

THE EXAMINER.

VOL. 3.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, FRIDAY, OCTOBER 18, 1878.

NO. 418.

THE DAILY EXAMINER

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

PRINCE EDWARD ISLAND RAILWAY.

TIME TABLE NO. 9.
SUMMER ARRANGEMENT!
ON AND AFTER
MONDAY, APRIL 29th, 1878.

Trains Going West.			
STATIONS.	No. 1 Express.	No. 3 Mixed.	No. 5 Mixed.
Georgetown	dp 4.00 pm	Dp 7.30 am	
Cardigan	ar 4.20 "	ar 7.50 "	
M. Stew't Jun	ar 5.25 "	ar 9.20 "	
Royalty Jun.	dp 5.35 "	dp 9.30 "	
Ch'town	ar 6.32 "	ar 10.45 "	
Royalty Jun.	ar 6.50 "	ar 11.05 "	P. M.
N. Wiltshire	dp 6.25 am	dp 11.52 "	dp 5.25 "
Hunter River	ar 6.43 "	ar 11.55 "	ar 5.45 "
Breadalbane	ar 7.18 "	ar 12.50 pm	ar 6.42 "
County Line	ar 7.30 "	ar 1.07 "	ar 7.00 "
Kensington	ar 7.58 "	ar 1.47 "	ar 7.38 "
Summerside	ar 8.05 "	ar 1.57 "	ar 7.48 "
Wellington	ar 8.33 "	ar 2.38 "	ar 8.25 "
Port Hill	ar 9.00 "	ar 3.15 "	ar 9.00 "
O'Leary	dp 9.15 "	dp 3.45 "	
Alberton	ar 9.52 "	ar 4.40 "	
Tignish	ar 10.22 "	ar 5.27 "	
	ar 11.18 "	ar 6.54 "	
	ar 12.00 "	ar 8.00 "	
	ar 12.40 pm	ar 8.50 "	

Trains Going East.			
STATIONS.	No. 2 Express.	No. 4 Mixed.	No. 6 Mixed.
Tignish	dp 1.50 pm	Dp 6.30 am	
Alberton	ar 2.30 "	ar 7.20 "	
O'Leary	ar 3.13 "	ar 7.50 "	
Port Hill	ar 4.10 "	ar 8.57 "	
Wellington	ar 4.40 "	ar 10.22 "	
Summerside	ar 5.15 "	ar 12.05 pm	A. M.
Kensington	dp 5.30 "	dp 12.40 "	dp 6.30 "
County Line	ar 5.55 "	ar 1.17 "	ar 7.07 "
Breadalbane	ar 6.23 "	ar 1.57 "	ar 7.46 "
Hunter River	ar 6.32 "	ar 2.07 "	ar 7.58 "
N. Wiltshire	ar 7.00 "	ar 2.48 "	ar 8.35 "
Royalty Jun.	ar 7.12 "	ar 3.05 "	ar 8.52 "
Ch'town	ar 7.47 "	ar 4.00 "	ar 9.45 "
Royalty Jun.	ar 8.05 "	ar 4.30 "	ar 10.05 "
Mt. Stewart	dp 8.05 am	dp 3.40 "	
Cardigan	ar 8.23 "	ar 4.00 "	
Georgetown	ar 9.20 "	ar 5.25 "	
	dp 9.40 "	dp 5.45 "	
	ar 10.43 "	ar 7.06 "	
	ar 11.05 "	ar 7.35 "	

SOURIS BRANCH.

Trains Going West.		
STATIONS.	No 7 Mixed.	No. 9 Mixed.
Souris	dp 3.11 p. m.	Dp 6.30 a. m.
Harmony	ar 3.31 "	ar 6.52 "
St. Peter's	ar 4.26 "	ar 8.07 "
Morell	ar 4.55 "	ar 8.38 "
M. Stew't Jun.	ar 5.25 "	ar 9.20 "

Trains Going East.

STATIONS.	No. 8 Express.	No. 10 Mixed.
M. Stewart Jun	dp 9.30 am.	Dp 5.35 p.m.
Morell	ar 10.02 "	ar 6.15 "
St. Peter's	ar 10.25 "	ar 6.47 "
Harmony	ar 11.23 "	ar 8.02 "
Souris	ar 11.40 "	ar 8.25 "

C. J. BRYDGES, WM. McKECHNIE,
Gen. Sup. Gov. Railways. Supt. P. E. I. R.
Ch'town, April 20, 1878—

TO THE PUBLIC.

