

The Daily Examiner.

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NEW SERIES.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, FRIDAY, NOVEMBER 6, 1885.

VOL. 17.—NO. 144.

The Daily Examiner

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The Examiner Publishing Co.

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Prince Edward Island.

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ments, on application.

ALMANAC FOR NOVEMBER, 1885.

MOON'S CHANGES.

New Moon 6th day, 4h. 50m. p. m.
First Quarter, 14th day, 5h. 47m. p. m.
Full Moon, 22nd day, 5h. 27m. a. m.
Last Quarter 29th day, 9h. 45m. a. m.

DAY OF WEEK	Sun	Mon	Tue	Wed	Thu	Fri	Sat
1 Sunday	6 47	4 41	00 37	6 14	9 54		
2 Monday	43	33	1 48	7 27	51		
3 Tuesday	50	34	2 56	8 24	58		
4 Wednesday	51	35	4 6	9 10	43		
5 Thursday	51	35	5 13	9 52	47		
6 Friday	51	34	6 19	10 30	40		
7 Saturday	56	32	7 22	11 6	37		
8 Sunday	57	31	8 22	11 42	34		
9 Monday	58	29	9 17	12 01	31		
10 Tuesday	7 0	28	10 8	0 18	28		
11 Wednesday	1	27	10 53	0 55	26		
12 Thursday	3	26	11 33	1 34	23		
13 Friday	4	25	12 9	2 15	21		
14 Saturday	6	24	0 40	3 1	18		
15 Sunday	7	22	1 10	3 58	15		
16 Monday	8	21	1 37	5 5	13		
17 Tuesday	10	20	2 5	6 15	10		
18 Wednesday	11	19	2 33	7 20	8		
19 Thursday	13	19	3 3	8 15	6		
20 Friday	14	18	3 37	9 2	4		
21 Saturday	16	17	4 16	9 46	1		
22 Sunday	17	16	5 3	10 29	8 59		
23 Monday	18	15	5 36	11 57	57		
24 Tuesday	20	14	6 57	11 55	54		
25 Wednesday	21	13	8 4	11 40	52		
26 Thursday	23	13	9 16	1 26	50		
27 Friday	24	12	10 23	2 17	48		
28 Saturday	25	11	11 39	3 14	46		
29 Sunday	26	11	12 0	4 24	45		
30 Monday	26	4	10 0	5 43	8 43		

NOTES.
King William landed (1858) on the 5th.
The 75th anniversary of the Gunpowder Plot.
The London Gazette first published at Oxford (1665) on the 7th.
Lord Mayor's day and birthday of the Prince of Wales on the 9th.
Princess Royal's birthday on the 21st.
The London Times first printed by steam (1814) on the 28th.
In this month the mornings decrease 49 minutes, the afternoons 38 minutes.

THE RAILWAY TIME TABLE.

For the convenience of the travelling public, we have carefully arranged the following table of arrival and departure of trains on the P. E. Island Railway, according to local time:—

