

THE DAILY EXAMINER. DECEMBER 21, 1881.

Five additional cotton factories are being established in these Maritime Provinces of Ours; and there seems to be no reason in nature why we shouldn't make our own cottons as well and as cheaply as they can be made anywhere.

It seems that the majority for the Conservative recently elected in West Northumberland was slightly smaller than that of the Hon. Mr. Cockburn in the general election. Considering that the recent contest was merely a by-election, and the Conservative candidate a "new man," this is not at all wonderful.

HALIFAX and St. John papers are vigorously pressing the claims of Halifax and St. John to be the winter ports of Canada. This is a point on which the people of the Maritime Provinces should be as united and determined as the people of Prince Edward Island should be concerning improved Winter Communication.

It is pleasing to note that the advantage of importing British goods for the Western Canadian market, viz Halifax, is being recognized. The last English steamer landed eight hundred and fifty tons of her cargo at Halifax. This, the Intercolonial Railway is now promptly conveying to its destination in the Upper Provinces.

It will be seen that the Hon. Donald Ferguson, in the letter which we publish to-day, completely disposes of the charges preferred against him by the Patriot in connection with the McDonald-O'Farrell case. That is the real reason why the Patriot refused to publish Mr. Ferguson's letter. We greatly fear that "fairplay" is a jewel, not contained in the Patriot's casket of gems.

At a temperance meeting recently held in Ottawa, Sir Leonard Tilley drew attention to the fact that forty years ago the consumption of spirits in the Province was five gallons per head, now it is only 1 1/2 gallons. The cost to consumers of liquor in Canada was \$18,000 annually, and for every dollar expended for religious purposes, \$7 were squandered on whiskey. He agreed with Mr. Gladstone that the loss of revenue from this source was only of secondary importance.

A CORRESPONDENT writing from Australia to an English paper, says: "If British energy is not aroused British trade will receive a death blow here, as we now receive from the Yankee carriages, organs, furniture, timber, doors, windows (a frame box is sold here for less than I can buy the timber), ploughs, axes, hatchets, spades, nails, locks, hinges and general ironmongery, garden seats, India-rubber hose, perambulators (much prettier articles than anything I have seen from the old country), and lately I see a large quantity of saws; in fact English hardware in general is being rapidly driven from these parts."

OUR cousins across the border are a great people, and, though they have a National Policy, they have lots of money. It is said that under the Act to pay expenses incidental to Garfield's illness and death, (now before Congress), bills amounting to \$125,000 will be paid. Bliss, Agnew and Hamilton will receive about \$24,000 or \$27,000 each; the four nurses will receive \$2,500 each; Dr. Lamb, of the Surgeon-General's office, will receive \$100 for the autopsy, and Rayburn, Bliss' assistant, will receive a reasonable sum. But it is not known what charge the railway companies will make for the use of special trains, or the construction of new tracks of Washington and Long Branch. There's millions in it.

The joy bells rung to-day were a lively manifestation of the deep and hearty feeling of gladness with which the return of the Steamer Prince Edward is hailed by the community. Had they been rung at nine o'clock, instead of at twelve, the manifestation would have been more timely; but this is emphatically a case in which it was better to act late than never. No such storms as those with which the Prince Edward successfully contended, have raged over the face of the Atlantic within the memory of the present generation. Our steamer was at sea so long that we were many days "between hope and despair;" and were, indeed, just on the borders of despair when the news came that she had been "spoken" by the Iowa. But the great confidence reposed in the good qualities of the vessel, and Captain and crew, have been fully justified; and we have them all home, safe and sound once more.

THE social evil has had the attention of the press and people of Toronto for some time. Whether good or more evil will result from the discussion remains to be seen. The following from a letter to the World is of special importance to parents: "I think the greater part of this social evil is the fault of the parents themselves. For instance, you can walk on Yonge street any night in the week and see young girls from fifteen to eighteen years of age, ready to strike up an acquaintance with any young man they meet. This is the first step towards ruin. The other steps are made in a short time, hence so many houses of ill-fame in Toronto. If parents would look after their daughters of an evening this evil would be abolished to a great extent. And for the Government to try to put it down is impossible; for while parents allow their daughters to promenade the street till ten or eleven o'clock at night, the ruin of young girls will continue and houses of ill-fame will exist."

Weather Bulletin.

Probabilities for the next 24 hours for the Maritime Provinces.

TORONTO, December 21—10 a. m.

