

# The Daily Examiner.

TERMS:—FIVE DOLLARS A YEAR.

"This is true Liberty, when Free-born Men having to advise the Public, may speak free."—EUPHIDES.

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NEW SERIES.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, FRIDAY, JANUARY 6, 1882.

VOL. 10.—NO. 37.

## 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  
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## 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	Dp 8.15am	Dp 3.00pm	Dp 2.30pm
Royalty Jc	" 8.38 "	" 3.23 "	" 2.53 "
N Wiltsh'e	" 9.29 "	" 4.15 "	"
Hunter R'r	" 9.45 "	" 4.30 "	"
Bradaba's	" 10.23 "	" 5.08 "	"
Co'ty Line	" 10.33 "	" 5.18 "	"
Freectown	" 10.48 "	" 5.33 "	"
Keasing't'n	" 11.10 "	" 5.55 "	"
Summ'side	Ar 11.45 "	Ar 6.30 "	"
Wellingt'n	Dp 1.45pm	"	"
Port Hill	" 2.37 "	"	"
O'Leary	" 3.22 "	"	"
Bloomfield	" 4.44 "	"	"
Alberton	" 5.08 "	"	"
Tignish	" 5.48 "	"	"
Royalty Jc	"	"	Dp 2.53pm
York	"	"	" 3.09 "
Bedford	"	"	" 3.29 "
Mt. Stew't	"	"	Ar 4.05 "
Cardigan	"	"	Op 4.15 "
Georget'n	"	"	" 5.33 "
Mt. Stew't	"	"	Ar 6.00 "
Morell	"	"	Dp 4.15pm
St. Peter's	"	"	" 4.55 "
Bear River	"	"	" 5.25 "
Souris	"	"	" 6.15 "
	"	"	Ar 7.00 "

### TRAINS INWARD.

STATIONS.	MIXED.	MIXED.	MIXED.
Ch'town	Ar 5.30pm	Ar 11.15am	Ar 11.45am
Royalty Jc	Dp 5.07 "	Dp 10.52 "	Dp 11.22 "
N Wiltsh'e	" 4.15 "	" 10.00 "	"
Hunter R'r	" 4.00 "	" 9.45 "	"
Bradaba's	" 3.24 "	" 9.09 "	"
Co'ty Line	" 3.14 "	" 8.59 "	"
Freectown	" 2.59 "	" 8.44 "	"
Keasing't'n	" 2.35 "	" 8.20 "	"
Summ'side	" 2.00 "	" 7.45 "	"
Wellingt'n	Dp 10.38 "	"	"
Port Hill	" 9.53 "	"	"
O'Leary	" 8.31 "	"	"
Bloomfield	" 8.08 "	"	"
Alberton	" 7.25 "	"	"
Tignish	" 6.30 "	"	"
Royalty Jc	"	"	Dp 11.22am
York	"	"	" 11.05 "
Bedford	"	"	" 10.45 "
Mt. Stew't	"	"	" 10.10 "
Cardigan	"	"	Ar 10.00 "
Georget'n	"	"	Dp 8.40 "
Mt. Stew't	"	"	" 8.15 "
Morell	"	"	Dp 10.00am
St. Peter's	"	"	Dp 9.20 "
Bear River	"	"	" 8.50 "
Souris	"	"	" 8.00 "
	"	"	" 7.15 "

**L. B. ARCHIBALD,**  
Superintendent  
Railway Office, Charlottetown, Nov. 29, 1881  
[st, wkly]

## 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, Sunday's ex-  
cepted, on arrival of the "Northern Light."  
L. B. ARCHIBALD,  
Supt.  
Railway Offices, Ch'town, Dec 15, 1881—tf

## 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  
D. K. Currie.  
Ch'town, Oct. 8, 81—oaw tf

## 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—tf

## WE ARE REMOVING

TO OUR  
**OLD STAND,**

AND WILL OPEN ON

**FRIDAY, THE 16th INST.,**

SHEWING 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

## 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—tf

## 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.  
[de 17 3m 2aw

## St. Lawrence Hotel. THE WAR-TRAIL.

THE above Hotel is now RE-OPENED,  
having been thoroughly repainted and  
refurnished in the best style. Being centrally  
situated and within three minutes walk of  
the Railway Depot and Steamboats, it offers  
inducements to the travelling public.  
Permanent and Transient Boarders accom-  
modated unsurpassed by any other Hotel in  
the city.  
WM. E. HICKY,  
Proprietor  
Ch'town, Dec. 21, '81.

