

# THE EXAMINER.

VOL. 6.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, SATURDAY, FEBRUARY 21, 1880.

NO. 78

## THE DAILY EXAMINER

Is Published every Evening.  
OFFICE:  
KINGS' BUILDING, CORNER OF WATER  
AND GREAT GEORGE STREETS,  
Charlottetown, P. E. I.

RATES OF SUBSCRIPTION:  
Six Months, \$2 50  
Three Months, 1 25  
One Month, 0 50  
One Week, 0 12

Advertising at most moderate rates.  
Contracts may be made for monthly, quarterly, or half-yearly advertisements, on application.  
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. Stew't Junc.	Ar 10 10 "	
	Dp 10 15 "	
Royalty Junction	" 11 27 "	
Charlottetown	Ar 11.50 a.m.	
	Dp 8.00 a.m.	Dp 3.00 p.m.
Royalty Junction	" 8.22 "	" 3.23 "
North Wiltshire	" 9.14 "	" 4.15 "
Hunter River	" 9.30 "	" 4.30 "
Breadalbane	" 10.07 "	" 5.03 "
County Line	" 10.17 "	" 5.18 "
Kensington	" 10.55 "	" 5.55 "
Summerside	Ar 11.30 a.m.	Ar 6.30 p.m.
	Dp 1.30 p.m.	
Wellington	" 2.19 "	
Port Hill	" 3.00 "	
O'Leary	" 4.17 "	
Alberton	" 5.17 "	
Tignish	" 6.10 "	

### 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.	
	Dp 2.30 p.m.	Dp 7.30 a.m.
Kensington	" 3.05 "	" 8.05 "
County Line	" 3.43 "	" 8.44 "
Breadalbane	" 3.53 "	" 8.54 "
Hunter River	" 4.30 "	" 9.30 "
North Wiltshire	" 4.46 "	" 9.43 "
Royalty Junction	" 5.37 "	" 10.38 "
Charlottetown	Ar 6.00 p.m.	Ar 11.00 a.m.
	Dp 2.30 p.m.	
Royalty Junction	" 2.53 "	
Mt. Stew't Junc.	Ar 4.10 "	
	Dp 4.15 "	
Cardigan	" 5.35 "	
Georgetown	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	" 9.28 "
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, Ch'town, Nov. 28, 1879.  
—pat pres h a ne sp sj kca pio 6i

## COAL. COAL.

FOR SALE, at the Gas Works, and Roughton's Seales, a quantity of Round Langan Coal, at \$3.50 per ton.  
This coal gives a great heat, and being almost free from sulphur, is suitable for either grates or cooking stoves.  
Dec. 27, 1879—city papers 6i

## MACLEAN & MARTIN

ATTORNEYS-AT-LAW,  
Newson's Building, Opp. Post Office,  
Charlottetown, P. E. I.  
A. A. McLEAN. D. C. MARTIN.  
Dec 18, 1879.—city papers

## Daily Examiner!

1880.

Advertises Cheap  
FOR CASH!

## JOB PRINTING

PROMPTLY, NEATLY, AND  
CHEAPLY DONE.

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

Small Profits—Quick Returns,  
IS OUR MOTTO.

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

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Local News,  
Foreign News,  
Political News,  
Social News,  
Commercial News,  
Shipping News,

laid before Subscribers, Purchasers, and Borrowers,

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Half-Yearly ..... 2.50

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Largely Increased Circulation  
AND IS AN EXCELLENT

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Sent to any address in  
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Persons having relatives or friends abroad cannot do better than send them  
THE WEEKLY EXAMINER.

A few Advertisements only, received  
J. W. MITCHELL, | W. L. COTTON,  
Office Sup't | Manager

No. 35 Water St.,  
Charlottetown.

Prince Edward Island Branch

NORTH BRITISH & MERCANTILE  
FIRE AND LIFE  
INSURANCE CO.

Subscribed Capital, \$9,733,332.00  
Paid up Capital, 1,216,666.00

CHIEF OFFICES—Edinburgh, 64 Princess Street; London, 61 Threadneedle Street.  
Nine-Tenths of the Profits of the Life Assurance Business are divided every Five Years. The Tables of Rates are moderate.  
Fire Insurances effected on nearly every description of Property, at the LOWEST RATES of Premium, corresponding to the nature of the risk.  
Losses settled with promptitude and liberality.

