any harm can befall him; nevertheless, those who are so devotedly attached to him have their fears for his safety.

THE *Northern Light* reached Georgetown at six o'clock last night. She brought six passengers and a quantity of freight.