

THE DAILY EXAMINER.

NOVEMBER 29, 1883.

Standard Time.

We learn that it is the intention of the Railway authorities here to adopt the "Standard Time," and this being the case it is probable that the new Time Table will not be put in force on Monday next, as advertised yesterday. What are we all going to do about the time?

The Lennox Election.

The telegram to-day—evidently from a Grit source—says the Tories feel badly over the result of the election in Lennox. No doubt they do; for this is about the first reverse the Government has met. But they will feel better when they reflect upon the recent gains in Albert and Lunenburg. At any rate the Grit's majority of "five" is not one to crow about. And perhaps a re-count may reverse it.

The Government and the Ferries.

It is a well known fact that under the contract made by the late Government, the late contractor was not compelled to deliver up the ferry steamers until April last, just before navigation opened; and it is well known that because of this fact the steamers could not last spring be placed in a thorough state of repair before they were required for use,—hence the stoppage of the "Elfin" now, and the consequent disappointment, annoyance and loss, of persons on the south side who attended the market on Tuesday last. The *Patriot* may rage; but we think that even the editor of the *Herald* will admit this to be a logical conclusion.

But the public are just now much more concerned in knowing that the steamer wanted has been found. Arrangements have been made with Messrs. Batt Brothers, of this city, for steam communication with East and West Rivers and Rocky Point, commencing on East River to-morrow. While regretting the lapse of last Tuesday, the public will be glad to know that another lapse is not likely to occur.

Souris Extension.

In "Items from Souris," published to-day, we have a petition "on behalf of the inhabitants of Lots 45, 46 and 47," praying for a Branch Railway from Harmony to Elmira. As stated, that route was surveyed. But after all, should a branch railway be made, it really becomes a serious question, should the line not be continued from Souris to Elmira? Souris is already the most important commercial place of the district, and for the Lots mentioned. As stated by our correspondent, it really seems to be the natural and proper outlet for that end of the country. The interests of local merchants are as one with the farmers and others of the surrounding districts, and Souris is the most important shipping port in the neighborhood. The town has large commercial interests. All the produce brought to Souris can find sale at current prices. There is an excellent harbor, and whether by sea or by rail, the place possesses fine advantages. There are quite a number of merchants, and much capital invested for various commercial purposes—capital in which the surrounding district may be said to hold collateral interest. Should the line run from Harmony to Elmira, goods of any sort forwarded from the latter place and along the branch, would have to go through Harmony, quite a round-about, if intended for Souris; whereas goods might as well go direct to Souris. A line could be continued from Souris which would tap the route already surveyed, three miles from Harmony. Whichever way we look at it, as far as we can see at present, the inhabitants of the lots mentioned, would be just as well served, if not better, by having a branch line from Elmira direct to Souris, by which route the products of the farm, fishing, and canning intended for Souris could be unloaded there, and cargo intended for Harmony or any other place west of Souris, on the route of railway, could proceed without unnecessary delay. This would inflict no hardship on Harmony, which has already its railway accommodation. A branch line tapping the route already surveyed, three miles from Harmony, and going direct to Souris, would render all the accommodation necessary. The farmers of the district would then have shipping advantages much needed and well deserved, and the Souris market would necessarily become of first-rate importance and the most convenient and desirable. We imagine that an extension of the line, and not a branch is the thing desirable. It must not be thought that we are in any way opposed to all the railway accommodation desired; we rather throw out the above remarks by way of suggestion. The question deserves the most careful consideration.

Messrs. C. SCHREIBER, General Manager of the Government Railway, and D. POTTINGER, Chief Superintendent of the I. C. R., with their secretaries and other officers of the road, reached Moncton on Monday. They left Ottawa last week on a tour of inspection, having reached Campbellton on Friday, and from Moncton will visit other sections of the railway.—*St. John's Telegraph*.

A FULL line of Cotton Flannels in Grey, Whitened and Obedient at YOUNG'S.

CAPE WOLFE MINE.

A Visit to the Gold Fields of Prince Edward Island.

The Centrifugal Amalgamator at Work.

