

The Daily Examiner.

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NEW SERIES.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, FRIDAY, OCTOBER 23, 1885.

VOL. 17.—NO. 132.

The Daily Examiner

is issued every evening, by
The Examiner Publishing Co.
From their office, corner of Water and
Great George Streets, Charlottetown,
Prince Edward 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.

ALMANAC FOR OCTOBER, 1885.

MOON'S CHANGES.

Last Quarter 7th day, 3h. 17m., a. m.
New Moon 7th day, 3h. 19m., a. m.
First Moon, 15th day, 9h. 5m., p. m.
Full Moon, 23rd day, 5h. 19m., p. m.
Last Quarter, 30th day, 1h. 45m. p. m.

DAY OF WEEK	Sun rises	Sun sets	Moon rises	Moon sets	High water	Days length
1 Thursday	6 35	36 10	57 3	45 11	33	11 39
2 Friday	6 34	34 10	57 3	45 11	33	11 39
3 Saturday	6 33	32 10	57 3	45 11	33	11 39
4 Sunday	6 32	30 10	57 3	45 11	33	11 39
5 Monday	6 31	28 10	57 3	45 11	33	11 39
6 Tuesday	6 30	26 10	57 3	45 11	33	11 39
7 Wednesday	6 29	24 10	57 3	45 11	33	11 39
8 Thursday	6 28	22 10	57 3	45 11	33	11 39
9 Friday	6 27	20 10	57 3	45 11	33	11 39
10 Saturday	6 26	18 10	57 3	45 11	33	11 39
11 Sunday	6 25	16 10	57 3	45 11	33	11 39
12 Monday	6 24	14 10	57 3	45 11	33	11 39
13 Tuesday	6 23	12 10	57 3	45 11	33	11 39
14 Wednesday	6 22	10 10	57 3	45 11	33	11 39
15 Thursday	6 21	8 10	57 3	45 11	33	11 39
16 Friday	6 20	6 10	57 3	45 11	33	11 39
17 Saturday	6 19	4 10	57 3	45 11	33	11 39
18 Sunday	6 18	2 10	57 3	45 11	33	11 39
19 Monday	6 17	0 10	57 3	45 11	33	11 39
20 Tuesday	6 16	0 37	57 3	45 11	33	11 39
21 Wednesday	6 15	0 37	57 3	45 11	33	11 39
22 Thursday	6 14	0 37	57 3	45 11	33	11 39
23 Friday	6 13	0 37	57 3	45 11	33	11 39
24 Saturday	6 12	0 37	57 3	45 11	33	11 39
25 Sunday	6 11	0 37	57 3	45 11	33	11 39
26 Monday	6 10	0 37	57 3	45 11	33	11 39
27 Tuesday	6 9	0 37	57 3	45 11	33	11 39
28 Wednesday	6 8	0 37	57 3	45 11	33	11 39
29 Thursday	6 7	0 37	57 3	45 11	33	11 39
30 Friday	6 6	0 37	57 3	45 11	33	11 39
31 Saturday	6 5	0 37	57 3	45 11	33	11 39

NOTES.
The Duchess of Edinburgh's birthday, the 17th.
The battle of Trafalgar (1805) the 21st.
Sir Stafford Northcote's birthday (1818) the 27th.
In this month the mornings decrease 51 minutes; the afternoons 1 hour, 3 minutes.

THE RAILWAY TIME TABLE.

For the convenience of the travelling public, we have carefully arranged the following table of arrival and departure of trains on the P. E. Island Railway, according to local time:—

