

THE EXAMINER.

VOL. 6.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, WEDNESDAY, APRIL 14, 1880.

NO. 122

THE DAILY EXAMINER

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W. L. COTTON, J. W. MITCHELL,
Manager, Office Sup't

Prince Edward Island RAILWAY.

TIME TABLE NO. 13.
Winter Arrangement.

TO COME INTO FORCE
TUESDAY, December 2nd, 1879.

TRAINS GOING WEST.

STATIONS.	Nos. 1 & 3, Mixed.	No. 5, Mixed.
Georgetown	Dp 8.20 a. m.	
Cardigan	" 8.46 "	
Mt. Stewart Junction	Ar 10.10 "	
Royalty Junction	Dp 10.15 "	
Charlottetown	Ar 11.27 "	
Royalty Junction	Dp 8.00 a. m.	Dp 3.00 p. m.
North Wiltshire	" 8.22 "	" 3.23 "
Hunter River	" 9.14 "	" 4.15 "
Breadalbane	" 9.30 "	" 4.30 "
County Line	" 10.07 "	" 5.08 "
Kensington	" 10.17 "	" 5.18 "
Summerside	Ar 11.30 a. m.	Ar 6.30 p. m.
Wellington	Dp 1.30 p. m.	
Port Hill	" 2.19 "	
O'Leary	" 3.09 "	
Alberton	" 4.17 "	
Tignish	" 5.17 "	

TRAINS GOING EAST.

STATIONS.	Nos. 2 and 4, Mixed.	No. 6, Mixed.
Tignish	Dp 6.30 a. m.	
Alberton	" 7.25 "	
O'Leary	" 8.25 "	
Port Hill	" 9.40 "	
Wellington	" 10.22 "	
Summerside	Ar 11.10 a. m.	
Kensington	Dp 2.30 p. m.	Dp 7.30 a. m.
County Line	" 3.05 "	" 8.05 "
Breadalbane	" 3.43 "	" 8.44 "
Hunter River	" 3.53 "	" 8.54 "
North Wiltshire	" 4.30 "	" 9.30 "
Royalty Junction	" 4.46 "	" 9.43 "
Charlottetown	Ar 5.37 "	Ar 10.38 "
Royalty Junction	Dp 6.00 p. m.	Ar 11.00 a. m.
Mt. Stewart Junction	Dp 2.30 p. m.	
Cardigan	Ar 2.53 "	
Georgetown	Ar 4.10 "	
	Dp 4.15 "	
	Ar 5.35 "	
	Ar 6.00 p. m.	

SOURIS BRANCH.

Trains Going West.

STATIONS.	No. 7, Mixed.
Souris	Depart 7.15 a. m.
Harmony	" 7.37 "
St. Peter's	" 8.55 "
Morell	" 9.23 "
Mt. Stewart Junction	Arrive 10.10 a. m.

Trains Going East.

STATIONS.	No. 8, Mixed.
Mt. Stewart Junction	Depart 4.15 p. m.
Morell	" 4.58 "
St. Peter's	" 5.30 "
Harmony	" 6.48 "
Souris	Arrive 7.10 "

ALEX. MACNAB,
Sup't and Engineer.
Railway Office, Chtown, Nov. 28, 1879.
—pat pres h a ne sp sj kca pio 6i

NOTICE.

THE Best, Shortest and Cheapest route of Cape Traverse is via Train to County Line Station, thence via HUGHES' Teams to Capes—which are in readiness at all times.
J. W. HUGHES,
J. HUGHES.

Feb. 25, 1880—tf

Bones. Bones.

THE undersigned will pay fifty cents Cash per cwt. for all bones delivered at the Bone Mill, in the Royalty. No quantity less than one cwt. (112 lbs) taken.
FRED. W. HYNDMAN,
Agent.

Ch'town, Dec. 1, 1879

Daily Examiner!

1880.

Advertises Cheap
FOR CASH!

JOB PRINTING

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CHEAPLY DONE.

Persons who have not yet settled last year's accounts, will please do so before commencing the business of the coming season.

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IS OUR MOTTO.

Warned by the past, we intend to deal closer to the cash system than ever heretofore.

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Social News,
Commercial News,
Shipping News,

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THE WEEKLY EXAMINER.

A few Advertisements only, received

J. W. MITCHELL, | W. L. COTTON,
Office Sup't. | Manager

SECOND EDITION

THE DAILY EXAMINER.