Moderate to fresh westerly to northerly winds; fair, slightly cooler weather.

The Constantinople correspondent of the London Times says under date of Thursday last: "There is now a firm conviction at the Palace that an offensive and defensive alliance will shortly be concluded with Germany. Meanwhile Germany has now the commanding political influence which England once possessed."

THE PRINCE EDWARD.

Her Arrival & Hearty Welcome

SUMMARY OF HER LOG.

THE steamer "Prince Edward," Capt. Fraser, which passed through Canso yesterday, arrived at this port at 9 o'clock this morning. The wharf was crowded with citizens, who assembled to give the passengers, officers and crew a hearty greeting. As she neared the wharf, A. McNeill, Esq., Clerk of the House of Assembly, in stentorian tones, proposed three cheers for Captain Fraser, his gallant officers and crew. The cheers were loudly given, and when the steamer was moored, the Captain, officers, and Messrs. Patrick Blake and John McGill were warmly welcomed by their many friends. They all looked remarkably well, and do not appear to be affected by the long, rough passage. The following summary is made up from the steamer's log, which was kindly handed to us by Mr. John Welsh, 1st officer:—

The Prince Edward sailed from Liverpool for this port on Thursday, the 11th of November. She experienced common Atlantic weather, strong to moderate breezes etc., until the 15th at eight a. m. when a heavy sea commenced to run, and then she labored heavily and shipped water fore and aft. At three o'clock, p. m., a WSW gale set in accompanied by heavy rain squalls and tremendous heavy seas. The ship labored heavier and shipped more water fore and aft, and her head was turned to the sea for her safety. The wind at four p. m. o'clock, veered to NW, and the weather continued severe with the ship heading the sea to the best advantage. At eight a. m., the following morning the gale moderated a little, but still a very heavy sea ran. At eight a. m. on the 17th, the wind, which had been varying blow from SSE, and increased to a gale, accompanied by thick rain squalls and heavy sea. The ship, as before, labored heavily and shipped water fore and aft. Her head was again turned with bow on to the sea for her safety. This weather continued with more or less severity until the 21st, at six a. m., when a hurricane blew from the NE. The ship had to be run before the tremendous heavy sea, and in this position she continued labored and shipped heavy seas fore and aft. The gale moderated and the weather commenced to clear up at noon, but was followed by gales of more or less severity until the 23rd, at eight a. m. when it blew another hurricane from the westward. Heavy seas were shipped, and the pole compass, lanterns, and many other things around the deck were carried away. The weather towards the night of the 23rd moderated, and so continued with one exception until the 29th. On the 27th, the Chief Engineer reported that only two days of calm were left, and the captain and officers concluded it would not be prudent to burn all, steaming against a gale in which the ship only made from four to five knots per hour, and the distance to the nearest port was 440 miles. They therefore stopped steaming, and waited a chance of calm weather. The fires were accordingly burned down, and the ship lay too. She drifted to the ESE, about a half mile per hour. On the 28th, at 8 a. m., a fresh gale set in. The main trysail was set to keep the ship's head to the sea and the men were employed in gathering all available wood to put on steam at first chance. The ship could not be kept to the sea, and thus she lay in the trough of the ocean, with her officers powerless to do anything with her. In this way she kept drifting ESE, at the rate of 1 1/2 miles per hour. The gale continued to strengthen, and at 5 a. m., on the 29th, the ship was struck by a heavy sea on the port side, breaking the fore-rigging, smashing the rails and starting the deck so as to cause it leak badly over the main hatch. At 8 a. m. the gale was terrific, the sea was tremendous, and the ship was rolling in the trough of the sea and straining seriously. The main trysail boom broke and sail was taken in, and the ship lay to under bare poles, as she would try as well without sail. At four p. m., the gale moderated, and so continued until the 1st. They concluded that if they would sail under canvas, they would run back to Ireland. At one p. m., they got off before the wind and sea with all sail set and engines going. Shortly the engines were stopped. The vessel would not steer. She came up in the wind. Again it was started, but without success. Sail was then taken in, the fires were put out. Thus she continued to "rock in the cradle of the deep" amid stormy weather, until the 4th when she was spoken by the steamer "Iowa" which ship she asked to tow, but owing to the stormy weather and high seas the "Iowa" was compelled to proceed without giving any assistance. Nothing worthy of note occurred until the 7th, when at one o'clock, p. m. they sighted the steamer "Thermore." The captain asked to be towed, but the "Thermore" steamed away, and then came back. Her captain asked "To what port do you want to go?" Captain Fraser replied: "St. John's, Newfoundland." A boat was lowered from the "Prince Edward," a line was run on board the "Thermore," and their steel hawser was bent on. The "Thermore" started ahead, and in doing so broke the hawser. A similar attempt was made and the hawser again broke. It being rough, they did not think it prudent to make a third attempt that night and the steamer agreed to stay by until morning. On the morning of the 8th the weather was clear and moderate. The "Thermore" steamed up alongside and secured the "Prince Edward" with a steel hawser, 60 fathom of chain cable, and began to tow her towards St. John Nfld. The wind on the 8th, 9th, 10th and 11th was from moderate to strong breezes, and the weather from fine to thick and misty, with occasional snow and hail. The towing was quite successful until 11 o'clock p. m., on the 12th, when the tow-line broke and the "Thermore" lay by until next morning. The next day was cold and heavy squalls prevailed. From 4 a. m. until 5 p. m. was spent in getting the "Thermore" tow-line again on board the "Prince Edward." It was done without any serious mishap, and the steamers again proceeded towards St. John's. They experienced on the following day moderate breezes and weather. On the 15th at noon, they made St. John's Harbor, and at one p. m. the "Thermore" again broke the towline, and steamed up clear of the "Prince Edward" and she after getting the towline aboard proceeded to St. John's and took in bunker coal. She remained there until Sunday the 18th, and proceeded to this port.

