

The Daily Examiner.

TERMS:—FIVE DOLLARS A YEAR.

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

SINGLE COPIES TWO CENTS.

NEW SERIES.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, TUESDAY, JULY 4, 1882.

VOL. 11.—NO. 36.

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
Three Months, 1 25
One Month, 0 50
Advertising at most moderate rates.
Contracts may be made for monthly,
quarterly, half yearly or yearly advertise-
ments, on application.

Bank of Nova Scotia.

ESTABLISHED 1832.

Paid Up Capital . . . \$1,000,000
Reserve Fund . . . 325,000

An Agency of this Bank will be opened on
Monday next, 19th inst., in the building
lately occupied by the Bank of Prince Edward
Island, under the management of the under-
signed.
Deposits will be received on interest, and
on current account.
Drafts granted on the various Agencies and
correspondents of the Bank.
Sterling and other Exchange bought and
sold, and general banking business transacted.
D. C. CHALMERS,
Agent.
Ch'town, June 17, 1882—4f

L. ARTHUR & CO.,
General Commission Merchants
Particular attention given to the sale
of Island produce.

121 Atlantic Avenue & 20 Essex Avenue,
BOSTON, MASS.
May 27, 1882—whly

EDWARD T. RUSSELL & CO.,
Commission Merchants,
213 STATE STREET
BOSTON, MASS.
May 19, 1882—6m

1882, Point du Chene House, 1882.
GEO. I. HANINGTON, PROPRIETOR,
(FORMERLY P. SCHURMAN).
Our Regular Summer Tourists and the travel-
ling public will find the above Hotel one
of the best in New Brunswick.
Dinner on the table on arrival of the
P. E. Island steamboats.
Trains leave the platform (opposite the
Hotel), at 2.45 o'clock, giving passengers
ample time to dine.

PROFESSIONAL CARD.
PALMER & MULLALLY
ATTORNEYS-AT-LAW,
NOTARIES PUBLIC, &c.
OFFICE—O'Halloran's Building, Great
George Street, Charlottetown, P. E. Island.
H. V. PALMER. JAS. W. MULLALLY.
April 10, 1882.

INSURANCE OFFICE.
Queen Insurance Company,
OF ENGLAND.
CAPITAL, TEN MILLION DOLLARS.
City of London Fire Insur-
ance Company.
CAPITAL, TEN MILLION DOLLARS.
Insurance effected on all kinds of property
at current rates. Losses settled promptly
and equitably.
F. KENNEDY,
General Agent.
Office—South Side, Queen Square,
Ch'town, Feb. 3 1882.

To Shippers of Produce to
Newfoundland.
BOWN & WOODS,
GENERAL COMMISSION MERCHANTS,
ST. JOHN'S, N. F.,
Give particular attention to Shipments from
Prince Edward Island. Consignments
Solicited.
REFERENCES—
The Manager Union Bank, St. John's, N. F.
Messrs. C. F. Bennett & Co., "
Messrs. Ayre & Marshall,
John H. Cathrae, Charlottetown, P. E. I.
April 24, '82—pat 2m eod w 2m

Tickets to all Points
WEST AND NORTH WEST,
Over the Intercolonial and
Grand Trunk Railways.
For sale at Post Office at Pictou Landing by
D. A. McLEOD.
July 2, 1882.

SUBSCRIBE for the DAILY EXAMINER
the Cheapest and most Newsy Paper
Published in the Province.

"CITY STEAM BAKERY."

THE proprietor of this Establishment, owing to the increased
demand for his Goods, has added new facilities to his
Bakery, consisting of the latest and most improved machinery,
etc., and is now prepared to supply the trade with

Hard Bread, Plain and Fancy Biscuits, &c.,
AT THE SHORTEST NOTICE.

1000 lbs. CHOICE CONFECTIONERY

To arrive per Steamship "Miramichi," from Montreal.

Orders by mail promptly executed.

J. QUIRK,
Prince Street, Charlottetown, P. E. Island

May 4, 1882.

GREAT CLOSING UP AT 83 QUEEN STREET.

GREAT BARGAINS in Dress Goods,
Tweeds, Winceys, Silks, Curtains, and all
kinds of Staple and Fancy DRY GOODS.
Come early and secure Bargains.

N. B.—Customers will please not ask
credit, as sales are for cash only; hence
bargains. Parties owing accounts will
please call and settle without delay.

D. A. BRUCE, MERCHANT TAILOR,

Is now offering Cash Buyers the BEST VALUE that
can be had in the market, in
Broadcloth, Worsted, Scotch and Canadian
Tweed Suits.