G. W. DEBLOIS,  
General Agent.  
Dec. 14.

## QUEEN INSURANCE CO'Y.

OF ENGLAND.

CAPITAL, . . TWO MILLIONS STERLING.

INSURANCE effected on all kinds of Buildings, Merchandise and Produce. Also, on Vessels on the stocks.  
Special rates for isolated residences.  
Losses settled promptly.  
GEORGE MACLEOD (Union Bank),  
Agent for Prince Edward Island  
June, 1877.

FOR THE HOLIDAYS  
—OR—  
ANY OTHER TIME.

W. R. BOREHAM  
Has on hand, and coming, per steamer *North-east Light*, large stock of Men's, Women's and Children's Boots, Shoes, Rubbers, Over-shoes and Slippers, all styles and prices to suit all ages and pockets. Come along to  
W. R. BOREHAM,  
South Side Queen Square.  
Dec. 23, 1879.—3inostaw

## 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

## TO LET.

THE SHOP on Upper Queen Street, now occupied by Simon W. Crabbe. Possession given the 1st June, 1880.  
ARCH'D. WHITE.  
Ch'town, Dec. 22, 1879.—law  
pat pres ne her 1m

## Cheirograph or Lethogram

CAN be made for 50 cents by sending 35 cents in stamps to P. O. Box 126 Yarmouth, N. S., and by return of mail you will receive a receipt for making tablet and ink from which you can get over one hundred copies from one original writing.  
Ch'town, Jan. 7, 1880. 1m



## Canadian Pacific Railway.

Tenders for Rolling Stock.

TENDERS are invited for furnishing the Rolling Stock required to be delivered on the Canadian Pacific Railway, within the next four years, comprising the delivery in each year of about the following, viz:—  
20 Locomotive Engines.  
15 First-class Cars (a proportion being sleepers)  
20 Second-class Cars, do.  
3 Express and Baggage Cars.  
3 Postal and Smoking Cars.  
240 Box Freight Cars.  
100 Flat Cars  
2 Wing Ploughs.  
2 Snow Ploughs.  
2 Flangers.  
40 Hand Cars.

THE WHOLE TO BE MANUFACTURED IN THE DOMINION OF CANADA and delivered on the Canadian Pacific Railway, at Fort William, or in the Province of Manitoba.  
Drawings, specifications and other information may be had on application at the office of the Engineer-in-Chief, at Ottawa, on and after the 15th day of MAR 'H next.  
Tenders will be received by the undersigned up to noon of THURSDAY, the 1st day of JULY next.

By Order,  
F. BRAUN,  
Secretary.  
DEPT. OF RAILWAYS & CANALS, } [fe 16, oaw  
Ottawa, 7th February, 1880. } [ill juue 30

## SECOND EDITION

## THE DAILY EXAMINER.

FEBRUARY 21, 1880

### POTATOES.

Some of the Ins and Outs of the Trade.

(From the American Cultivator, Boston)