This morning Councillor Chappelle set a movement on foot to have the bells of the different churches rang, as an expression of joy for the arrival of the "Prince Edward." Accordingly a request was sent by the Mayor to the various churches of the city, and at noon to-day the bells of St. Dunstan's Cathedral, St. James', St. Peter's and St. Paul's Churches, with both fire bells, rang out a hearty welcome to the steamer and her gallant officers passengers and crew.

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WEST INDIA WAREHOUSE.

- 20 chests and half-chests Tea, 20 hds. and barrels Sugar, 30 puns. Melasses, 100 barrels Superior Extra Flour, 20 boxes Tobacco (flat), 30 caddies Eight Smoking Tobacco, 70 boxes Assorted Soaps, 25 boxes White and Blue Starch, 30 boxes Nixey's Black Lead, 2 casks Wapping Paper, 5 casks W. Soda, 20 boxes T. D. Pipes, 50 cans Kerosene Oil, 5 casks Turpentine, 20,000 barrel Bunges, 1/2 inch, 1,500 bushels Salt, 200 Pork Barrels, 500 Ash-Hooped Barrels, 50 tins Lard, 3 tons Wheat Bran, 5 tons Wheat Sorts, 1,000 bushels Oats, 90 boxes and half-boxes No. 1 Codfish, 50 quintals Codfish, in bulk, 100 quintals Large Hake, 100 brls. and half-barrels Labrador Herring, 20 cases Preserved Lobsters, 10 cases Preserved Salmon, 10 cases Preserved Herring, 500 boxes Tin, 100 ingots Refined Tin, 40 pigs Soft Lead, 5 bars 1 1/2 and 1 3/4 Copper, 5 tons Assorted Iron.

SLEIGHS.

1 LARGE Family Sleigh, in good order; 1 do do, suitable for hotel; 2 Jaunting Sleighs; 1 Box Sleigh \$5; Working Sleigh, \$3; 1 Wood Sleigh, \$5; 1 pair Bob Sleighs. Some of these sleighs have been left with me for sale, and will be sold cheap. H. COOMER.

To the "Prince Edward."

Safe home after long voyage! Day of joy! Ending and lighting up the days of gloom, When fears ran rife that thou hadst met thy doom,— That winds and waves had leagued, thee to destroy,— Whilst thou, far off from land, like helpless toy, Didst toss, their sport; now deep in ocean's womb, And now topping her crest! The greedy tomb, With thy rich freight of lives, thou wouldst not cloy!

Fair shone the morning sun, and the mild air Blew soft when thou didst gain thy port, and give Husband safe back to wife, and sire to child: When thou once more dost tempt the waters wild, May'st thou not have such dangers to outlive As now are past,—and keep us from despair!

DIED. At Sunol Valley, California, on the 1st December, 1881, Mary Elizabeth Macgowan, wife of Allen E. MacDoughall, Esq., and daughter of Peter Macgowan, Esq., of this city, aged 43 years.