A magnificent range of
GENTS' FURNISHINGS,

AMERICAN WHITE & COLORED SHIRTS
Collars, Ties, Underclothing, English and American Hats.
Our Readymade Clothing is Manufactured on the Premises,
fashionably cut, well sewed, and having good trimmings,
Will be sold as Cheap as Imported.

We invite you to inspect our Goods.
D. A. BRUCE,
Charlottetown, May 22, '82. 72 Queen Street.

For Scotch and English Tweeds or Worsted Suits
For Canadian Tweed Suits.

For Overcoats of all Descriptions,
—GO TO—
JOHN MACLEOD & CO'S,
UPPER QUEEN STREET,
TWO DOORS ABOVE APOTHECARIES HALL CORNER

There you will find the largest and best assortment of Cloths in the
Island. Prices very moderate. The best workmanship and a perfect fit
guaranteed.

—ALSO—
A complete line of Gents' Furnishings and Felt Hats, cheap, &c. &c.
Remember the address, two doors above Apothecaries Hall Corner
Charlottetown, Oct. 11, 1881.

JACOBSON'S TRADE MARK



THE GREAT GERMAN REMEDY FOR

RHEUMATISM,
Neuralgia, Sciatica, Lumbago,
Backache, Soreness of the Chest,
Cout, Quinsy, Sore Throat, Swell-
ings and Sprains, Burns and
Scalds, General Bodily
Pains,

Tooth, Ear and Headache, Frosted
Foot and Ears, and all other
Pains and Aches.

No Preparation on earth equals St. James Oil
as a safe, sure, simple and cheap Remedy.
Remedy. A trial entails but the comparatively
trifling outlay of 50 cents, and every one suffering
with pain can have cheap and positive proof of its
claims.
Directions in Eleven Languages.
SOLD BY ALL DRUGGISTS AND DEALERS
IN MEDICINE.
A. VOGELER & CO.
Baltimore, Md., U. S. A.

COALI

—AT—
McMillan's Depot,

Round, Nut and Albion Slack.

A quantity of which the subscriber in-
tends keeping constantly in stock, in order
to be able to accommodate his patrons at
all times. Terms cash.
R. McMILLAN.
June 6, 1882.

FOR SALE.

ENGLISH PORTLAND CEMENT.
PEAKE BROS. & CO.
May 9, 1882—cod

UNION BANK P. E. ISLAND.

DIVIDEND NO. 36.

NOTICE is hereby given that a Dividend
at the rate of eight per cent. per annum
has been declared on the capital stock of this
Bank for the past six months, payable at its
Head Office and Branches after this date.
GEORGE MACLEOD,
Charlottetown, May 31, 1882. Cashier.

LAWN TENNIS.

LAWN TENNIS RACKETS,
LAWN TENNIS NETS,
LAWN TENNIS BALLS,
LAWN TENNIS SHOES,
LAWN TENNIS HATS,
LAWN TENNIS JERSEYS,
—AT THE—
LONDON HOUSE.
May 27, 1882—1m

JOSEPH GILLOTT'S STEEL PENS.

BY ALL DEALERS THROUGHOUT
THE WORLD.

MACK'S MAGNETIC MEDICINE.
Nerve Food
Brain and
MACK'S MAGNETIC MEDICINE. Nerve Food
Brain and

According to a statement published in
the June number of the *Illustrated Jour-
nal of Agriculture*, there were in Quebec
in the year 1881, 198 cheese factories,
30 creameries and 5 combined butter and
cheese factories—making a total of 223
establishments. Of these 12 were in the
county of Bagot, 22 in Rouville, 19 in St.
Hyacinthe, 10 in Nicolet, 31 in Hunting-
don, 6 in Berthier, 6 in Maskinonge, 7 in
Chambly, 8 in Missisquoi, 8 in Richelieu,
8 in Shefford, 13 in Yamaska, 9 in Ver-
cheres, and from 5 to 1 in most of the
other counties. It is also stated by Mr.
Ernest Gagnon, who makes the report, that
after May of the present year, there will be
a large number more of such establish-
ments in operation, including a school of
instruction in butter-making at St. Marie,
Beauce.

Perils of the Deep.

ANOTHER COLLISION WITH AN ICEBERG—
LOSS OF THE P. E. ISLAND BARQUE "LIZZIE
CAMERON."—CAPTAIN AND CREW BROUGHT
IN BY THE SCHOONER "BRENTON."

(From the St. John's Newfoundland Telegram.)