Potatoes are in liberal supply in the Boston market, and only the best kinds command quick sales. There is no special demand for the standard kinds, as is usually the case at this season of the year. The kinds that sell the best are the "Jackson White," "Early Rose," "Prolific," and "Peerless," the second named having become famous within the past ten years, its cultivation having spread rapidly throughout the length and breadth of the land in spite of the rot and the beetle. The cultivation of this variety began to be general in the Eastern and Middle States about the year 1872, and yet it shows no signs of deterioration. It is believed that its deterioration would be a national calamity. Like the "Jackson White," it is puffy and floury, and is just the sort of a potato that the fastidious vegetarian or the man of science is delighted to feed upon. It is equal in some respects to the famous "White Blue Nose" in its palmy days, but which is now a thing only of the memory.  
Dealers tell us that the "Jackson White," however, is a very good potato, all things considered. It has been a standard potato in the Boston market for twenty-five years, yet it is declared by those who claim to be good judges in such matters that the starch has been taken out of it by means of poor culture, forcing of the seed, and a neglect to improve it. We remember when, years ago, the "Jackson White" was lauded in immense quantities at the Eastern "Packet Pier," at the north part of the city. The potato of that day was of snowy whiteness, and its deep eyes was one of its marked peculiarities. Like the "White Blue Nose" of half a century ago, when this splendid potato was landed by the vessel load at the wharf at the foot of Quincy Market, it was in demand by thousands of consumers in large quantities, and the price was phenomenally low as compared with prices now a-days.  
Another favorite potato, the "Prolific," is sought for by those in quest of the best esculent. It made its appearance in this market about ten years ago. It is a good yielder. Unlike the older "Jackson White," the age of the "Prolific" is marked by a slight indentation. Its flatness and smoothness of surface renders it easily distinguishable from other kinds. In flavor, however, it is claimed by some to be inferior to the standards already mentioned. Some of our older readers who may be familiar with potatoes and the potato trade may remember a State of Maine potato, known as the "Orono." This was a good imitation of the Bangor "Jackson White," and at one time it was regarded as the best potato grown in that State. In the Boston market the "Orono" was sold for "Jackson White," and buyers did not know the difference.  
It is the general opinion of marketmen that the best potatoes grown come from Eastern Maine, New Brunswick, Nova Scotia and Prince Edward Island. Western potatoes do not have that "mealy" peculiarity that characterizes those grown "down east." But tastes differ. The Irish, we are told, find fault with the "Early Rose," because of its sweetness; they want something strong. The thing that comes nearest to their stomachs is the "Jackson White," or "Early Rose," grown in Vermont or New Hampshire. No doubt climate and soil have much to do with growing nice potatoes. Perhaps the best potatoes grown in the state of Maine are raised in Washington and Aroostook counties, where the art has arrived at a degree of perfection and the soil is adapted to it.  
In the Boston market, Houlton Rose is quoted at 53 and 55 cents per bushel; do. Jackson Whites, 45 cents; Main Central Rose, 50 and 53 cents; Vermont Rose, 45 cents; do. Jacksons, 40 cents; Prolifics 45 and 50 cents. On account of the increased railroad facilities the cost of potatoes in this market, has been reduced at the rate of about five cents per bushel. Whole car loads from Eastern Maine are now loaded at the storehouses on Atlantic avenue, and at Mercantile Market, which has become, to a great extent, the headquarters of the trade in the city. Vessels from the Provinces land most of their cargoes at the wharves at the south end, where the rates of wharfage are lower than in the vicinity of the great markets.

Enquiry shows that more potatoes of the "Early Rose" variety are sold in this market than all other kinds combined. Hotel keepers and restaurateurs use the Houlton potato in preference to any other, and when they run short of this they use the Houlton "Prolific" and "Jackson Whites." Of late years it has been noticed that the best Nova Scotia "Early Rose" has an imperfection, its seed end developing a peculiarity that is not only rose-colored in appearance but partakes somewhat of the taste of the soil. Restaurateurs who use the Nova Scotia article say that the potato is deteriorating, and that the soil in which the Eastern Maine potatoes are sown is the most natural soil in the world for the growing of this indispensable esculent.  
A few weeks ago sixty bags of real Irish potatoes were brought to this market and sold to various parties who wanted to "try them." They proved decidedly inferior to the ordinary potato of the New England States. They came with the soil of the bog on them, and when cooked proved both strong and almost as soggy as the soil in which they were grown. Genuine Irish potatoes may be the best potatoes in the world, but the sample sent to Boston was poor indeed.  
The heaviest dealer in potatoes in Boston says that Nova Scotia potatoes have been inclined to rot this season, although they look well and apparently sound. Prince Edward Chonagoses sell well, but they are not pleasi-

ful; dealers hold them at fifty cents a bushel.