Mining Works Projected

A FEW weeks ago THE EXAMINER announced the arrival of machinery for operating the Cape Wolfe gold mine. The machinery is now in position in the mill, and, though arrangements are not complete, yet a few tests have been made. Results, we are pleased to see, are most satisfactory. The precious metal has been produced from the auriferous sand which abounds on the shores of Cape Wolfe. A bright mining future has thus been opened to Prince Edward Island; and an important chapter has been added to the geological history of the Province.

A representative of the DAILY EXAMINER visited the mine a few days ago. Through the courtesy of Mr. Jas. Hughes, Jr., and Professor Bezancon, he was permitted to examine the machinery during operations, and assist in extracting the metal from the sand. It was a most interesting process—one well worth visiting Cape Wolfe, and travelling over its rough roads to see.

The vein at the Cape, we are informed by Professor Bezancon, is composed of quartz and magnetic iron sand. In this sand are particles of gold which have in time been separated from the gangue by the constant rolling of the sea. But the gold is in a state of division so fine that ordinary amalgamating operations fail to retain it because of its floating upon the surface of the water while the water is in rapid motion in the machine. This difficulty has been surmounted by the recent invention of an

IMPROVED CENTRIFUGAL AMALGAMATOR, the patent rights of which Mr. Hughes has secured. It is a machine of this kind which is now in operation at the Cape, and which appears to give the utmost satisfaction. It consists of an iron wire basket, revolved, by friction wheels, at a very high rate of speed. The sand taken from the shore near the mill and sifted as sand for ordinary masons' purposes, is fed to it by a flow of water, the centrifugal force causing it to pass through the basket and strike, with great force, the amalgamated plates which surround it. This brings all particles of matter contained in the sand in contact with the amalgamated surface, and the gold, no matter how fine, necessarily adheres to the plates. The sand, now deprived of the greater portion of its valuable contents, drops from the vertical plates and falls on another set of plates, forming the bottom of the machine. Thus the gold which escapes the vertical plates above is deposited on, and adheres to those at the bottom. The sand then passing from the amalgamator is received into a large tub in which a mixer is continually revolving. Here the mercury which from time to time is poured into the basket, collects after it has struck the amalgamated plates and has renovated their surface. This mercury, on reaching the tub, is of a bright yellow color, denoting that it is

CHARGED WITH GOLD, which has been washed off the plates. Then passing from the mixing tub, the sand now called tailings, is received in a copper pan, where the last traces of mercury are collected and the slightest traces of gold which might have escaped the preceding operations, are amalgamated. Then passing from the last mentioned pan the sand returns again to the sea, deprived of about ninety-five per cent. of the precious metal it previously contained. When the amalgamator has worked a sufficient length of time, the mercury, which is fully charged with gold and silver is carefully separated from the water and sand. It is dried and placed in a chamois skin bag. Being squeezed, the mercury oozes through the pores of the bag and the metal remains. The metal then taken from the bag is added to that which has been scraped from the vertical and bottom plates of the amalgamator. The whole is then distilled in an iron retort in order to separate the metal from the remaining traces of mercury. After the mercury is thus separated the metal is melted in a clay crucible with proper fluxes and

THE RESULT obtained. Now the metal which has been melted in the retort and has been relieved of the quicksilver, is an alloy of silver and gold, ready for the mint. If it is required that they should be separated, the mass is treated with nitric acid. This dissolves the silver and leaves the gold in form of a dark powder. The powder is melted in a crucible, and the result of gold is thus obtained. Then the silver which has been previously dissolved by the nitric acid is precipitated from the first solution by a solution of chloride of sodium. Then the chloride of silver which has thus been formed is fluxed and decomposed by heat in a crucible, and the result of pure silver is arrived at.

The amalgamator has capacity to work fifty tons of sand or pulverized ore per day. It can be run by an engine having a force inferior to two horse power. We learn that the present one will be kept in operation during the winter, and that in the spring the mill will be carried on more extensively. Prof. Bezancon intends to make drawings of a mill to be erected at the Cape in the spring. It will, he informs us, be three storeys high and will contain a number of separate departments for pulverizing, amalgamating, separating, reducing and refining the metal.

In answer to the question what is the cost of amalgamating a ton of ore? the Professor said it could not cost more than forty cents per ton.