THE Subscriber having moved to the building lately occupied by Messrs. Coombs & Worth, 51 Water Street, is prepared to furnish his customers and a generous public with his usual Stock and Wares kept at the Union House before the fire.
A good Hairdresser in constant attendance.
A call respectfully solicited.
CHARLES OTTO WINKLER.
Sept. 25, 1878—1m eod

To Blacksmiths, Lime-burners, &c.

COAL! COAL!

ORDERS for ALBION MINES' (Pictou) SMALL COAL can be obtained from the Subscriber until further notice.
G. W. DEBLOIS,
Sole Agent for P. E. Island
35 Water Street, Ch'town, July 31, '78. dy

THE Marine Insurance Co.

HAVE made arrangements with the Ocean Marine Insurance Co. of Halifax and the British American Assurance Co. of Toronto (both offices of undoubted standing), whereby they can effect insurance on Vessels, Cargoes or Freight in the above-named offices, in addition to the risks taken in their own office.
Risks taken daily at their Office, corner Great George and Lower Water Streets.
F. W. HALES, Sec'y.
Ch'town, Aug. 30, 1878—3m eod

DR. CONROY, Physician and Surgeon.

OFFICE:
City Hotel Building, opposite Roman Catholic Cathedral, Great George Street.
Charlottetown,
Aug. 29, 1878—3m eod

Daniel W. Job & Co.,

—FORMERLY—
PERKINS & JOB,
COMMISSION MERCHANTS
AND
SHIP BROKERS.
91 State Street, Boston.
August 23, 1878—3m

PROFESSIONAL CARD.

A. A. McLEAN,
Barrister and Attorney-at-Law,
NEWSON'S BUILDING, OPPOSITE POST OFFICE,
South Side Queen Square,
CHARLOTTETOWN, P. E. I.
Aug. 13th, 1878—3m eod

E. G. HUNTER,

—IMPORTER OF—
Italian and American Marble,
AND MANUFACTURER OF
Monuments, Tablets, Headstones,
Tomb Tables, &c., &c.

Also, Mantles, Centre Table Tops,
Bureau and Commode Tops,
Wash Bowl Slabs, Bracket
Shelves, &c., &c.
Granite, Freestone, and Soapstone
Work done in all its branches.
PRICES TO SUIT,
SATISFACTION GUARANTEED.
Designs furnished on application.
Next Door to Mark Butcher's Furniture Factory, Kent Street,
Charlottetown.
August 7, 1878.—3m

P. E. I. Starch Manufacturing Co.

CAPITAL . . \$25,000,
In Shares of \$25.00 each.
THIS COMPANY has been incorporated by Act of Parliament during the present session, and one-third of the Shares have been taken up by the leading men of Charlottetown. Farmers holding Stock in this Company will have the benefit of the preference in the large purchase of produce which the working of the Company entails.
Applications for Shares to be made to Messrs. Hyndman Bros., until the Directors and Officers of the Company are appointed.
April 16, 1878—

St. Lawrence Marine Ins. Co.

OF P. E. ISLAND.
SUBSCRIBED CAPITAL . . \$120,000.00.
BOARD OF DIRECTORS:
ARCHIBALD KENNEDY, Esq., President; JOHN F. ROBERTSON, Esq.; ARTEMAS LORD, Esq.; G. D. LONGWORTH, Esq.; W. E. DAWSON, Esq.; THOMAS MORRIS, Esq.; P. W. HYNDMAN, Esq.
Risks taken daily at their Office, Exchange Building.
FRED. W. HYNDMAN,
Secretary.
March 25—1y law

WAGSTAFF'S HOTEL.

THE Subscriber having fitted up the Hotel formerly known as
THE RANKIN HOUSE,
in first class style, is now prepared to give comfortable accommodation to
Permanent and Transient Boarders.
Tourists and others will receive every attention at the Wagstaff's Hotel.
WM. WAGSTAFF.
May 25, 1878.

THE WEEKLY EXAMINER.

Persons having relatives or friends abroad, and desiring to keep them informed concerning P. E. Island, cannot do so in a better or cheaper way than by subscribing to THE WEEKLY EXAMINER. Sent, postpaid, to any address in Great Britain, the United States, or the Dominion, on receipt of One Dollar.

1878.

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IN DULL TIMES

—GET THE—

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The Weekly Examiner

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ADDRESS,
W. L. COTTON,
Manager Examiner Printing and Publishing Company.
Ch'town, Dec. 1877.

NEWS BY TELEGRAPH.