APRIL 14 1880.

FAILURE OF THE SEAL FISHERY.—A private cablegram received from St. John's, Newfoundland, dated on Saturday last, says that the seal fishery has turned out almost a total failure. Ten steamers returned empty.

Sim Reeves, the well known tenor, has decided to finally retire to private life at the end of 1881. His first appearance on the stage was at Newcastle in 1859, he being but 18 years of age at the time.

The New York Herald's cable special from St. Petersburg says that Gortchokoff is dying. The bulletin that his doctor has just sent to the Emperor concludes by saying that the symptoms are alarming.

At St. Patrick's ball, which closed the Dublin Castle season, Lady Londolph Churchill, and the Lord Mayor opened the ball by tripping a country dance together down St. Patrick's to the strains of the Irish national air.

The score at the close of the walking match at New York, Saturday night, was: Hart, 55½ miles, Pegram, 54¾; Howard, 53¼; Dobler, 53¼; Allen, 52¾; Krohne, 51½; Williams, 50½; Hanwaker, 450. Hart beat Blower Brown's greatest record. His gains from this match are \$16,000.

As sad a story as was ever feigned in verse, comes from Cannes of the death there of an English officer, Colonel Pickard, of congestion of the lungs, on the day appointed for his wedding, to Miss McNeile, whose father, Sir John McNeile, had died only three months before. The very wreaths which were to have been used at the wedding became the funeral garlands to be thrown on the coffin, and the bridal veil and dress were lying ready to be put on by the now widowed bride. Death was caused by the rupture of a blood vessel on the lungs, and the poor young bride sat up three hopeless days and nights watching the life slowly sinking away.

Appropos of the birth of a second son to the Count of Paris, it is to be observed that the name of a new pretender is quietly whispered in French political circles. It is that of the Duke of Chartres, brother of the Count of Paris. This Prince, who, after serving on the staff of General McClellan in the American civil war, enlisted as a private soldier during the Franco-German war as Robert Lefort, soon won his epaulet and the Cross of the Legion of Honor by his valor, and now is colonel of a regiment quartered in Algeria. He is the only one of the Orleans family who has never dipped in politics.

THE POPULATION OF FRANCE AND GERMANY.—According to the German Imperial statistics for 1878 of births, deaths, and marriages, just published, the estimated population being 44,200,000 the marriages numbered 340,000, the births 1,785,000, and the deaths 1,228,000. The still-born are reckoned in both births and deaths. It is interesting to compare the latter figures with those of the same year for France, given on the 1st inst. In France the number of births was 935,000 and of deaths 830,000, so that the births exceeded the deaths by 97,000. In Germany the excess of births was 557,000—that is to say, that while in France the population increased in 1878 at the rate of 27 per cent, it increased in Germany at the rate of 1.25 per cent. The number of marriages in Germany has greatly fallen off since 1872, when 423,900 were registered.

STRANGE OATH OF THE BOLIVIAN ARMY OFFICERS.—There seems to be but little prospect of an early termination of the South American war, if any value is to be placed on oaths. At the beginning of the struggle seven hundred and fifty-seven officers of the Bolivian army, all above the grade of sub-lieutenant, swore the following frightful oath, with a request that posterity would take note of it:—

"We, who carry a sword at our girdle, which our fatherland has confided to us to defend it and preserve intact its honor, swear a thousand times over not to sheath that sword before avenging the outrage which Chili has committed on Bolivia. And to fulfill these oaths we are prepared for every sacrifice, beginning by the renouncement of salaries, and subjecting ourselves to camp rations on the same scale as the soldiers. Thus be it, and let posterity judge us."

Four of the British bishops are widowers—the Archbishop of Canterbury, the Bishop of London, the Bishop of Rochester, and the Bishop of Bangor. All the rest are married men, and most of them with large families. The Bishop of London has eleven daughters; the Archbishop of York has four sons and five daughters; the Archbishop of Salisbury has five sons and eight daughters; the Bishop of Bath and Wells, six sons and four daughters; the Bishop of Hereford, seven sons and four daughters; the Bishop of Oxford three sons and four daughters; the Bishop of St. Albans, four sons and three daughters; the Bishop of Lincoln, two sons and five daughters. The only two bishops who are childless are those of Worcester and Litchfield, and the Bishop of Litchfield has not yet forgotten his honeymoon. One, and only one, of the bishops has been twice married—the Bishop of Rochester, and he has been a widower for a couple of years.