Professor Camille Bezancon, who is superintending the mining operations at Cape Wolfe, is a metallurgist of experience and ability. He is a graduate of the College of Technology, of Bourdeaux, France, where he received a gold medal in competition with two hundred other students, and a bursary from the Board of Trade of that city. The Professor is, from his short experience at Cape Wolfe, confident of the success of the mine. That it may be successful is the wish of all who have an interest in the Province, and the hope of those who have invested their

money in the enterprise. For THE EXAMINER'S part we hope and trust there are "millions in it!"

Items from Souris.

The severe gale which visited us about the end of October, did considerable damage to the breakwater. It is now being repaired by order of the Department of Public Works, and Mr. Peter Stewart is the efficient foreman. Good work is being done, and no doubt it will stand the winter's blast to perfection.

The following petition is going the rounds, and is numerously and influentially signed:—

To the HON. SIR CHARLES TUPPER, Minister of Railways and Canals, and the HON. MR. FORBES, Acting Minister of Railways and Canals, Ottawa.

SIRS,—We, the undersigned, on behalf of the inhabitants of Lots 45, 46 and 47, beg to call your attention to the proposed Branch Railway from Harmony Station, on the P. E. Island Railway, to Elmira, a survey of which was made in June, 1882, by engineers from your department, and whose report is on file in your office.

The inhabitants of this part of the Island labor under great disadvantages for want of means of conveying their produce to market, which can only be removed by the construction of the aforesaid branch Railway. This according to the report of the Engineers would not entail a large outlay, and which would be reimbursed, as all the products of the farm, the fisheries, and the several canning establishments here, would pass over the line.

When the survey above referred to was made, we hoped that the time was near when the difficulties we labor under would be removed; and we would be in a position to compete with the inhabitants of the other sections of the Island. As yet, however, no further action has been taken, and we now most respectfully ask you to give the matter your earnest and early attention.

Your correspondent referred to the above mentioned Branch Railway, in the "Items" of Sept. 28th. The question was then asked, "Why tap Harmony? If such a line is ever obtained, would it not do equally as well to continue the line from Souris to the desired terminus? Souris is the natural and proper outlet for this end of the country." Certainly the question deserves serious consideration, and the Branch line, when built, should be located so as to be an accommodation and benefit to the greatest number of those who have produce, fish, etc., to dispose of, and also of those who occupy the position of dealers and shippers.

Messrs. Martin & McLean, Barristers-at-Law, Charlottetown, have opened a branch office here, and Doctor McLean has an office on the same premises—the old Post Office.

Mr. William Stone, late proprietor of Stone's Hotel, departed this life yesterday morning.

The Temperance meeting announced to take place at Red Point on last Monday evening did not come off. A postponement was made to Friday (to-morrow) evening. It is understood that the Rev. D. F. McDonald, P. P., President, and the Rev. J. G. Cameron, Vice-President of the Souris Temperance Alliance; also the Rev. D. J. Gillis, P. P., and the Rev. R. B. Kinlay will attend. Mr. J. G. Sterns and other gentlemen from Souris, also expect to be present.

Just now, auctions seem to be the rage. Things useful, and things common, things useful and things ornamental, things cheap and things luxurious, go off as quick as "hot cross buns" on a Good Friday morning. In fact, everybody just seems to get the thing wanted. Down goes the hammer to the confusion of prices, and everybody seems happy. "Yes verily," as old Quaker Fox used to say—"auctions are a wonderful institution, even old Mother Hubbard might find her poor dog a bone, and with thankful heart, cease the soul-rending cry, "the cupboard was bare." Many very serviceable articles have been disposed of at sales during the week at cheap rates.

We had a sample of how Souris would be lighted up, the other evening. Mr. Henry Coombs, from your city, displayed some fine lamps with powerful reflectors, and the result was very satisfactory, although the lights shown were not the regular street lamps. Half a dozen lamps would light Souris up these dark nights. They would be a public benefit, something very desirable and necessary, and most likely our spirited merchants will stir favorably in the matter. Where there is a will there is a way. There is every reason why Souris should take a lead in all such matters; it stands foremost in many respects among the villages of King's County, and if not nominally the capital of the country, is certainly entitled to be actually so. It is to be hoped the time is not far distant when Souris will rank as a regularly incorporated village or town.