NOTICE.

STEAMSHIP "PRINCE EDWARD," with general cargo from Liverpool, G. B., docked at Peake's No. 2 Wharf this forenoon, 21st December. After she is discharged will load with cargo of oats and will sail from Charlottetown or Georgetown.

On or About Saturday, the 24th December, inst.

Should the weather continue favorable, will sail from Charlottetown direct. Parties wishing to ship

LIVE STOCK

on the Upper Deck on freight, to Great Britain, have an opportunity of doing so. For freight and other particulars apply to PEAKE BROS & CO., Managers. Dec. 21, 1881.

CHRISTMAS GOODS FOR SALE AT THE STANDARD BOOKSTORE! Gold Pens and Pencil Cases, Photo. Albums, Velvet Frames, Glove and Handkerchief Boxes, Scrap Pictures; Books for Presents, such as "The Rhine," and others; Handsome Wallets & Purses, Xmas Cards, Children's Toy and Gift Books, Toys, &c. S. T. NELMES, OPPOSITE POST OFFICE. Charlottetown, Dec. 21, 1881—cod

WEST INDIA WAREHOUSE.

- 20 chests and half-chests Tea, 20 hds. and barrels Sugar, 30 puns. Melasses, 100 barrels Superior Extra Flour, 20 boxes Tobacco (flat), 30 caddies Eight Smoking Tobacco, 70 boxes Assorted Soaps, 25 boxes White and Blue Starch, 30 boxes Nixey's Black Lead, 2 casks Wapping Paper, 5 casks W. Soda, 20 boxes T. D. Pipes, 50 cans Kerosene Oil, 5 casks Turpentine, 20,000 barrel Bunges, 1/2 inch, 1,500 bushels Salt, 200 Pork Barrels, 500 Ash-Hooped Barrels, 50 tins Lard, 3 tons Wheat Bran, 5 tons Wheat Sorts, 1,000 bushels Oats, 90 boxes and half-boxes No. 1 Codfish, 50 quintals Codfish, in bulk, 100 quintals Large Hake, 100 brls. and half-barrels Labrador Herring, 20 cases Preserved Lobsters, 10 cases Preserved Salmon, 10 cases Preserved Herring, 500 boxes Tin, 100 ingots Refined Tin, 40 pigs Soft Lead, 5 bars 1 1/2 and 1 3/4 Copper, 5 tons Assorted Iron.

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PRESENTS!

The Usual Well-Selected Stock of WATCHES, JEWELRY,

SILVER-PLATED WARE,

SUITABLE FOR PRESENTATION, WILL BE FOUND AT E. W. TAYLOR'S, North Side Queen Square. G. H. TAYLOR & CO'S, South Side Queen Square. [de 21 4i] AS CHEAP AS ANY IN THE CITY.

WE ARE REMOVING

TO OUR OLD STAND,

AND WILL OPEN ON FRIDAY, THE 16th INST.,

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.

ec. 18, 1881—1m cod

XMAS XMAS XMAS

'CITY HARDWARE STORE.'

We have on hand a large assortment of SILVERWARE,

Cruets, Pickle Dishes, Toast Racks, Cake Baskets, Butter Dishes, Knives, Forks, Spoons, &c., &c.; Rogers Bro's 1847

Al Plate, excellent value, newest designs, selling very low during the Holidays.

COME AND GET BARGAINS. BOURKE SON & CO., City Hardware Store. Dec. 3, 1881—2w 3aw, wklly 3l, pat

Sleighs and Machinery. CHRISTMAS PRESENTS!

I WILL SELL AT AUCTION, AT THE Queen Street Auction Rooms,

Friday, the 23rd inst.,

AT 2 O'CLOCK, 6 Box Sleighs (New), 1 Box Sleigh (Second-hand), 2 High Turned Sleighs, Counter Shaft for Circular, Shaft and Pulley for Jig Saw (complete), Steam Fan and Slides for Fan Gear, Wood Lathe, Round-iron Machine, Emery Polishing Machine, Pulleys, &c., &c.

W. D. STEWART, Auctioneer. [de 14, '81] Dec. 17, '81—2i

EXTRAORDINARY!! EVENT!