Correspondence.

We do not hold ourselves responsible for the statements or opinions of our correspondents.

The "Northern Light."

To the Editor of the Examiner.

Sir,—The "Northern Light" was built and put on the route between Georgetown and Pictou as an experiment, and as there is a great difference of opinion whether she is a success or a failure, the experiment is not concluded. A practical, thoroughbred seaman, one equally well acquainted with sailing ships and steamships with ice as with water; who has crossed the Atlantic scores of times, at all seasons of the year, and crossed in the "Northern Light" from Georgetown to Pictou and back again, has given it as his opinion that no boat that ever was built can make regular trips between Georgetown and Pictou the whole winter round.

Now, as the shores at the Capes route has not sufficient depth of water for the "Northern Light," permit me to suggest that the tug boat "Henry Aitken" be put on the Capes route in conjunction with the ice boats next winter season. My reasons for this suggestion are: First, the tug is as strong as wood and iron can make her. Second, she can walk the water like a thing of life with a loaded ship of the capacity of the "James Duncan" in tow. Third, she is a good sea boat, and has proved to be so when she went to the relief of four or five sailors who were clinging for hours to the masts of their sunken vessel near Governor's Island, when no other boat would venture to their rescue. Fourth, she can go and has gone through lolly of greater depth than her own draft of water. Fifth, she can accommodate 20 or 25 passengers. Sixth, her hire will not amount to hundreds nor perhaps to tens of dollars, where the "Northern Light" has cost thousands. Seventh, she will not need a wharf at either side—a small dock, cut and kept open in the board ice, will answer her purpose. Eighth, she will save the cost of wharves seven or eight hundred feet long, and, last and greatest of all, the Government, after one winter's experience and observation of her work at the Capes route, will be able to judge which route and what size and model of a boat will best answer the purpose. It was said some time since that Batt's tug was a more suitable boat than the "Northern Light" for the work the latter has to do. This, no doubt, was said in ridicule of the "Northern Light," her builder, and the Government which employed her. But with all respect to the proprietors of the "Henry Aitken" and to yourself, sir, personally I am in

REAL EARNEST.

Durability of Wood.

The statements below are authentic, and show that wood kept in cold places is very durable, and almost everlasting. The old Savoy Palace in London, Eng., is supported on oak piles, some of elm and some of beach; these piles were driven six hundred and fifty-six years ago, and are now perfectly sound.

The piles on the London Bridge, England, were driven over five hundred and seven years ago, and are yet quite sound.

The piles of the Tragan's Bridge over the Danube were driven over one thousand six hundred years ago, and are as sound as ever. They are petrified to the thickness of one inch, forming a cylinder of stone to each pile. Probably these piles would sustain a much greater weight to-day than they would at first. The absence of air and a low temperature seems to be the great secret.

The white cedar of this Island seems to be an exception to all other woods. In many parts of this Island the cedar has been used for fence poles over fifty years, and no signs of rot, but materially reduced in size from exposure to air.

Why this, where there is no turpentine, and why do posts last so much longer butt up. Yours, &c., T. A. S.
Ch'town, April 13, 1880.

MARRIED WOMEN AHEAD.—It is rather discouraging to be a girl just now. The ambitious seek not the distinction. Girls are not the social favorites. The belles of London, this season, are all married ladies. Matrons before maids is the rule there. This freak of society may have a tendency to drive girls into matrimony, and in this way an institution which moralists, reformers and political economists, have mourned as being on the decline, especially among the wealthy and ultra-fashionables, may be revived again. As soon as a girl comes to know that married women are on the top round of the social ladder, they will be willing to mount by the same means. This is not written for those who have their own work to do and know it, nor for those who do not believe that to be a social pet is the grandest aim of life. Such people know their work and straightway go and do it.

I have seldom seen much ostentation and much learning met together. The sun, rising and declining, makes long shadows; at mid-day, when he is highest, none at all. Bishop Hall.

Strong in the goodness of his cause, with his back to the throne of God and his foot on the rock of truth, a man can stand against the world.—Guthrie.

Drifting on an Ice Cake.

A BRAVE RESCUE OF THREE BOYS IN THE ST. LAWRENCE.