LONDON, Oct. 16.
Messrs. Garton, stockbrokers, of Manchester, have failed. It is believed their liabilities are considerable.
A Glasgow special says some excitement yesterday, was caused by a panic in the iron trade and a partial panic on the stock exchange. Besides the failure of Wotherspoon, iron broker, a large firm of insurance brokers at Leith, with Glasgow connections, have placed their books in the hands of accountants. Their liabilities are heavy. Another Glasgow shipping firm is reported failed.
LONDON, Oct. 16.
A firm of local iron brokers failed yesterday. Liabilities £50,000. Two other failures, said to be heavy, have occurred, but are not yet officially announced. The general feeling is more quiet, but private and joint stock banks still refuse accommodations and throw this class of business entirely upon the Bank of England, where as much as 8 per cent. was charged for loans yesterday. Should the Bank of France raise the rate of discount, as predicted, further advance in the Bank of England rate is deemed inevitable.

LONDON, Oct. 16.
On stock exchange business is almost at a standstill. Four inconsiderable failures declared to-day.
NEW YORK, Oct. 16.
A special says there were three unimportant failures in railway market at stock exchange this morning. The Continental Bourses continue depressed.
A committee of Shareholders of the Glasgow Bank held a meeting on Tuesday and decided to send a deputation to London to consult with shareholders there. There is some difficulty between sellers and purchasers of Glasgow Bank stock as to settlement; there fore no estimates can be given of the liabilities of Findlay & Co.

NEW YORK, Oct. 16.
A London special says two firms in Manchester and one in London must suspend to-day.
VIENNA, Oct. 16.
Gen. Rhine Lauder telegraphs that the district of Kraina has been subdued after various engagements, which cost the Austrians 5000 killed.

CONSTANTINOPLE, Oct. 16.
Manjatar Pasha has confirmed the announcement that he and the Cretans have signed a convention to transfer the territory ceded to Servia by the treaty of Berlin. It is now complete.

BELGRADE, Oct. 16.
Differences have arisen between English and Russian delegates on the Servian Boundary Commission. Both asked their Government for instructions. It is thought that the Albanians intend to molest the Boundary Commission and large Servian forces have been sent to protect them.

LONDON, Oct. 16.
The report that the Russians have resumed the withdrawal towards Adrianople is not confirmed.
BERLIN, Oct. 16.
It is reported that Count Von Bismarck, nephew of the German Chancellor, committed suicide at Venice, yesterday, with a revolver. The act was caused by physical suffering.

LONDON, Oct. 16.
The *Indian Civil and Military Gazette* states that the British made a raid upon a wavering border village and captured four chiefs, who will be held as hostages.
A despatch from Kasaulie states it is reported that the Viceroy will not be content with a simple apology but will require the Ameer to come to Kesaeur. It is reported that commissariat arrangements at Woolton are at a deadlock.

The Capital of Ulysses.

Dr. Schliemann has been engaged in exploring the island of Ithaca, the land of the much-travelled Ulysses. In a letter he relates how, beginning at the northern end, he found the valley called Polis, which has generally been regarded as the site of the capital of Ulysses, and which Mr. Gladstone, in his recently published "Homer Primer," says, "agrees with all Homer's indications of the capital," and asserts that it cannot maintain its claim, its fancied Acropolis "never having been touched by the hands of man," and the Greeks not having been wont to build their cities on fertile land, especially "among these barren crags," where arable land was so precious. Proceeding southward, Dr. Schliemann came to the isthmus which joins the northern and southern halves of the island, on which Mount Aetos is situated; and here, on its "artificially but rudely levelled summit," which rises 1,200 feet above the sea, found a triangular platform, with remnants of some cyclopean buildings, which, he has satisfied himself, formed the nucleus of the most ancient capital of the old lords of Ithaca, and among them of Ulysses. At the southern end of the island the Doctor found the very pigsties of Eumæus, the swineherd. Perhaps if he will find out the site of Paradise, he will discover the bower described by Milton, where Adam first told to Eve "the old, old story."

Irishmen.

The *Saturday Review*, discussing Lord Dufferin's claims respecting illustrious Irishmen, contends that his claims are true only as regards the mixed race. "The mixed race descended from the Norman or English settler, with a strong Celtic cross, may literally, as Lord Dufferin asserts, be said to have shown infinite possibilities of ruling. Even if we demur to so strong an expression as that 'the world is best administered by Irishmen,' we must allow that such men as the Wellesleys, the Temples, the Burkes, the Cannings, or the Lawrences, to say nothing of lawyers like Lord Plunket, Lord Cairns, or the many eminent Irish Judges here and at home, were well fitted to govern their fellowmen."

Miscellaneous News.