Going West.	A. M.	A. M.	P. M.
Charlottetown	6 47	9 12	4 02
Royalty Junction	7 02	9 47	4 27
North Westshore	7 37	10 30	5 09
Hunter River	7 47	10 55	5 22
Bradshaw	8 12	11 32	5 57
County Line	8 19	11 43	6 07
Freestown	8 29	11 59	6 23
Kensington	8 42	12 22	6 42
Summerside	arrive 9 07	12 57	7 12
Summerside	depart 9 27	2 37	
Misouche	9 42	3 00	
Wilmington	10 01	3 29	
Port Hill	10 29	4 20	
Orleans	11 22	5 42	
Albion	12 05	6 57	
Tignish	12 42	7 47	
From West.	P. M.	A. M.	
Tignish	2 07	6 47	
Albion	2 45	7 57	
Orleans	3 29	9 02	
Port Hill	4 20	10 29	
Wilmington	4 49	11 16	
Misouche	5 07	11 44	
Summerside	arrive 5 22	12 07	
Summerside	depart 5 42	1 12	6 57
Kensington	6 07	1 49	7 29
Freestown	6 22	2 12	7 49
County Line	6 32	2 27	8 03
Bradshaw	6 33	2 37	8 12
Hunter River	7 02	3 15	8 47
North Westshore	7 12	3 32	9 01
Royalty Junction	7 47	4 32	9 47
Charlottetown	8 02	4 52	10 07
Going East.	A. M.	P. M.	
Charlottetown	7 07	4 17	
York	7 43	4 44	
Bedford	8 04	4 57	
Mount Stewart	arrive 8 37	5 22	
Morell	8 57	5 27	
St. Peter's	9 42	5 56	
St. Peter's	10 15	6 17	
St. Peter's	11 07	6 52	
Scarville	11 57	7 22	
Mount Stewart	9 02	5 32	
Cardigan	10 15	6 25	
Georgetown	10 37	6 42	
From East.	A. M.	P. M.	
Souris	6 47	2 12	
Bear River	7 17	3 02	
St. Peter's	7 52	3 54	
Morell	8 14	4 27	
Mount Stewart	arrive 8 42	5 17	
Bedford	9 12	6 14	
York	9 26	6 35	
Charlottetown	9 52	7 12	
Georgetown	7 32	3 37	
Cardigan	7 49	4 09	
Mount Stewart	8 42	5 12	

P. E. ISLAND Steam Navigation Co'y.

STEAMERS ST. LAWRENCE AND PRINCESS OF WALES.

Autumn Arrangement

NOVA SCOTIA.
Leave Charlottetown for Pictou Landing, every Monday, Wednesday, Thursday and Saturday mornings, at 6.30 o'clock, connecting there with the Train for Halifax. Returning to Charlottetown on Monday, Wednesday, Friday and Saturday, about noon on arrival of train from Halifax.

Leave Pictou Landing for Georgetown on Thursday, on arrival of train about noon.

NEW BRUNSWICK, CANADA AND THE UNITED STATES.
Leave Summerside every day (Sunday excepted) on arrival of Train from Charlottetown, connecting at Point du Chene with Trains for each of the above named places; and at St. John, with steamers of the International Company and Railway for Portland and Boston. Returning, leave Point du Chene every day (Sunday excepted) on arrival of train from St. John, for Summerside, connecting there with train for Charlottetown.

By order,
F. W. HALES,
Secretary.

Ch'town, Oct. 28, 1885.

P. E. Island Steam Navigation Co.

CHARLOTTETOWN, Oct. 28, 1885.

NOTICE is hereby given that after 1st NOVEMBER, for remainder of season, the steamers of above Company will discontinue running on SATURDAY EVENING, from Summerside to Charlottetown.

Consequently, there will be no freight or passengers carried by them from Charlottetown to Point du Chene, or vice versa; or from Summerside to Charlottetown, or vice versa, but only between Summerside and Point du Chene.

This change is made to prevent liability of detention in Charlottetown by fog, storms, or otherwise. By order,
F. W. HALES,
Sec'y S. N. Co.

Ch'town, Oct. 29, 1885—1wk

FOR BOSTON,

Fall and Winter Arrangement

THE PALACE STEAMERS

OF THE INTERNATIONAL S.S. CO.

Leave St. John for Boston, via Eastport and Portland, every Monday, and Thursday, at 8.00 a. m.
Fare from Charlottetown to Boston, \$8.50, 2nd class; \$9.50, 1st class.
For tickets and other information apply to
G. A. SHARP, F. W. HALES,
P. E. I. Ry., P. E. I. Steam Nav. Co.,
or to your nearest Ticket Agent.

Nov. 2, 1885—end wkly

BOSTON STEAMERS.

(CHANGE OF TIME.)

Carroll and Worcester.

ON and after THURSDAY, 1st October, the hour of sailing from Charlottetown will be 4 o'clock, p. m.

CARVELL BROS., Agents.
Ch'town, Sept. 19—2wks pat her s pas

The North Atlantic Steamship Co.

FOR LONDON.