The schooner "Brenton," Capt. McLaren
from Yarmouth, N. S., for the Grand
Banks, put in here about eight o'clock last
evening, for the purpose of landing the
wrecked P. E. Island barque, "Lizzie
Cameron." At 9 o'clock this morning we
met Capt. McLaren, who briefly acquainted
us with the circumstances attending the
"rescue," and subsequently accompanied
us to the Queen's Hotel, where we had an
interview with Capt. Cameron. The latter
gentleman informed us that the lost vessel
of which he was commander for the past
six years, left Charlottetown on the 10th
of June, with a cargo of oats for Bordeaux,
France. Fine weather and favorable
winds were experienced up to the 16th
(Friday last), when thick fog settled over
the water; but as no ice of any account
had been seen since leaving port, danger
from that source was not anticipated.

However, at half-past nine o'clock the
same evening, while the "Lizzie Cameron"
was running at the rate of something like
eight and half-miles an hour, she suddenly
collided with an immense mass of ice,
smashing in her port bow close home to the
fore-hatch, and turning the topgallant fore-
masts completely over. This occurred in
latitude 45 N., longitude 48 W. The ship
filled with such rapidity that in less than
half an hour the water had reached to the
deck, and it seemed very probable she
would settle down in a few minutes.

Captain Cameron then ordered out the two
boats and had them provisioned. By this
time it appeared extremely dangerous to
remain on the wreck any longer, and all
hands got into the boats and pushed off.
Scarcely had they left, when the forward
part of the barque dipped below the sur-
face and then she keeled over on her beam
ends and lay with her side just above
water. The boats remained near the wreck
until 6 o'clock next morning (Saturday),
when they started for Cape Race, hoping to
be picked up on the way by some passing
vessel. When night came on Capt. Camer-
on took the precaution to tie the boats
together, making use of some blankets for
that purpose, a number of which they for-
tunately brought with them. At 10 a. m.
on Monday they heard a bell ringing, ac-
companied by the sound of a fog-horn, and
pulling in the direction indicated, discover-
ed the schooner "Bentley," of Provincetown,
fishing on the Virgin Rocks. Her com-
mander, Capt. McLeod, cordially in-
vited them on board, where they enjoyed
his hospitality up to two p. m. on
Tuesday. They then decided to make
another effort to reach St. John's, and,
wishing the kind-hearted captain and his
crew good-by, left them and resumed their
journey towards the shore. At half-past
2 o'clock yesterday afternoon, weary and
pretty much exhausted from their hard
pull and the exposure of Tuesday night,
they fell in with the "Brenton," about
eight miles off Bay Bulls, and Captain Mc-
Leod generously offered to bring them to
St. John's. Captain Cameron and his men
are deeply grateful to Capt. McLeod for
this benevolent act, more especially as the
"Brenton" was on her way to the fishing
grounds when they were taken on board.
The "Lizzie Cameron" was 375 tons and a
little more than eight years old.

Text of the Assassin's Will.

The following is Guiteau's will:—
"WASHINGTON, D. C. June 29th, 1882.
"To Rec. Wm. Hick:
"I, Charles J. Guiteau, of the city of
Washington, in the District of Columbia,
now under sentence of death, which is to
be carried into effect between the hours of
12 and 2 o'clock on the 30th day of June,
A. D. 1882, in the United States gaol in
said district, do hereby give and grant to
you my body after such execution, provided,
however, it shall not be used for any mer-
cenary purposes; and I hereby, for good
and sufficient considerations, give, deliver,
and transfer, to said Hick my book entitled,
"The Truth and Removal," and the copyright
thereof, to be used by him in writing a truth-
ful history of my life and execution, and I
direct such history to be entitled, "The
Life and Work of Charles Guiteau," and I
hereby solemnly proclaim and announce to
all the world that no person or persons
shall ever in any manner use my body
for any mercenary purpose whatsoever,
and if at any time hereafter any person
or persons shall desire to honor my re-
mains they can do it by the erection of a
monument whereupon shall be inscribed
these words: "Here lies the body of Charles
Guiteau, patriot and Christian. His soul
is in glory."
"(Signed) CHARLES GUYTEAU.
"Witness, (CHARLES H. REED,
"JAMES WOODWARD."

Political Notes.

In 1872 Sir Albert Smith wrote an
address for the benefit of the people of
Westmoreland, in which he said that
as an honest man he was under the
necessity of supporting the Conservative
Party. In 1882 the electors of Westmore-
land put their little crosses against the
name of Sir Albert Smith's opponent in
order to show that as honest men they
were under the necessity of supporting the
Conservative Party. Sir Albert has one
consolation in his defeat. It is that the
election in supporting the Conservative
Party are following the example which he
set them ten years ago and imitation, as
Sir Albert knows, is the best kind of
flattery.—Mail.