## STEAM! STEAM!

To the Front!

## The Mayflower Mills

Have been thoroughly overhauled, and  
a first-class Steam Engine put in,  
making it second to none on  
the Island.  
Parties from a distance can receive their  
grists at shortest notice.  
H. S. GATES,  
West Royalty, Dec. 20—41 2aw, wkly 2m

## CITIZENS' INSURANCE CO., OF CANADA.

SIR HUGH ALLAN.....PRESIDENT.

Capital.....\$1,188,000  
Deposited with Dominion Gov't..... 142,000

Fire, Life, Accident and Guarantee.

Risks taken in the above Company at  
moderate rates. (Farm Property and Isolated  
Dwellings a speciality.) Policies issued in  
office at Charlottetown. Losses settled  
promptly and liberally.

A. S. URQUHART,  
General Agent for P. E. I.  
Ch'town, Dec. 9, 1881—1m

## FIRE!

## NORTHERN ASSURANCE CO.,

1 Moorgate Street, London.

Capital, £3,000,000 stg.

Every description of property insured at  
current rates, in town and country.

FRED. W. HYNDMAN,  
Corner Queen and Water Streets.  
Ch'town, Dec. 6, '81—tf

## Professional Card.

THE undersigned have this day enter-  
ed into Partnership as Attorneys-at-Law.  
Office—South side of Queen Square, op-  
posite the Post Office.

A. B. WARBURTON,  
F. J. CONROY.  
Charlottetown, Dec. 3, 1881—6w 2aw

## 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),  
Agent for Prince Edward Island  
[Ju 77]

## ALFRED A. BOWN,

**AUCTIONEER**

General Commission Merchant

ST. JOHN'S, NEWFOUNDLAND.

Solicits consignments of all kinds of Produce  
Butter, Eggs, Vegetables, etc., etc.

Prompt returns guaranteed. Good refer-  
ences on application. [Ju 17 6m oaw

## W. C. BISHOP,

**SHIPPING**

**FORWARDING AGENT,**  
Marine Insurance Broker,  
—AND—  
General Commission Agent,  
50 BEDFORD ROW.  
P. O. BOX 1 . . . HALIFAX, N. S.

PARTICULAR ATTENTION given to the  
Shipment of Lobsters and other Canned  
Goods, and collection of Custom Drawbacks  
thereon.  
Hulls, Cargoes, and Freights insured in  
first-class offices at most favorable rates.  
Consignments of Produce solicited, and  
prompt returns guaranteed.  
Correspondence solicited and answered  
promptly.  
Nov. 14, 1881—1yr

SUBSCRIBE for the DAILY EXAMINER,  
the Cheapest and most Newsworthy Paper  
Published in the Provinces.

## THE WAR-TRAIL.

CHAPTER XX.  
LOST UPON THE PRAIRIE.

I slept sweetly and soundly. I had  
no dreams, or only such as were light,  
and forgotten with the return of con-  
sciousness.

It was late when I awoke. A bright  
sun was mounting into the blue and  
cloudless sky. This orb was already  
many degrees above the horizon.