THE STEAMSHIP 'CLIFTON'

WILL LEAVE

Charlottetown for London, on or about the 6th NOVEMBER.

FOR LIVERPOOL.

THE STEAMSHIP

'Nellie Wise'

WILL LEAVE

Charlottetown for Liverpool on or about the 15th NOVEMBER.

For Freight and Passage apply to
FENTON T. NEWBERRY,
Agent.

Ch'town, Oct. 16, 1885.

MARK WRIGHT & CO., P. E. I. FURNITURE WAREROOMS, Charlottetown, P. E. Island.

Furniture, Furniture AWAY DOWN!

IMMENSE BARGAINS in Dining, Hall and Kitchen Furniture.
CHAMBER SETS, in Walnut, Mahogany, Cherry, Elm, Ash, Painted and Grained, new patterns, good finish and positively the Best Value ever offered.

CHAIRS from 40 Cents each, up.

WINDOW FURNISHINGS, in endless variety, New and Cheap.
CHILDREN'S CHAIRS, Reed and Rattan Goods, Oil Paintings; Chromos, Carpet and Fancy Chairs, Parlor, Croquet, and Bagatelle Boards, Beds and Matresses very low.

SPRING BEDS, the Best in the World!

Drawing and Parlor Suits, Superb, Elegant, New!

AND AT PRICES NEVER BEFORE HEARD OF!

PICTURE FRAMING, Cheapest in the Dominion of Canada.

We are pleased to SHOW OUR GOODS to all, at all times

MARK WRIGHT & CO.

Ch'town, Sept. 28—3w wkly

WESTERN

Fire Assurance Co-

INCORPORATED, 1851.

Head Office - Toronto, Ont.

Risks taken on all descriptions of property at REASONABLE RATES.

Office: In Cameron's Block, South Side Queen Square.

HORACE HASZARD,

General Agent, P. E. Island.

Ch'town, Oct. 3, '85—1mo eod

MAGNET SOAP,

(WARRANTED PURE.)

THIS SOAP is made from the BEST MATERIALS, and is Superior to any similar article manufactured. For general household and family use it SURPASSES all others.

It will be to Your Interest to Try it.

FOR SALE WHOLESALE BY

FENTON T. NEWBERRY.

July 22nd, 1885—6mos

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

LETTERS TO THE EDITOR.

Grits and the Deficit.

SIR.—The Patriot seems pleased at last. In a late issue it declares that "the reign of deficits has again begun." Hence its joy. It is well known that the handsome surplus which the present Government has been able to show from year to year, since their advent to power, has been a great source of annoyance to a large number of Grit politicians. The Government, they insisted, had no right to have a surplus. Sir Leonard's mode of making both ends meet was denounced—bitterly denounced. What right had he, enquired the Grit faithful, to have a surplus at the end of each fiscal year, when his predecessor in office, the great "mixer and muddler" invariably managed to have something to show in the shape of a big deficit? Sir Richard, during the five years he was Finance Minister, had a deficit of \$7,500,000 to show when he left office. This state of affairs was pronounced to be admirable by all his political friends and associates. They declared him to be a most wonderful statesman, and the only genuine heaven-born financier in all the broad Dominion.

And, in order to show that they have an abiding faith in deficits, Mr. Blake and his followers in and out of Parliament have been, for the last half-dozen years, doing their best to re-establish "the reign of deficits." In carrying on their unparliamentary work they adopted various modes of procedure, but all, apparently, with the single view of turning Sir Leonard's surplus into a deficit. They abused their country. They told the world that this was no country to live in; that it was only a country of grinding monopolies and soulless syndicates; that the poor were daily becoming poorer and the rich richer,—and consequently the last place in the world to which immigrants should venture to come. They endeavoured in every possible way to blight their country and to fighen away from our shores both capitalists and labouring classes. Fortunately for this country, they were foiled in most of their wicked designs. In one or two particulars, however, they succeeded too well in increasing the burdens of the country, and to bring back what they proposed to admire so much, "the reign of deficits." The Grit party was largely responsible for the late rebellion in the Northwest. Riel was encouraged to rebel by the very men who are still in sympathy with him. And who are they? The conduct of the Opposition members last winter in refusing to even "pair" with the brave fellows on the Government side of the House who went to the front, gives us some insight as to where the Riel sympathy lies. And if we come nearer home the expressions of the member for West River against the Northwest rebels, show clearly where rebel sympathisers are to be found. A rebellion that has cost the country hundreds of lives and millions of money has helped to bring about—temporarily we believe—a reign of deficits. The Grits, I repeat, were largely responsible for that rebellion; and have they not reason to feel proud of their work?