LANCASTER. Souris, Nov. 29th, 1883.

Georgetown Notes.

The matrimonial fever has struck here again, this time in earnest, no less than four couples having fell victims to its prey within the last two days.

The brig, "New Era" is loading oats for the English market by the owner, Hon. D. Gordon. The brig, "Columbian" is also loading a general cargo for Newfoundland, by A. A. McDonald & Bros. and J. E. McDonald, Esq., Cardigan Bridge. The Barque "J. W." owned by McDonald & Westaway, has had her rigging all repaired and is now nearly ready for sea again.

Farmers are complaining of low prices but so far we have had the best prices on the Island this fall, potatoes bringing eighteen cents, and oats from thirty-three to thirty-four, turnips from sixteen to eighteen cents.

The enterprising firm of A. A. McDonald & Bros., have again opened their canning establishment, and from forty to fifty sheep and ten head of cattle, fall victims to the butcher knife every day. The butchering department is under the management of A. P. Hobbs, and the preserving by A. M. Cunningham. His beef and lobsters speak for themselves. He requires no puffing.

Georgetown can boast of the oldest bride and groom. The groom, Mr. Alexander McDonald, formerly of Port Hood, C. B., is seventy-five years old, and the bride, Mrs. S. O'Brien, is seventy-seven. Strange as it may seem, these two spent their school days together over sixty-eight years ago.

Our Store Closes Every Evening at Six p. m. (Saturday Excepted).

Carpet Department:

In this Department we are doing a very large trade, in Axminster, Velvet Pile, Brussels, Tapestry, Scotch Hemp and Twine Carpets, Hearth Rugs and Mats. The reason is we buy from the very best British markets, keep the newest designs and styles, and sell at a small advance on cost.

Grand Assortment of

Silk Plushes, Velvets and Velvetens, 100 boxes to choose from, at prices lower than ever before offered.

Mantle Department:

These goods are selling rapidly. They are the best and newest makes and grand value.

Cloth Department:

The 200 pieces Job, Jacket and Ulster Cloths have been selling wonderfully fast. The prices are very low for the quality.

A large lot Seal Cloth from \$3.50 to \$8.25 per yard. Daily expected, 30 pieces Oilcloths (English), from 2-yard to 3 1/2-yard.

WHOLESALE & RETAIL.

W. & A. BROWN & CO.

Ch'town, Nov. 23, 1883.—dy wklly

WINTER GOODS

SELLING VERY CHEAP FOR CASH, AT THE

LONDON HOUSE.

Men's Top Coats, Men's Ulsters, Men's Fur Overcoats, Men's Reefing Jackets, Men's Wool Underclothing, Men's Flannel Shirts, Men's Cardigan Jackets, Men's Fur Caps, Men's Gloves, Mitts & Scarfs.

Ladies' Cloth Sacques, Ladies' Cloth Ulsters, Ladies' Fur-lined Circulars, Ladies' Astracan Jackets, Ladies' Fur Caps and Muffs.

Buffalo Robes, Japanese Wolf Robes, Blankets, Horse Rugs, Railway Wrappers, etc.

GEO. DAVIES & CO.

Ch'town, Nov. 13, 1883.

1883. FALL AND WINTER. 1884.

J. B. MACDONALD

HAS now completed his Fall Importations, the most extensive yet shown by him. Cash buyers will find it to their advantage to buy at his store

DRY GOODS, CLOTHING AND TEAS,

AT PRICES TO SUIT THE TIMES,

WHOLESALE AND RETAIL,

J. B. MACDONALD,

Ch'town, Nov. 13, 1883.—2aw wklly

Queen Street.

FURNITURE, FURNITURE, AT COST.

Opposite Post Office, Charlottetown.

DEEDSTEADS, Chairs, Tables, Washstands, Sofas, Lounges, Parlor, and Drawing Room Bed Room Suits, Looking Glasses and Mirrors, Window Furniture, Picture Frames and Picture Mouldings.

JOHN NEWSON.

Charlottetown, Nov. 9, 1883.—7y

APPLES.

