

The Daily Examiner.

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NEW SERIES

CHARLOTTETOWN, PRINCE EDWARD ISLAND, SATURDAY, APRIL 19, 1884.

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ALMANAC FOR APRIL, 1884.

MOON'S CHANGES. First Quarter, 2nd day, 5h. 45m., p. m. Full Moon, 10th day, 7h. 31m., a. m. Last quarter 18th day, 11h. 42m., a. m. New Moon 25th day, 10h. 45m., a. m.

DAY OF WEEK	Sun rises	Sun sets	Moon rises	Moon sets	High water	Days length
1 Tuesday	5 45	6 22	9 36	2 4	12 39	
2 Wednesday	42	24 10	37 3	2 43		
3 Thursday	40	26 11	41 4	15 46		
4 Friday	38	27 11	46 5	39 49		
5 Saturday	37	29 11	51 6	57 52		
6 Sunday	35	30 12	56 7	59 55		
7 Monday	32	31 3	59 8	46 59		
8 Tuesday	34	33 5	0 9	27 13	2	
9 Wednesday	29	34 6	2 10	2 5		
10 Thursday	27	35 7	3 10	36 8		
11 Friday	24	36 8	4 11	8 12		
12 Saturday	23	38 9	0 11	41 15		
13 Sunday	22	39 9	56 15	18 18		
14 Monday	20	40 10	0 16	1 21		
15 Tuesday	18	42 11	3 17	24 24		
16 Wednesday	16	43 12	6 18	27 27		
17 Thursday	14	44 0	22 2 57	30 30		
18 Friday	12	45 1 4	4 4	0 33		
19 Saturday	11	47 1 40	5 10	36 36		
20 Sunday	9	48 2 13	6 28	39 39		
21 Monday	8	50 2 46	7 38	42 42		
22 Tuesday	5	51 3 17	8 31	46 46		
23 Wednesday	3	53 3 48	9 19	49 49		
24 Thursday	2	54 4 22	10 5	52 52		
25 Friday	0	55 4 59	10 47	55 55		
26 Saturday	4 59	57 5 47	11 33	58 58		
27 Sunday	5 58	58 6 29	morn 14	1 4		
28 Monday	5 59	59 7 23	0 16	4 4		
29 Tuesday	5 47	0 8 23	1 1	6 6		
30 Wednesday	5 37	2 9 32	1 52	9 9		

N. J. CAMPBELL, (Successor to Campbell & Rayden)

Auctioneer and Commission Merchant, SHIP BROKER, AND INSURANCE AGENT, COR. OF QUEEN AND WATER STS., Charlottetown, P. E. Island.

Importer and Jobber of Choice Groceries and Spices. General Agent for P. E. Island of the British Empire Mutual Life Assurance Company, of London, England. Special attention given to Auction Sales of Lumber, Coal, Fish, Apples and other Fruit, Real Estate, Household Furniture, Bankrupt and other Stocks, and all kinds of Merchandise. Correspondence and Consignments solicited. Returns promptly made. March 28, 1884.

DRESS MAKING.

MISS TAYLOR and MISS FARROW are now prepared to attend to DRESS MAKING, in every department, at Lord's Hotel, Souris East. Ladies giving orders will meet with prompt attention. Souris, April 4, 1884.—1m

JAS. E. GRANT, Sole Agent for P. E. Island for

THOS. CONNOR & SONS, Rope Manufacturers, ST. JOHN, N. B. Orders from the trade respectfully solicited. Ch'town, Feb. 29, 1884.—1m

McLeod, Morrison & McQuarrie, BARRISTERS AND ATTORNEYS-AT-LAW.

Office in Old Bank, (UP STAIRS), Ch'town, Feb. 21, 1884.

SULLIVAN & MACNEILL, ATTORNEYS-AT-LAW Solicitors in Chancery,

NOTARIES PUBLIC, &c. OFFICES—O'Halloran's Building, Great George Street, Charlottetown. Money to Loan. W. W. SULLIVAN, Q. C. | CHESTER B. MACNEILL Jan. 18, '88.

J. A. CHIPMAN & CO.

Are Offering ex Warehouse.

400 brls. Medium and High Grade Patents (American and Canadian), 125 brls. Low Grade Bakers. To arrive via Pictou, 500 barrels choice Superior Extra, for early boats.

OFFICE OPPOSITE RANKIN HOUSE. N. B.—Owing to the inferior quality of most Canada Superior this year, we have concluded to make a specialty of the two following brands—Evangeline, 1st grade; Superior Extra, Nova Scotia Mills, 2nd Grade. We guarantee these brands to give satisfaction. J. F. SHATFORD, Agent Ch'town, April 9.