Hunger was the father of my first  
thought. I had eaten nothing since an  
early hour of the preceding day, and  
then only the light *desayuna* of sweet-  
cake and chocolate. To one not accus-  
tomed to long fasting, a single day with-  
out food will give some idea of the pain  
of hunger; that pain will increase upon  
the second day, and by the third will  
have reached its maximum. Upon the  
fourth and fifth, the body grows weaker,  
and the brain becomes deranged; the  
nerve, however, is less acute, and though  
the suffering is still intense, hunger is  
never harder to endure than upon the  
second or third days. Of course, these  
remarks do not apply to those accus-  
tomed to long fasts. I have known men  
who could endure hunger for six days,  
and feel less pain than others under a  
fast of twenty-four hours. Indians or  
prairie-hunters were those men, and for-  
tunately for them that they possess such  
powers of endurance, often driven as  
they are into circumstances of the most  
dire necessity. Truly "God tempers  
the wind to the shorn lamb!"

As I have said, my first thought was  
of something to eat. I rose to my feet,  
and with my eye swept the prairie in  
every direction: no object, living or  
dead, greeted my sight; beast or bird  
there was none; my horse alone  
met my glance, quietly browsing on  
his trail-ropes. I could not help  
envying him, as I scanned his well-filled  
sides. I thought of the bounty of the  
Creator in thus providing for his less in-  
telligent creatures—giving them the  
power to live where man would starve.  
Who does not in this recognize the  
hand of Providence?

I walked forward to the edge of the  
baranca, and looked over. It was a  
grim abyss, over a hundred feet in depth,  
and about the same in width. Its sides  
were less precipitous at this point. The  
escarpment rocks had fallen in, and  
formed a sort of shelving bank, by which  
a man on foot might have descended into  
its bed, and climbed out on the opposite  
side; but it was not passable for a horse.  
Its cliffs were furrowed and uneven;  
rocks jutted out and hung over; and in  
the seams grew cactus plants, bramble,  
and small trees of dwarf cedar (*Juni-  
perus prostrata*).

I looked into its channel. I had  
heard the torrent rolling down in the  
night. I saw traces of the water among  
the rocks. A large body must have  
passed, and yet not a cupful could now  
have been lifted from its bed! What  
remained was fast filtering into the sand,  
or rising back to the heavens upon the  
heated atmosphere.

I had brought with me my rifle, in  
hopes of spying some living creature;  
but after walking for a considerable dis-  
tance along the edge, I abandoned the  
search. No trace of bird or quadruped  
could be found, and I turned and went  
back to the place where I had slept.

To draw the picket-pin of my horse,  
and saddle him was the work of a few  
minutes; this done, I began to bethink  
me of where I was going. Back to the  
rancheria, of course! That was the  
natural reply to such a question; but  
there was another far less easily answer-  
ed: How was I to find the way?  
My design of the previous night—to  
follow back my own trail—was no  
longer practical. The rain had effaced the  
tracks! I remembered that I had passed  
over wide stretches of light dusty soil,  
where the hoof scarcely impressed itself.  
I remembered that the rain had been of  
that character known as "planet show-  
ers," with large heavy drops, that, in  
such places, must have blotted out every  
trace of the trail. To follow the "back-  
track" was no longer possible. I had  
not before thought of this difficulty; and  
now, that it presented itself to my mind,  
it was accompanied by a new feeling of  
dread. I felt that I was lost!

As you sit in your easy-chair, you  
may fancy that this is a mere bagatelle—  
a little bewilderment that one may easily  
escape from who has a good horse be-  
tween his thighs. It is only to strike  
boldly out and by riding on in a straight  
line, you must in time arrive somewhere.  
No doubt, that is your idea; but permit  
me to inform you that this depends very  
much upon circumstances. I would in-  
deed be trusting to blind chance. You  
might arrive "somewhere," and that  
somewhere might be the very point from  
which you had started! Do you fancy  
you can ride ten miles in a direct line  
over a prairie, without a single object to  
guide you? Be undecieved, then; you  
cannot! The best mounted men have  
perished under such circumstances. It  
may take days to escape out of a fifty-

mile prairie, and days bring death.  
Hunger and thirst soon gain strength  
and agony—the sooner that you know  
you have not the wherewith to satisfy  
the one, nor quench the other. Besides,  
there is in your very loneliness a feeling  
of bewilderment, painful to an extreme  
degree, and from which only the oldest  
prairie-men are free. Your senses lose  
half their power, energy is diminished,  
and your resolves become weak and  
vacillating. You feel doubtful at each  
step as to whether you be following the  
right path, and are ready at every mo-  
ment to turn into another. Believe me, it is  
a fearful thing to be alone and lost upon  
the prairies!