Going West.	A. M.	A. M.	P. M.	
Charlottetown	6 47	9 12	4 02	
Royalton Junction	7 02	9 47	4 29	
North Wiltshire	7 37	10 39	5 09	
Hunter River	7 47	10 55	5 22	
Bradabane	8 12	11 32	5 57	
County Line	8 19	11 43	6 07	
Freestown	8 29	11 59	6 22	
Summerside	arrive	9 07	12 57	7 12
Summerside	depart	9 27	2 37	
Miasouche	9 42	3 00		
Wellington	10 01	3 29		
Port Hill	10 29	4 20		
O'Leary	11 22	5 42		
Alberton	12 05	6 57		
Tignish	12 42	7 47		
From West.	P. M. <th>A. M.</th> <th></th>	A. M.		
Tignish	2 07	6 47		
Alberton	2 45	7 57		
O'Leary	3 29	9 02		
Port Hill	4 20	10 29		
Wellington	4 49	11 16		
Miasouche	5 07	11 44		
Summerside	arrive	5 22	12 07	
Summerside	depart	5 42	1 12	6 57
Kennington	6 07	1 49	7 29	
Freestown	6 22	2 12	7 49	
County Line	6 32	2 27	8 03	
Bradabane	6 38	2 37	8 12	
Hunter River	7 02	3 15	8 47	
North Wiltshire	7 12	3 32	9 01	
Royalton Junction	7 47	4 32	9 47	
Charlottetown	8 02	4 52	10 07	
Going East.	A. M. <th>P. M.</th> <th></th>	P. M.		
Charlottetown	7 07	4 17		
York	7 43	4 44		
Bedford	8 04	4 57		
Mount Stewart	8 37	5 22		
Mount Stewart	depart	8 57	5 27	
Morill	9 42	5 56		
St. Peter's	10 15	6 17		
St. Peter's	11 07	6 52		
Souris	11 57	7 22		
Mount Stewart	12 05	7 32		
Carleton Place	10 15	6 25		
Georgetown	10 37	6 42		
From East.	A. M. <th>P. M.</th> <th></th>	P. M.		
Souris	6 47	2 12		
St. Peter's	7 17	3 02		
St. Peter's	7 52	3 54		
Morill	8 14	4 27		
Mount Stewart	8 42	5 17		
Bedford	8 47	5 37		
York	9 12	6 14		
Charlottetown	9 52	6 35		
Georgetown	7 32	3 37		
Carleton	7 49	4 00		
Mount Stewart	8 42	5 12		

THE "REAUME" PLOW.

The effect of the Jointer or Skim-plow, is to throw Grass, Weeds, Manure, Etc., into the bottom of the furrow where it is completely buried; and by dividing the furrow-slice, to more thoroughly pulverize the soil.



Also the "CLIPPER"
Sod plow, and other
plows, adapted to every
description of work and
variety of soil.
Catalogues free on
application.

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For full information apply to E. Kinsman, Summerside, General Travelling Agent for P. E. Island; Stewart & Farquharson, Managers of our Branch Warehouse, Charlottetown; J. T. Milligan, Conway, or any of our Local Agents.

A light two-horse Jointer Plow, after the most approved American pattern. The best general-purpose Plow made. Furnished with patent Chilled Mould-board. Share ten inches wide. Removable shin-piece. Coulter as well as Skim-plow, and Wheel.

It is claimed for the "REAUME" that it draws lighter than any other style of plow, plowing the same width of furrow.

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We are pleased to SHOW OUR GOODS to all, at all times

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Ch'town, Sept. 28—3aw wkly

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FOR GENTLEMEN!

- 1—New Shapes in Linen Cuffs and Collars.
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- 4—New Stock of Scarfs and Neckwear.
- 5—New Stock of Scotch Underwear.

6—New Stock of Canadian Underwear.
7—New Stock of Christy's London Hats.
8—New Stock Best Elastic Bras.
9—New Stock of Gents' Dress Shirts.
10—New Stock of Silk Umbrellas.
11—New Stock of Alpaca Umbrellas.
12—New Stock of Scotch Tweeds.
13—New Stock of English Worsteds.
14—New Stock of Tweed Suitings.
15—New Stock of Carigan Jackets.
16—New Stock of Linen and Silk Handkerchiefs, Scarfpins, Collar Studs, &c.

WEEKS & CO.,
MARKET SQUARE,
Ch'town, Oct. 5, '85.

CAUTION.

EACH PLUG OF THE MYRTLE NAVY IS MARKED

T. & B.

IN BRONZE LETTERS.

NONE OTHER GENUINE

Oct. 20

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Is giving Very Great Satisfaction.
Is certain of being Continued in Use by all who try it.

FRED. A. JONES,
HOTEL DUFFERIN, ST. JOHN, N. B.
Sept. 21, '85.

THIS PAPER may be found on file at Geo. P. Rowell & Co's Newspaper Advertising Office, at his Office, NO. 35 WATER STREET, viz:—

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Lingan and Victoria, C. B.