MONTREAL, April 6.—The accidents upon the river this season have been unusually numerous, and this afternoon at three o'clock, when the grand clearing of the channel commenced, there were playing upon the ice in mid-channel three lads, George Cutler, William Loonan, and Patrick Bradley. All was consternation upon the shore, where congregated several hundreds of people. At first it seemed as though no help could come to the lads, and they ran about upon the floating ice in the extremity of terror, imploring help. The ice was tossing and cracking upon all sides of them, and as the current between St. Helen's Island and Montreal is very strong, it does not take long to break up even the largest fields of ice. There were no boats to be seen, but just as people were despairing of a rescue some men appeared at the old commissariat building, near the barracks, carrying a boat. Scores of willing men lent a helping hand, and the boat was soon launched. It was a work of difficulty and danger to face the river, filled as it was with grinding masses of ice. At length, however, the party in the boat reached the lads, and then it became a question whether the rescuers could reach the field of ice upon which the boys were before it reached the firmer ice at the foot of St. Mary's current. Once there, little chance remained of escape, as the ice is drawn underneath the firmer ice of Longueuil bay, and was to any living thing then upon it. The boatmen were followed by thousands along the banks with much more interest in the race than has ever been witnessed at a regatta, and cheer upon cheer arose from the shore when it was found that the pursuing boat had succeeded and that the lads had been taken off. The return journey was exceedingly perilous, but the upper ice from the harbor did not come down as quickly as it sometimes does, and they were thus providentially enabled to reach the shore safely, where the lads were borne aloft in triumph by the surging crowd. The rescuers were Peter Gauthier, Zotique Guilbault, Louis Fricque, boatmen, and John Clarke.

Cash vs. Credit.

There are some maxims in business which a man, and especially a farmer who is generally defective in this respect, should write on the first page of his memorandum book or diary, and read over every day. Some of these are: "Owe no small debts." "It is better to borrow money on a note or a mortgage, and pay a moderate interest on it, than to have a number of small debts out." "Buy for cash." "Sell for cash." "Do not buy anything that you do not want." "Do not want a thing because it is cheap." "Avoid auction sales." "Never endorse a note." "If you wish to oblige a friend and have the money loan it to him; but put your name on no man's papers." "An indorsed note comes due always at an inconvenient time." "Never count your money until it is in your pocket." "Many others might be added, but here are enough. If you want good authority for these, we may refer to Solomon first, in whose ancient writings all these, and many more of similar import may be found. Since his day these maxims have been iterated and reiterated until they are trite enough, but yet the great majority of men ignore them. A man becomes prosperous by attention to small details. "Small leaks sink a ship." A habit of looking after small matters causes a man to carefully regard larger affairs; while on the contrary, looseness in the former respect produces carelessness in regard to the latter. A business man who regards economy and safety, will never fail or become embarrassed, and there is nothing else in the way of business that is so economical or safe as dealing for cash. There may be men who consider that a debt is a debt; that there are no degrees or differences in this respect. But there are debts and debts, and some are excessively more costly and burdensome than others.

Prince William of Prussia, eldest son of the Crown Prince and future heir to the Empire, is now twenty-one years old, a few months younger than his betrothed, Princess Victoria of Schleswig-Holstein-Augustenburg. The marriage, which is a love match, is not very much liked by the people, who think the heir-apparent might aspire to a bride of higher rank. The parents of the young man, however, approve of the Alliance, the Crown Prince having been sorely grieved at Bismarck's harsh treatment of the late Duke, the bride's father, when he attempted to assert his rights of succession to the much coveted duchies of Schleswig-Holstein. Young Prince Wilhelm has grown into fine young man, and has happily overcome the paralytic affection of his left arm which him an appearance of helplessness probably beyond the actual inconvenience felt by him.

SEEDS.—For early sowing in hot-beds: early London and Carter's Mammoth Cauliflower; White Solid, Carter's Solid Red and Turkish Giant Celery, Rollison's Telegraph and Hamilton's Market Favorite Cucumber (handsome fruit, 24 to 30 inches long), Plum, Pear and Trophy Tomato; Boston Curled, Imperial, White Silesian and Drumhead Cabbage-Lettuce; Long Salmon, Scarlet Olive-shaped Red and White Radish, &c., &c., just received per Parcel Post. My stock this year will be most complete, having ordered from England, Montreal and the United States.—Wm. R. WATSON. [2w at

Keep thy heart, then it will be easy for thee to keep thy tongue.—Leighton.

Humility is the Christian's greatest honor; and the higher men climb, the farther they are from heaven.—Burder.

When a man has not a good reason for doing a thing, he has one good reason for letting it alone.—Sir Walter Scott.