SHIP AND HOUSE BUILDERS,

Will find every requisite for the trade at

DUCHEMIN'S STEAM FACTORY, Beer's Wharf.

Always on hand, a complete stock of

Ship Blocks, Deadeyes, Steering Wheels,

—ALSO—

Mouldings, in great variety, Cornice, Base Panel, Door and Window Finish, Spouting, Conductor and Handrail, Newel Posts, Balusters and every description of Turning. Fret, Circular and Jig Sawing, Planing and Moulding turned out neatly and with despatch. Satisfaction guaranteed. Don't forget the place, Beer's Wharf near McMillan's Coal Depot.

Albert Duchemin, Ch'town, Jan. 2, 1884.—wkly 6i.

STANDARD LIFE ASSURANCE CO.

At the 57th Annual General Meeting of the Standard Life Assurance Company, held at Edinburgh on Tuesday, the 24th of April, 1883, the following results for the year ended 15th November, 1883, were reported:—

3,038 new proposals for life assurance were received the year for	\$ 9,754,085 38
2,561 proposals were accepted, assuring	7,239,045 13
The total existing assurances in force at 15th November, 1882, amounted to	\$6,936,302 91
(Of which \$7,753,031 15 was reassured with other offices)	
The claims by death which arose during the year amounted, including bonus additions, to	2,462,226 59
The annual revenue amounted at 15th November, 1882, to	4,267,546 00
The invested funds at same date amounted to	29,503,416 00
Being an increase during the year of	1,062,648 35

JOHN LONGWORTH, Agent for Charlottetown. THOMAS KERR, Inspector of Agencies. Ch'town, August 3, 1883.

WHITE RUSSIAN SEED WHEAT.

The best producer yet tried on the Island. Call and examine and see testimonials at my Furniture Store, J. D. McLeod's corner. JOHN NEWSON. Ch'town, March 8.

P. E. Island Pottery.

We are Agents for the P. E. Island Pottery. Orders sent to us will receive prompt attention. Jars, Jugs, Bean Pots, Mugs, Flower Pots, Spitoons, Stove Stones, etc., in stock.

BEER & GOFF AGENTS Ch'town, Oct. 26, '83.

PATENTS

MUNN & CO., of the SCIENTIFIC AMERICAN, continue to act as Solicitors for Patents, Caveats, Trade Marks, Copyrights, for the United States, Canada, England, France, Germany, etc. Hand Book about Patents sent free. Thirty-seven years' experience. Patents obtained through MUNN & CO. are noticed in the SCIENTIFIC AMERICAN, the largest, best, and most widely circulated scientific paper. \$3.00 a year. Weekly. Splendid engravings of the SCIENTIFIC AMERICAN sent free. Address MUNN & CO., SCIENTIFIC AMERICAN Office, 211 Broadway, New York.

TO LET,

THE RAILWAY HOUSE, situated on Richmond Street, near London House. Also a shop adjoining, 16x30 feet. Apply to THOMAS CAMPBELL. Ch'town, Feb. 23, 1884.—1f

ROYAL CANADIAN INSURANCE CO.

FIRE.

CAPITAL, \$2,000,000

HEAD OFFICE—Montreal. HALIFAX BRANCH—J. Scott Mitchell, Agent.

Risks Taken on Most Favorable Terms. AGENT FOR PRINCE EDWARD ISLAND:

F. H. ARNAUD, Merchants Bank of Halifax Ch'town, Feb. 27, 1884.

DESBRISAY & ANGUS, AGENTS OF THE

QUEEN AND AGRICULTURAL INSURANCE COMPANIES,

While thanking the Citizens of Charlottetown for their past patronage, and assistance during the late fire, have to announce that they have taken the office in

Stevenson's Building,

CORNER QUEEN AND SYDNEY STREETS,

Where they are prepared to do business. Ch'town, Feb. 22, 1884.

BIG FIRE!

Owing to the Big Fire W. & A. BROWN & CO. will clear out, during the next six months, their

WHOLE STOCK AT A BIG DISCOUNT.

LOOK OUT EARLY FOR BARGAINS.

This offer is positive, as we mean clearing out to be ready for new premises.

Remember the Place: Mr. H. A. Harvie's Old Stand,

NEARLY OPPOSITE WATSON'S DRUG STORE.

W. & A. BROWN & CO. Ch'town, April 2, 1884.—dy wkly

FIRE INSURANCE.