—AND ON THE—
Albion Mines, Pictou.
G. W. DEBLOIS.
Ch'town, June 19, '85—4f.

Hudson Bay Navigation.

NARRATIVE OF THEIR EXPERIENCES—THE STRAITS NAVIGABLE FOR PROPERLY EQUIPPED VESSELS—WEATHER NOT AS COLD AS AT WINNIPEG—PERILOUS ADVENTURES OF AN EXPLORING PARTY—THEY ARE WRECKED IN THE STRAITS, BUT ARE SAFELY LANDED AND ARE AWAITING ASSISTANCE.

The Hudson's Bay exploration steamer Alert, returned on the 18th inst., to Halifax. Captain Gordon gave a detailed report of the voyage. The season, he said, was fully a month later than usual, and immense masses of field ice were met with after leaving Belleisle, and before Nachbak Bay was reached. Near that point on June 12th, the Alert was jammed in a field of ice, varying from fifty to eighty miles in width. On June 15th an attempt was made to force the ship through the ice in the straits. The latitude was ten miles south of Cape Best, the south point of Revolution Island, and thirty-five or forty miles east. On June 16 she got into comparatively thin sheet ice, but averaging five feet thick, extending forty miles to the eastward, and as far as the eye could reach in other directions. The ship drifted about in that field until July 7th, during which time she sustained so much damage that she was compelled to put back to St. John's for repairs. The ice which the ship was in that time was evidently from Davis' Straits, where the winter appeared to have been especially severe. After effecting repairs at St. John's, Nachbak was again reached on August 2nd, and made without any difficulty. At this time the men had been

TOLD OFF FOR THE DIFFERENT STATIONS, as follows:—Port Burwell station, No. 1, Gilbert R. Shaw and the brothers Mercier; Skinner's Cove, Nachbak Bay, No. 2, was to be abolished; Ash Inlet, No. 3, J. Tyrrell, of Toronto, William Mills and Erechman; Stupart's Bay, No. 4, F. J. Payne, Toronto, Albert Bouthelie and Frank Paul; Port de Boucherville, No. 5, J. McKenzie, Pictou, Maurice Fleming and J. P. Grolay; Port Lapriere, No. 6, Percy Woodworth, A. R. Bisset and J. Bowditch. The Alert left Nachbak on August 22nd, and fought her way up through the ice towards the other stations. At this time

THE STRAITS APPEARED AS FULL OF ICE as it did a month previously. This was, doubtless, the ice that came down from the bay. Some of the pans were of great size and thickness; the tidal drift about this place was very strong, and ran from six to seven knots an hour. On August 7th they sighted the Hudson's Bay vessels Princess Royal and Cam Owen. The latter broke her propeller in trying to make Ash Inlet, and drifted about for weeks. Observers Keating and Drysdale came off on the ice and reported that Mr. Ash, the chief, was suffering from scurvy. Capt. Gordon got them all aboard and left for Stupart's Bay, where it was found that Mr. Stupart and party had left the day before for Chimo Bay. The other stations were duly visited and relieved, but nothing of importance occurred, except that the ship experienced a series of gales of great severity almost during the whole of the time she was in the bay. She arrived at Nachbak on her way home on October 14th. Capt. Gordon said that his opinion that

THE STRAITS WERE NAVIGABLE TO PROPERLY EQUIPPED SHIPS

for four months of the year had been confirmed. The result of the observations showed that the climate was not nearly as cold as anticipated, nor as cold as Winnipeg was in winter. Dr. Bell said he had gathered many new geological, zoological and botanical facts, and spoke very highly of the richness of the fisheries and mineral resources. He thinks the experiments should be continued.

TERRIBLE SUFFERINGS OF STUPART AND PARTY.