I felt this keenly enough. I had been  
on the great plains before, but it was the  
first time I had the misfortune to wander  
astray on them, and I was the more terri-  
fied that I had already hungered to no com-  
mon degree. There was something singu-  
lar, too, in the circumstances that had  
brought me into my present situation.  
The disappearance of the white steed,  
although accounted for by perfectly  
natural causes had left upon my mind  
a strange impression. That he should  
have lured me so far, and then eluded  
me in such a way! I could not help  
fancying so, I could attribute such design  
only to a higher influence—in fact, to  
some supernatural cause! I was again  
on the edge of superstition. My mind  
began to give way and yield itself to  
hideous fancies.

I struggled against such thoughts, and  
succeeded in rousing myself to reflect  
upon some active measures for my safety.  
I saw that it was of no use to remain  
where I was. I knew that I could  
make a straight path for a couple of  
hours at least—the sun was in the sky,  
and that would guide me—until near the  
meridian hours. Then I should have to  
halt and wait a while; for in that south-  
ern latitude, and just at that time of the  
year, the sun at noon is so near the zen-  
ith that a practised astronomer could  
not tell north from south. I reflected  
that before noon I might reach the tim-  
ber, though that would not insure my  
safety. Even the naked plain is not  
more bewildering than the openings of  
the mezquite groves and the chaparral  
that border it. Among these you may  
travel for days without getting twenty  
miles from your starting-point, and they  
are often as desolate as the means of life  
as the desert itself!

Such were my reflections as I had  
saddled and bridled my horse, and  
scanning the plain in order to make  
up my mind as to the direction I should  
take.

TO BE CONTINUED.

## The Horse in Winter.

Founder, a disease that is far too  
common in horses, is caused most fre-  
quently by driving or working the ani-  
mal if it is overheated, and more or less  
exhausted and then allowing him to  
cool off suddenly without rubbing dry.  
A horse is driven hard for several  
miles, and then hitched to a post in the  
open air in cold winter weather, and  
perhaps forgotten by the driver, who  
may be telling stories, or smoking a  
pipe by a warm fire. The next morn-  
ing, if not sooner, it is noticed that the  
animal has not eaten well, and can  
scarcely move from the stall. The  
lameness may be chiefly in one limb, or  
in more than one.

The first thing to do is to place the  
horse's feet in tubs of warm water, then  
blanket heavily, and get the animal  
thoroughly warm all over. The lame-  
ness is caused by stagnation of the blood  
in the feet caused by being  
cooled too rapidly after exhausting  
labor. The warm water thus the  
blood, extends and softens the blood  
vessels, and favors increased circula-  
tion. In very bad cases, bleeding the  
foot may be necessary, though ordi-  
narily it may be dispensed with.

Knowing the cause of founder  
it will be seen that it is much easier to  
prevent than to cure this disease after  
it becomes established. In the first  
place avoid very severe driving and over  
exhaustion, but if abuse of this kind is  
unavoidable, see to it that the horse  
that has risked his life in the service of  
his master is not neglected at the end  
of his journey. Drive in a warm shed  
or barn, free from cold draughts, and  
rub vigorously till the animal is dried  
off.

The Chilean Minister at Washington  
has received a despatch from his Gov-  
ernment stating the latter has issued a  
manifesto, directed to all the powers  
where Chili is represented by an envoy,  
giving the reasons why Chili went to  
war with Peru, and defining in a meas-  
ure the Chilean policy in reference to  
the present difficulties. The manifesto  
has been forwarded to the Minister by  
mail.

CHEESEMAKING for some years has  
not been such a profitable undertaking  
as it used to be. Foreign competition  
has done a great deal to drive the home-  
made article if not out of the market,  
at least to make its manufacture unpro-  
fitable.