The same dealer informs us that quite a revolution is going on in the seed potato, the Houlton being in demand. A gentleman from the South was in the city a few days ago, and closed a contract with a Maine man for a large quantity of the Houlton, the intention being to grow that potato in that part of the country where he came from. Quite a number of the heavy New York farmers have also changed from the old kinds grown for the New York city market to the Houlton "Early Rose." The Houlton potato trade is now practically controlled by two or three Boston firms. One of these firms has an arrival of loaded cars coming to the very doors of his storehouse. A potato train comes through in one day from Bangor, arriving here in the night. The train, on its arrival at the Eastern depot, is wrenched off on to the tracks of the Marginal Freight railway, and the cars are then "dropped" here and there, or wherever they are destined.

It is estimated that from 6,000 to 9,000 bushels of potatoes are landed in Boston daily. The weather this winter has been very favorable to the transportation and storing of potatoes. It is believed that the esculent will be no cheaper than it is now. A year ago good potatoes ranged from 60 to 80 cents per bushel.

## Correspondence.

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

To the Farmers of P. E. Island.

GENTLEMEN,—Referring to my former letter, allow me to submit some of those suggestions referred to. Instance, potatoes. You have probably one of the finest soils in the world for their growth, and the average of production to the acre will compare favorably with any land, but you plant the most unsaleable of varieties. A reference to the market report of any point to which we ship, will show as a rule the lowest rates quoted for our products. As a general rule, potatoes offered in our markets are not half picked out, and small potatoes are only vexation and loss to the dealer. You certainly want new seed. To get the best, instruct your representatives at an early date to vote say \$5,000 for that purpose. Let two or three of yourselves go to the States and Europe and buy seed varieties that will suit our climate. In buying a quantity you have lower rates of freight and can probably buy lower than private individuals buying in small quantities.  
A better class of horses can be raised here. You want for the European Market a different class of animals. Good carriage horses are scarce in England and high. They are not plenty here. Our ponies are tough and hardy, but they have but little market value, in fact, hard to sell abroad at any price. Your agents could buy a horse or two. Within my recollection, the pigs of this country were chiefly remarkable for their good racing qualities. To-day you have probably as good a breed of pigs as any; so sound, fat, plump and lazy, and pigs at a year old represent to-day more pork than those of my boyhood would after living two or three years. The improved breed makes up, to a large extent the difference. Whether you get better seed or not, there is one matter which you will have to grapple sooner or later, and the quicker the better for all our interests. As is well known, nearly all our produce is very perishable. It becomes of vital importance that our perishable products remain unshipped the shortest possible time. Instances are common where whole cargoes of potatoes have been shovelled overboard, often because the sailing vessel has been detained by hard winds. Now, the more risky and uncertain a business, the fewer people will embark in it. The risk and absence of competition will keep down prices and indirectly you, the farmers, suffer. Now, I maintain the time is opportune for the starting of a line of steamers from this port to Europe. Across the seas there is a market for near everything we produce and in England no duties to pay. I sent 100 bushels of potatoes to Boston last fall; after paying duty I got \$9 back. My neighbor who shipped 100 bushels to England got \$25 back. He paid no duty, but he ran more risk with a hire of steamers. The risk is but little more to Europe than to the States, but few new enterprises pay at first. I know a case of shipments of Island produce to a distant southern market in which cargo after cargo was despatched, only to result in disheartening failure but the parties persevered, and later ventures were very successful. Now it is probable that our pioneer S. S. line would at first sink money. As in order to be of any benefit, a steamer should leave Charlottetown every 20 days for Europe. During the summer, cattle and sheep should be carried in numbers, but you know you cannot load a vessel entirely with that kind of cargo, and they would often be only part full. I think that, unless very economically managed, a good line would probably sink \$10,000 per annum. I am now supposing that freights should be carried as low, or lower, than from Halifax or Montreal. I think that we can organize a Co. to operate suitable boats, if your government will guarantee a subsidy of \$10,000 per annum, or probably a Co's could be got to run regular boats if guaranteed against loss by your government. A late premier states through the press, that we have over a million dollars to our credit at Ottawa. I shall have to return to this subject in a future letter, as this is already too long.

Yours, etc.,  
HENRY COOMBS.

The richest youthful heiress of the day in England is Miss Maynard, grand daughter of Viscount Maynard. She has \$200,000 a year in land, and large accumulations of money. Miss Maynard made her debut at a magnificent ball at her seat at Essex last month.