HORACE HASZARD,

GENERAL INSURANCE AGENT,

—REPRESENTING—

Western Fire Assurance Company, Toronto, Ontario, CAPITAL, \$800,000.00.

Commercial Union Assurance Company, London, Eng., CAPITAL, \$12,166,666.00.

British American Marine Insurance Company, Toronto, CAPITAL, \$500,000.00.

Risks taken on all descriptions of insurable property. OFFICES—Corner of Queen and Lower Water Streets. Ch'town, March 17, 1884.—1m eod

TEAS! TEAS! TEAS!

AT SIGN OF THE LION.

WE OFFER

CHOICE TEAS AT LOW PRICES,

WHOLESALE AND RETAIL.

W. A. WEEKS & CO., QUEEN STREET,

April 4, 1884—wkly

WINTER COMMUNICATION.

Questions, Answers, and Comments of Our Representatives.

Speech of Mr A. C. Macdonald, M. P.

(Selected from Hansard.)

On the item for maintenance and repairs of Government steamers, \$140,000.—

Mr. DAVIES—Is any portion of that amount to be appropriated for the Northern Light? Last spring she was ordered by the Government Inspector to go upon the slip of Pictou for repairs, and she went there, but she was ordered back again by the Department, and the agent reprimanded for allowing her to go. The Government Inspectors have not given her a certificate yet, and the hon. Minister knows she is engaged in a most dangerous and arduous work.

Mr. McLELAN—The Northern Light was put upon the slip and repaired in the spring, under the directions of one of the Inspectors, Capt. McElhenney, and was then taken to Charlottetown, where she remained during the summer. Another Inspector, not knowing that she had been put upon the slip in the spring, and had been seen by the Government Inspector, directed Mr. Lord to send her to be placed again on the slip. This sum asked now will be sufficient to cover any repairs necessary to be made on the Northern Light, and also on the steamer Newfield; there has always been a large amount expended on the Northern Light.

Mr. DAVIES—The papers brought down show that no inspection was made of that steamer. I was not aware Capt. McElhenney was a Government Inspector. The Inspector of Hulls for the Maritime Provinces is, I think, Mr. Pope, the only one appointed under the Inspection Act.

Mr. McLELAN—Capt. McElhenney is Inspector General of the Dominion, in the employ of the Department, and is sent wherever necessity calls him. He is an Inspector under the Act, without any particular location.

Mr. DAVIES—The hon. Minister will remember that the agent reported that the steamboat had a very serious strain near the sternpost, and that he could not repair it in Charlottetown. It would be necessary for it to go on the slip. If I had known that these Estimates were coming up to-night, I would have had the papers here. The agent thought that, when the vessel was in motion, they could keep the water down very well, but that when she was lying by the side of the wharf with the usual amount of freight on board, she took in a great deal of water. I was very much surprised at the statement, and I did not understand from the papers that that defect had been properly remedied, and if she is running now with that defect, it is very serious.

Mr. McLELAN—That defect is not from a strain at the sternpost. He supposes that some bolt hole has been unstopped.

Mr. DAVIES—But it could not be remedied without going on the slip?

Mr. McLELAN—No; it could not be found; but it was from some small hole left. It is a very common thing in the launching of ships that some bolt hole is left unfilled. They know the amount of the leakage, and it is not at all serious.

Mr. DAVIES—The amount of leakage was pretty serious.

Mr. McLELAN—I think not very serious.

Mr. DAVIES—The hon. Minister will remember that the agent could only give a supposition as to what was the cause of that leakage. Whether it was that the sternpost was started, or that a bolt had come out, or whatever the cause was he could not tell, and he supposed it might be the absence of a bolt, or something of that kind. I would like to know whether it is the intention—pardon my being so persistent in this matter, because I have to cross in that boat in a few days, and take my life in my hands, and I want to know if she is safe—to put the boat on the slip early this spring and to have her thoroughly examined.

Mr. McLELAN—Certainly; she is to go to the slip and undergo very extensive repairs—more extensive, I think, than in any season yet, judging from her condition now. It will require very serious and heavy work to get the track broken open this spring, and the vessel will be put on the slip at the earliest possible moment.

Mr. DAVIES—What is to be the intended draft of the vessel that is going to assist the "Northern Light" in keeping communication open to the Island?

Mr. McLELAN—I cannot give the draft at present; she will have less draft than the "Northern Light."