JUST RECEIVED, a large assortment of Goods, consisting of WALTHAM and Geneva WATCHES, in Gold and Silver Cases, Gold, American Stock Piston Chains, Necklets and Lockets, Ear Rings, Brooches, Colored Gold, Plated and Silver Sets, a large assortment of Ladies' and Gents' Gold Finger Rings, Cuff Buttons, Shirt Studs; a nice lot of Eight-day and Thirty-hour CLOCKS and Timepieces; Plated Ware, consisting of Cans, Butter and Pickle Dishes, Knives, Forks, Spoons and Napkin Rings.

Spectacles and Eyeglasses. If you want to save money and get a first-class article, call and let your eyes be your own evidence. Repairing Clocks, Watches and Jewelry punctually attended to.

G. G. JURY, North Side Queen Square, Opposite Post Office. Charlottetown, Dec. 21, '81—2m 2aw

St. Lawrence Hotel.

THE above Hotel is now REOPENED, 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 accommodated unsurpassed by any other Hotel in the city.

WM. E. HICKEY, Proprietor. Ch'town, Dec. 21, '81.

APPLES FOR CHRISTMAS.

I WILL SELL AT PUBLIC AUCTION, To-Morrow, Thursday, 22nd inst., AT 11 O'CLOCK, AT THE

Queen Street Auction Rooms, 200 barrels APPLES, in Baldwins, Russets, Vandivers, Ribston Pippins, Red Streaks, Bishop Pippins, &c., &c. Choice stock.

W. D. STEWART, Auctioneer. Dec. 21, '81—

CRACKED FEED.

Cracked Oats, Wheat Bran, Cracked Barley, Wheat Shorts, White Oats, Black Oats. For sale by HORACE HASZARD. Charlottetown, Dec. 21, '81—1m cod

KONFEXUNERY.

Chocolate Caramels . . . . . at Balderston's Coconut Caramels . . . . . do Balderston's. Tricolor Caramels . . . . . do Balderston's. Quince Jelly . . . . . do Balderston's. One Ton Mixed Confectionery at Balderston's. 500 lbs. Mints . . . . . do Balderston's. 200 lbs. Conversation Loz'ges at Balderston's. 250 boxes Xmas Candies . . . . . do Balderston's. Figs, Dates, Green Grapes, Apples, Lemons, Nuts, Raisins, Currants, Essences, Candied Peels.

FLOUR, a Splendid Article, VERY CHEAP. China and Glassware (selling off.) B. BALDERSTON. Queen Street, Dec. 17, '81—1w

'81 Xmas & New Year '82

I HAVE JUST OPENED A Large Assortment of Goods

SUITABLE FOR Christmas and New Year's Presents, COMPRISING:

Dressing Cases, cases Comb and Brush, Florence Brushes, inlaid with Tortoise-shell and Mother of Pearl, ARGENTINA, a Metallic Brittle Toilet Brush; ASHWORTH'S Metallic Comb Brush; Gosnell's, Kent's and Midwell's Hair, Tooth and Nail Brushes, unequalled for their variety of patterns, superior finish and fine material, cases Her Majesty's Toilet Perfumes and Bridal Souvenir, Coudray's, Piver's, Bertrand's, Lubin's, Piesse & Lubin's, Rimel's and Atkinson's Perfumery, Hair Oils, Pomades and Cosmetics, Hand Mirrors, &c.

WM. R. WATSON. City Drug Store, Victoria Building, } Dec. 17, '81—pat 6l } 6l

WANTS, LOST, FOUND, &c.

WANTED by a Lady who writes a firm legible hand, employment as a copyist. Address, "Copista," Post Office, Charlottetown. d20 4i

COOK WANTED—A good plain Cook wanted. Apply with references to Mrs. R. B. Fitzgerald, Knockrour. do 16

FOR SALE—A stylish Carriage Horse, color dark chestnut. Will be sold at a bargain.—D. REDDIN, jr. d15 1w

WANTED—An experienced Clerk. Must be well recommended. Apply, in writing to SULLIVAN & MORSON, Charlottetown. [de 12

STRAYED from the Revere House, on Thursday night, a large red Cow, with large horns and the top of right ear cut, and lower end of tail white. Information regarding her whereabouts will be gladly received and rewarded by Mrs. McNeill. [dd 12

GENERAL SERVANT wanted in a small family. Good wages. Apply at this office. [de 6

TO LET—A valuable Business Stand in Tourist East, consisting of a Shop, Dwelling House, Warehouse and Stable. Possession given immediately, if required. For terms apply to R. BENDERS, Bridgetown, P. E. I. [no 24 1m