BY AUCTION, MONDAY NEXT, DEC. 5th, at eleven o'clock, at my Auction Room,—

75 barrels Choice Winter Keeping Apples,

In Baldwins, Russets, Bishop Pippins, Ribson Pippins, R. I. Greenings, etc.

A good chance to get Christmas Apples at a bargain.

A. McNEILL, Auctioneer.

Ch'town, Nov. 29, 1883.—31

FERRY NOTICE.

UNTIL close of navigation the tug "Frank C. Batt" will take the place of steamer "Southport," on East and West Rivers and Rocky Point, running on same time table.

AUBREY FOWLE, Contractor.

Ch'town, Nov. 29, 1883.—31

FEED. FEED.

Twelve tons WHEAT FEAN, Twelve tons WHEAT SHORTS, Six tons CRACKED CORN, Six tons PROVENDER.

FOR SALE BY

HORACE HASZARD.

Ch'town, Nov. 29, 1883.—2w eod

FOR SALE OR TO EXCHANGE.

BASE BURNER HALL STOVE NO. 4, for sale or to exchange for a Parlor Stove. Only been in use a short time, and is good as new.

Apply at A. McNEILL'S AUCTION ROOM, Queen Street, Nov. 19, 1883.—21

"SONG FOLIO"—ONLY 75 CENTS.

GET a copy of the new, large size, Vocal Music Book—"Song Folio." Price only 75 cents, at

FLETCHER'S MUSIC STORE, Queen Street, Ch'town, Nov. 29, 1883.—21 wklly 11

H. W. VINNICOMBE,

PIANO AND ORGAN TUNER.

PIANOS taken by the year. A visit made through the Island once a year, or oftener, if required. Mr. Vinnicombe will engage himself professionally for Concerts on moderate terms.

Orders may be left at Fletcher's Music Store, or at my residence, Water Street. Ch'town Nov. 9.—41 7aw th' sat pat

Programme of Concert,

In aid of the Poor under the auspices of the W. C. T. U.

Thursday, November, 29, 1883.

Y. M. C. A. HALL.

Chorus—"The Lord is My Redeemer"..... Rescini
Song—"When the Quiet Moon is Beaming"..... Showlof
Solo (Piano)—"Galop de Concert,"..... Kitten
Miss BURWASH.
Song..... Glover
MRS. STRICKLAND.
Song—"Monarch of the Wood,"..... White
MR. REID.
Glee—"Moonlight,"..... White
Song—"Dream Faces,"..... Hutchinson
Miss KATIE HENSLEY.
Duett (Piano)—Galop..... Simon
Miss LEWIS AND KATIE KNIGHT.
Song—"Under the Stars,"..... Hutchinson
MR. HASELWOOD.
Song—"Vio Che Sapete,"..... Mount
Miss KATIE KNIGHT.
Glee—"Early Dawn,"..... White
GOD SAVE THE QUEEN.
Admission, 25 cents.
Nov. 28, 1883.—21

WANTS, LOST, FOUND, &c.

WANTED—A PRESSMAN. Constant employment to a good man. Apply at this office. [no23]

WANTED IMMEDIATELY—A Dining Room and Pastry Girl. Must have good references. Apply at Revere House. [no24]

A DRIFT—On or about the 19th instant, a raft of Spruce Logs drifted from its moorings, three miles south-west of Cape Bear. Any parties having found the same shall be rewarded by notifying McLUNG BROS., Murray River, King's County; or David Small, Harbor Master, Charlottetown. [no25]

SITUATION WANTED—As auctioneer, two days in each week, and every night, for the winter, at low rates. Apply at this office. [no26]

A FEW PERMANENT and TRANSIENT BOARDERS can be accommodated in the House corner of Weymouth and Dochester Streets, on reasonable terms. Very convenient for Railway travellers.—J. B. McMILLAN. [no27]

TO LET and possession given immediately the two story Dwelling House, corner of Prince and Fitzroy Streets. Apply on the premises to J. Fraser or W. K. Dawson. [no28]

BOARDERS.—Mrs. Robert Rodd, has removed to the house of Mr. C. Heitz, Euston Street, where she can accommodate number of Boarders, on reasonable terms. [no29]