Mr. MacDONALD, (King's P. E. I.)—With regard to this vessel that is to replace the Princess Louise that is lost, I understand she is to be of much less draft than the Northern Light. I think it will be a mistake for the Government to build a vessel of much less draft than the Northern Light for ice purposes, because the screw will be so near the surface as to render the vessel unfit for forcing her way through the ice. The great merit of the Northern Light consists in her great draft, enabling her to carry the screw so far below the surface that it does not come into contact with the ice. I am glad the Minister is going to put the Northern Light in a good state of repair for the coming season; and I hope they will give her a thorough good overhauling and make her as strong as she was at first, perhaps—at least make her fit for the service which she has been fairly well carrying out until the present time. In connection with that point, I may suggest to the hon. Minister that he should take some steps with respect to assisting the crossing at the Capes by providing a strong tug to be placed there during the winter to enable the crossing to be done more satisfactorily and regularly. I have had a little experience of that sort of thing myself this winter in coming here to Parliament, when I was detained eight days waiting for a crossing, and if there had been a steam tug it could have made the connection with the mainland almost every day. The trouble is the open water that intervenes between the ice and the board, and a small boat cannot make the connection between the board and the running ice. If a small tug was placed there, it is my opinion it would very materially assist communication at those points. It would not cost the Government very much to put on an ice boat as an experiment for one season, and if they found the idea a good one, they could supplement her service by placing a boat on each side, which would certainly accomplish a much desired object. I trust that when the Supplementary Estimates come down, the Government may see fit to provide for getting a boat for this purpose. She can be very safely taken care of at Cape Progress, where a wharf is now being constructed, and can be worked out to the edge of the board ice as it forms, and can be safely docked at the edge of the board ice, where she can be at all times utilized and connected with the running ice in the Straits. In that way I believe there would be more good done in facilitating our winter communication than in any other way.

Mr. BRECKEN—I fully concur in what my colleague has said. There are many men on the Island who advocate the trial of steam launches across the Straits. It is but right that a trial should be made. Whether it will be successful or not, it is not for me to say.

Mr. McLELAN—The matter has not yet been decided. I have had several communications and consultations with Heads of the Departments of Post Office and Railways. Very much will depend on the condition of the railway conveniences and the position of the wharves on each side of the Straits. If the wharves were constructed, a tug could be placed on the service at once.

A New Cure for Cancer.

Information of one more remedy alleged to possess special virtues in curing "cancer" reaches us through a correspondent from Brazil. Dr. Ignacio Alcibiades, Velloso, of Recife, Pernambuco, introduced the remedy to notice, and in a communication to the *Journal de Recife*, gives his experience of its use. He states that the plant which is popularly known by the name of "alveles" belongs to the Euphorbiaceae, and is indigenous to Pernambuco. He alleges that a magistrate who was suffering from epithelioma of the face, and who had returned to his estate, despairing of relief, was entirely cured of his disease by the topical application of the juice of this plant. Dr. Velloso, learning this, was induced to apply the same remedy on two patients at the Hospital Pedro II.—one a case of canceroid of the nose, the other of epithelioma of the lip—with the result that the first patient was completely cured in forty days, and the second in less than two months, much to the surprise of the other professional men of the establishment. Such results, he thinks, justify a trial for the remedy, especially in uterine cancer. The action of the juice of the plant, as others of the same natural order, is irritating, producing a spreading dermatitis without much pain; and the application of the cut stem or the juice of the fresh plant to the diseased part is said to result in destruction of the morbid tissue, which is replaced by healthy granulations—doing the work, in fact, of the chloride of zinc paste.—*Lancet*.

VALUABLE AFFECTIONS.—Julius Haltenstein got a verdict for \$22,000 on the 9th inst., in the Supreme Court Circuit, against Adolph Vogel, whom he sued for alienating Mrs. Haltenstein's affections. Vogel had been a boarder in Mr. Haltenstein's family, and when, about a year ago, she latter went on a trip to Europe, he deposited \$2,000 in a bank for the use of his wife during his absence. When he returned he found, as he alleged, that she had drawn all the money and had used it largely for the benefit of Vogel; and she refused longer to live with her husband unless Vogel was retained as a member of the family. Vogel has been confined for some time in Ludlow street jail.

AN IMPORTANT INVENTION.—After a year's labor, undertaken at the instance of the United States Government, a result has been reached in the adjustment of an instrument which will photograph every change in electricity in the air and furnish the measurement of changes. The adjustment is so delicate that the millionth part of a change of the smallest distilled water cell is easily measured. It is expected with this to supersede all other methods of indicating changes in the weather.