Then we have the obstruction tactics of the Opposition, which cost the country in the vicinity of a quarter of a million to help to turn our former surplus into deficits. What, between the insurrection in the Northwest and the salary grab, for which the obstructionists are responsible, no wonder that this year the revenue has not been sufficient to meet the expenditure.

Meeting of Presbytery.

At a meeting of the Presbytery of P. E. Island, held in Summerside on 3rd inst., the resignation of Rev. A. B. McLeod, of West Cape, was accepted, and Rev. Geo. Fisher appointed to preach in that congregation on 15th inst. and declare vacant. A Committee consisting of Rev. Messrs. Fisher, Archibald and Mahon, was appointed to visit the congregations of Alberton and West Cape with the view of maturing a proposal for the re-construction of these congregations.

Mr. Roderick McLean accepted the call to Valleyfield, gave in his ordination trials, which were cordially sustained, and his ordination appointed to take place on 17th inst., in Valleyfield, at 11 o'clock, a. m. Mr. Gillies to preach, Mr. Raulston to address the Minister, and Mr. Stewart to direct to serve the edict on 8th inst., Mr. Boyd to supply his place in Belfast on that day.

The following committee was appointed to take charge of the Augmentation Scheme, viz: Rev. Messrs. Grant, Archibald, Cameron, Carruthers, McMillan, Carr and Spencer. The sum required this year from the Presbytery of P. E. Island in aid of this fund is \$1,150, which was apportioned as follows upon the several congregations, viz: St. James Church, \$80; Zion Church, Malpeque and Alberton, each \$75; Belfast, \$70; Cavendish, Bedouque and Summerside, each \$65; West River, \$60; Clifton, \$45; Woodside, Long River and Sarathalbyn, each \$35; St. Peter's, Brackley Point Road, Cove Head, Georgetown, Cardigan and East St. Peter's, each \$30; Valleyfield, Tignish and Souris East, each \$25; Richmond Bay East, Richmond Day West, Tryon and Bonshaw, each \$20.

In the interests of this scheme, Rev. Mr. Grant will visit Tryon and Bonshaw; Rev. Mr. Carr, Tignish, and Richmond Bay West; Rev. Mr. Fisher, West Cape; Rev. Mr. Archibald, Richmond Bay East; Rev. Mr. Cameron, East St. Peter's, and Rev. Messrs. Cameron and Spencer, Mount Stewart.

The following appointments were made for the month of November, viz:—
Summerside, Rev. John Murray, 8th;
Rev. Mr. Howie, 15th; Rev. Mr. Mann, 22nd and 29th.
Richmond Bay West, Mr. Charles McKay, 8th and 15th, and Rev. Mr. Boyd,

22nd and 29th; West Cape, Mr. Charles McKay, 22nd and 29th; Mount Stewart, Rev. A. B. McLeod, 22nd and 29th; East St. Peter's, Rev. A. B. McLeod, 8th and 15th, and Rev. Mr. Howie, 22nd and 29th; Valleyfield: Rev. Wm. Boyd, 8th and 15th; Richmond Bay East: For the month of December, Rev. A. B. McLeod.

Rev. Messrs. Spencer, Carruthers, Gillis and Clarke, were appointed a Committee to meet with the congregation of East St. Peter's, on 10th inst., at 7 o'clock p. m.

Adjourned to meet at Valleyfield on 17th inst., at 11 o'clock a. m.

J. M. MACLEOD,
Pbt. Clerk.

Information for the Million.

(Montreal Gazette.)