Sir Leonard Tilley's election by a majority
of 137 is, according to the organ, a "moral
defeat" for the Tories, but the rejection of
Sir Richard Cartwright by a majority of
over 100 is a "moral victory" for the Grits.
We are not at all avaricious; we are there-
fore quite willing to permit the Re-formers
to have all the "moral victories" if the
electors will only give us all the "moral
defeats."

The gem of the press comments on the
results of the elections is that of the
Hamilton Times.

"We are whipped. There is no use
sneaking, or explaining, or talking about
'moral victory.' The simple fact remains
that we are whipped, and badly whipped."

While the contest was in progress the
Times fought well and manfully for the
Liberal party, albeit that its free trade
principles did not aid that party much with
the people. The *Times*, however, was con-
sistent and honest in its fight. It is now
just as consistent in accepting the result.—
Montreal Star.

The earthquake in the Rhine Valley
recently extended to the north of Sweden.

The total period of service in the Ger-
man army has been reduced from fourteen
to twelve years, beginning next autumn.

An Odd Ocean Steamer.

NO MASTS, THE DECK COVERED WITH A DOME,
AND TO CROSS THE ATLANTIC IN SIX DAYS.

—NYACK, June 23.

A dome covered and mastless vessel is
being built here at the yard of James E.
Smith, for the American Quick Transit
Steamship Company. It is the invention
of Capt. Moreland, for forty years con-
nected with the Conard Line. She will
be launched about the middle of July, but
as it will take at least a month to put in her
boilers and machinery, she will not be ready
for her trial trip before the latter part of
August. If she realizes the expectations of
her inventor she will be put in the West
India fruit trade, and other vessels will be
made for the freight and passenger trans-
atlantic service. All of her timbers are
in position, her planking is about completed,
and a large force of men are hurrying for-
ward the work. The best materials are
used, and she will be stronger than the
ordinary vessel to sustain the strain of her
engines, which will be double the usual
power.

The vessel is 150 feet long, 21 feet beam,
and 16 feet extreme breadth. She is sharp
forward, and has a long, clean run aft.
The speed promised is about 25 miles an
hour, so that the voyage across the Atlantic
may be made in less than six days. The
model is different in every important re-
spect from the ocean steamers now in use.

First, she has about 33 per cent. more beam,
and instead of the straight sides going deep
down into the water, there will be a grace-
ful rise from the keel to the lead line. It
is claimed that the hull will be more
stable without ballast than the present type
of vessels. The "turtle back," or dome
deck, is a distinguishing feature, as it will
afford enlarged space on passenger vessels
for saloon accommodation, and on freight
vessels, for the comfortable housing of
cattle. It can be used as a promenade
deck in fair weather. The whole upper
deck will thus be covered in, and the space
usually exposed to the weather will be en-
tirely utilized. It will thus be light, airy
and well ventilated. Aft will be the
main saloon, a spacious apartment, fur-
nished in mahogany and black walnut.

Directly forward of the main
saloon will be the engine room, then the
mess room and officers' staterooms. Still
further forward will be the quarters of the
crew. Greater safety is claimed for the
turtle back; it will tie the vessel's sides
together, thus making her stronger; no sea,
no matter how large, can strike at right
angles, and the concussive force from
bounding seas is avoided by the perfect
shedding of them on the curved surface.

The wheelhouse, smokestacks, ventilators
and flag and signal staffs will be the only
things rising above the upper decks. There
will be no spars or masts. Among the ad-
vantages claimed are the absence of all top
weight which strains the ship in heavy
weather, the avoiding of a great outlay
for sails and rigging, and the dispensing
with a large crew of practical sailors. An-
other claim is that, in a straight course on
the ocean, taking the wind as it blows, the
atmospheric resistance against the spars,
masts and rigging of a vessel driven by
steam power is so great that the gain by
their removal will more than compensate
for the loss of the advantage of sails in a
favoring breeze. To meet the emergency
of derangement to the main shaft, screw,
or machinery at sea, a pair of auxiliary
screws are placed one above the other in
the dead wood just forward of the rudder
post, and entirely independent of the main
shaft and screw. When not in use they
will be enclosed by large shutters flush with
the wood. If the ordinary steering ap-
paratus should become disabled, the ar-
rangement of these shutters is such that
they can be used as a sort of double ruder,
one for port and one for starboard.

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