The Protestants of America and Great Britain contribute \$6,000,000 annually to foreign missions.
A Louisville woman's husband has been sued by a druggist for the price of morphine furnished her. He testified that at one time he sold her 450 grains, "enough to kill two hundred men."

The most absent minded man was not the man who hunted for his pipe when he had it between his teeth, nor the one who threw his hat out of the window and tried to hang his cigar on a peg; no, but the man who put his umbrella to bed and went and stood behind the door.

The "Bywell Castle," which sunk the "Princess Alice," was short of her crew by seven men when she sailed. Their places were filled by seven men picked up on the docks for the trip. One of these was steering and one was on the look-out at the time of the collision, and the "Princess Alice" was also steered by a substitute.

A Philadelphia cattle dealer, who has been shipping a large number of live cattle to Europe, has investigated the causes of the large proportion of deaths which occur in every cargo, and claims that the cattle die because they are watered with salt water which has been purified by steam, and which is given to the cattle before it has time to cool sufficiently.

The *New York Sun*, having printed the announcement of the marriage of a young white woman of Ithaca to a negro, "one of them" writes to the *Sun* to say that "there are in the cities of New York and Brooklyn at least 1,500 young white women who have done the same thing, and the number is constantly increasing. Nearly all of the half-breeds born in New York have negro fathers and white mothers."

No, don't learn a trade, young man. You might soil your hands, wit your shirt collar, and spoil your complexion sweating. Go hang your chin over a counter; learn to talk twaddle to the ladies; part your hair in the middle; make an ass of yourself generally—just because it's a little more genteel in the eyes of the people, whose pride prevents them from pounding rock or hewing wood, and whose poverty pinches worse than one of those patent cross legged clothes pins, if the truth were only told.

There are no end of people who get into the hands of the police for getting too much to drink, but it is very seldom a person meets the same for eating to excess. A case of the latter kind occurred at Toronto on Monday. A policeman picked up a woman on Duchess Street, named Mary Dillon. She was in an insensible condition. When conveyed to the police station, and on Dr. Riddell being called in, remedies were applied, and it was discovered she had been gorging herself on bacon and cabbage. The two combined came very nearly causing her death.

The island of Santa Cruz, or Sainte Croix, the scene of the negro insurrection of which our telegrams have informed us, is one of a group belonging to Denmark, which includes also St. Thomas and St. John. The former of these two is the best known of the group, from its capital being a free port, and one of the chief stations of the British India mail steamers. The capital of the whole community is Christianstadt, which has a population of about 10,000. The population of the island of Santa Cruz is stated in the despatches to be 3,000 whites and 22,000 negroes. The danger to which the former were constantly exposed may, therefore, be imagined. The group, which lies just to the east of Porto Rico, is also noted for its exposure to other perils oceanic and subterranean. The recent troubles arose out of a new labor act, which justly insisted on the colored people supporting themselves. The great difficulty in dealing with the freedmen of the West Indies, ever since their emancipation, is their innate and inveterate indolence when left to themselves. The experience there, as elsewhere, tends to show that they require the guiding hand and strict authority of a race superior to themselves. Whether in a state of complete independence it is possible to work out their improvement is still a problem.

Captain Judkins, formerly Commodore of the Cunard steamship fleet, died recently at Liverpool. His character and career were, in several respects, remarkable. Born in London in 1808, and early apprenticed to "a life on the ocean wave," he entered the employ of Messrs. Cunard & Burns, of Glasgow, in 1843. He soon rose to a responsible position, and was, in succession, captain of all the vessels of the Cunard line. His life, if it were well and fully written, would make a most interesting biography and furnish information of value as to the progress of Atlantic seafaring during the past forty years. Several of his voyages were attended with no small danger, from various causes, but he never lost his self-command, which, at critical moments, often saved himself and others from the embarrassments of a panic and its terrible consequences. He saved the "Persia" and rescued her passengers from death, when she was struck by an iceberg; and many anecdotes are told in illustration of his coolness and courage. He prided himself on his fast time. He was a living repository of news from either side of the ocean, with which he satisfied anxious or curious questioners on arriving from his voyage. By his employers, it is needless to say that he was highly valued, and by those of his own craft he was looked up to as a model seaman. Though somewhat of a martinet on boardship and enforcing order and even etiquette on sailors and passengers, he was a favorite with both, as they well knew none was better fitted to look after their interests. His last trip was on the "Scotia," which sailed from New York on the 9th of November, 1870, and he retired from active service in January of the following year. A valuable set of gold plate was presented to him by the Company in recognition of his services. He is said to have accumulated a considerable fortune, to whom the son of his only daughter, Mrs. Anderson, who lived with him after his mother's death, will probably fall heir.