The inventive genius of American journalists is proverbial, but unless the writer possesses a fair knowledge of the subjects of which he treats he is very apt to make a ridiculous exhibition of his paper. The St. Paul Dispatch has on its staff a youth who holds imaginary interviews with distinguished people in the back offices, and attributes to them most remarkable statements. It was this enterprising reporter who furnished the report of a conversation with Lord Lansdowne which never took place, to the following effect:—

"I have not heard any more about the smallpox," said he, "except that the Princess Louise wrote me and told me that the disease was chiefly confined to the poorer districts of the city, while the better classes have no fear of the ravages of the dread infection whatever."
"Do you think Riel will hang?"
"That is a question which I must decline to answer, as it is a private matter between the government and myself. I find, however, that the feeling through this country is strongly in favor of giving Riel his liberty, but that will not influence us in his behalf in the least."

"In answer to the question of where he had been and what he had thought of the country, he replied: "I have been all over the Northwest, my farthest point north being Vancouver's Island. I crossed the gap on that pretty island on horseback, as the railroad has not yet been completed. I am on my way home, and I leave for Chicago this afternoon, whence I will go to Ottawa."

"With a firm grasp of the hand the Marquis shed a pearly tear at parting so soon from the scribe, and sprang into the carriage awaiting him to hide his agitation."
Fancy the Princess Louise writing Lord Lansdowne on the smallpox situation in Montreal! and not less ludicrous are the statements that Vancouver Island is in the North, that the Canadian Pacific Railway traverses it, and that Lord Lansdowne crossed the gap on the island on horseback.

Postal Facilities.

In the matter of postal facilities the opening of the new Canadian Pacific line via the north shore of Lake Superior will be a great boon to the people of the Northwest. The time occupied in the transmission of the mails from Montreal to Winnipeg, for instance, will be shortened between twenty-four and thirty-six hours, and vice versa. It is worthy of note that the mails made up in London on Thursday, the 22nd ult., brought out by the Parisian, and which went on by through train were due in the capital of the prairie province on Thursday morning last, just fourteen days after they were despatched. Under favorable circumstances, too, this time might be shortened by as much as two days, and it seems not out of the way to expect that we may yet see the metropolis of the Empire and the Pacific coast of the Dominion brought within a fortnight's journey of each other.

Coal Mining in Nova Scotia.

The rapid development of the coal mining industry of Nova Scotia is one of the most striking features of progress in our national industries. In 1878 the output of coal in Nova Scotia for the month of October was much less than half the output last month. The Springhill mines alone produced 39,000 tons of coal during October of this year, being more than that of the whole of the Cumberland and Pictou mines in the corresponding month of 1878. From the Springhill mines alone more than 30,000 tons were sent north by the I. C. R. last month, thus furnishing traffic for the national railway as well as employment for labor. It is stated by the Moncton Times that 850 men and boys are employed at the Springhill mines.

Lord Salisbury delivered a speech in Victoria Hall, London, on the evening of the 4th inst. He denied that the Tories wished to tax cereals, but said that free trade should not prevent the arrangement of the duties in order to place England on a footing with other nations. To take a hypothetical case: If Spain refused to admit English manufactures, but admitted those of other countries, the raising of duties on Spanish wines by England would not be an infringement of free trade principles, but would be a justifiable retaliation, nor should England be prevented from altering her tariffs in order to benefit her colonies. The speech is considered a bold bid for the protectionist vote.

M. DeLessers, in a letter to the stockholders of the Panama Canal Co., justifying a further call of 125 francs per share, says that he is going to Panama in January to inaugurate the final period of the work on the canal. He refers to his application to the French government for permission to issue new bonds, and repeats his prophecy that the Panama Canal, although it will cost double what the Suez Canal cost, will earn three times as much as the latter canal.

50 Lovely New Style all Chromos C. with name and a prize for 10c. 12 packs, 12 names, for \$1. A sample pack and agent's outfit with illustrated catalogue of Tricks and Novelties, for 3c. stamp and this slip.
A. W. KINNEY, Vermouth, N. S.—mar