Interviews with returned observers give the inside history of Stupart's desertion of his post on Hudson's straits. The winter at his post had been unusually severe, the hunting failed and famine prevailed among the Esquimaux. Stupart relieved their wants to the best of his means, but he only had two years' provisions for his party of three, and was not certain that the Alert would relieve him this year. Thirteen of the Esquimaux starved around the very door of his station. It was a sickening sight, and life among such scenes was hardly worth living. A month passed by after the time the Alert with relief was due, and there being no sign of her and fearing that the same fate that befell the Esquimaux last winter would overtake him and his party next winter, they determined to undertake the perilous journey to the Hudson's Bay post at Chimo Bay. Stupart and his two men accordingly started in an open whale boat, and after enduring great suffering from exposure and exhaustion, rowed and sailed, amid heavy seas and frequent gales, the three hundred miles to Chimo in fourteen days, arriving there safely they embarked in the Hudson's Bay trading steamer Labrador for Rigoulette, where they had left word at Stupart's Station and Chimo for the Alert to call for them in case she came to their relief, and if not they hoped to get to St. John's in a whaler or fisherman. They left Chimo all right but the steamer Labrador ran on the rocks before reaching Rigoulette, but was not a total wreck, and the crew and passengers were safe when last heard from. News of the disaster was sent by the Esquimaux to Nachbak Bay, and thence to St. John's, from which place the steamer Hercules was sent to their rescue. Capt. Gordon believes that the whole party will be saved and come home all right. One of the most peculiar incidents of the story is that the Alert arrived at Stupart's Bay to relieve them the very day after the adventurous party had left for Chimo.

Evolution of the Pen.

FROM BRUSH TO GOOSE-QUILL, AND FROM QUILL PEN TO STEEL.

(St. Louis Globe-Democrat.)

In the days of parchment and papyrus, pens were unknown because there was no need for them. The ink was as thick then as printing ink now is, and the brush was the thing with which to apply the ink to the parchment. To the present day the Chinese still use a brush for this purpose, as also do most of the Oriental nations. But the invention of paper necessitated more delicate touches than could have been made with a brush, and the first effort to meet the need was a split reed. For a long time this answered the purpose, but when greater nicety was demanded, the goose quill was pressed into service, and for ages supplied the demand.

During the last century many efforts were made to improve on the quill, the necessity of constantly mending it being found a drawback to its use, but all were unavailing. The attempts were principally directed to fitting the points with some substance harder than the quill, so that mending would not be needed, points of steel, copper, agate, and even diamond and ruby being tried, but all to no purpose. In the first years of the present century pens began to be made entirely of metal, and the survival of an old habit was plainly prominent in the first steel or metal pens made, they being shaped in the form of a quill as nearly as possible. They were fearfully hard, stiff things; went scratching over the paper with a most abominable noise, and spluttered at a great rate, and as they sold for 50 cents each, were not very popular.

In 1820 Gillot, the pen manufacturer, made a wonderful improvement in their manufacture, giving the pen three slits instead of one, which gave more flexibility. Improvements in machinery reduced the selling price so that he was able to sell these three-slit pens for about \$40 a gross. It is worthy of note that a better article of pen is now made and sold for 25 cents a gross than could then be made for \$40, the difference being in the perfection of the machinery, calling for less attention from the men employed. The cheaper pens are made entirely by machinery, but the better grades are partly by hand, and it is computed that the various manufacturers turn out every year about 400,000,000 pens, to be used once or twice and then thrown away.

The process of manufacture is exceedingly interesting, and the persons employed in slitting the pens by hand acquire wonderful skill, so that a quick cutter will shape 15,000 pens in a day, and a good slitter will cut the slits in 28,000.

Petroleum V. Nasby says a more sweet and delightful nature than Josh Billings' never lived. He never did a mean thing, and never had an enemy among good men. There was not a mean or selfish thing in him, and his work was merely a reflex of himself. He was an originator and a compressor. His great merit was in taking a column and boiling it down so as to get it into two lines. His work was in converting ashes into potash. And his sayings will outlive those of "Poor Richard."

A Marseilles merchant, who started in business with \$5,000 and became a millionaire, left his property to a friend with the condition that he should be buried with the sum of \$5,000 placed in his coffin. The executor bewailed the reckless waste of money and was at his wit's end to know how to defeat the whimsical clause in the will. At length a happy thought came. "I will put a cheque," he said, "into the coffin for \$5,000. It will be duly honored when he presents it."

After the review at Stuttgart, the Emperor William was told by Prince Hermann of Saxe-Weimar that a ninety-three-year-old veteran, who had served under him sixty years ago, was present, having made a long journey just to see his commander again in this world. Kaiser Wilhelm was much moved, and insisted upon slighting from his carriage and walking over to that in which the veteran was seated, when he held some conversation with him and shook hands cordially at parting.