

THE EXAMINER.

VOL. 4.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, TUESDAY DECEMBER 10, 1878.

NO. 462.

THE DAILY EXAMINER

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

P. E. I. RAILWAY.

Special Running Arrangement.

ON AND AFTER MONDAY, NOVEMBER 4th a SPECIAL STEAMBOAT MAIL TRAIN will run as follows:—

Going West.		Going East.	
Ch'town	Dep.	Summerside	Ar.
Royalty Juc	6.25	Kensington	6.05
N. Wiltshire	6.40	County Line	6.33
Hunter River	7.20	Breadalbane	6.58
Elliotts	7.32	Breadalbane	7.05
Breadalbane	7.52	Hunter River	7.13
County Line	8.00	N. Wiltshire	7.33
Kensington	8.07	Royalty Juc	7.45
Summerside	8.32	Ch'town	8.25
	9.00		8.40

C. J. BRYDGES, WM. McKECHNIE,
Gen. Sup. Gov't Railways. Supt. P. E. I. R.
Ch'town Oct. 30.—p ne ar h pres kea sp sj 3i

PRINCE EDWARD ISLAND RAILWAY.

FINE TABLE NO. 10.

Fall and Winter Arrangement.

ON AND AFTER
MONDAY, NOVEMBER 4th, 1878.

Trains Going West.

STATIONS.	No. 2 Express.	No. 3 Mixed.
Georgetown	Dep 9.10 am	
Cardigan	ar 9.35 "	
M. Stew't Jun	ar 10.55 "	
Royalty Jun.	dp 11.05 "	
Ch'town	ar 12.40 "	
Royalty Jun.	dp 9.00 am	Dep 3.30 pm
N. Wiltshire	ar 9.20 "	ar 3.50 "
Hunter River	ar 10.12 "	ar 4.45 "
Breadalbane	ar 10.28 "	ar 5.03 "
County Line	ar 11.07 "	ar 5.41 "
Kensington	ar 11.18 "	ar 5.51 "
Summerside	ar 12.00 "	ar 6.30 "
Wellington	ar 12.30 pm	ar 7.00 "
Port Hill	ar 3.32 "	
O'Leary	ar 4.16 "	
Alberton	ar 5.35 "	
Tignish	ar 6.35 "	
	dp 6.40 "	
	ar 7.25 "	

Trains Going East.

STATIONS.	No. 2 Express.	No. 4 Mixed.
Tignish	Dep 7.50 am	
Alberton	ar 8.35 "	
O'Leary	ar 9.38 "	
Port Hill	ar 11.16 "	
Wellington	ar 11.58 "	
Summerside	ar 12.50 pm	Dep 9.45 am
Kensington	dp 2.30 "	ar 10.15 "
County Line	ar 3.00 "	ar 10.56 "
Breadalbane	ar 3.40 "	ar 11.07 "
Hunter River	ar 3.50 "	ar 11.46 "
N. Wiltshire	ar 4.28 "	ar 11.46 "
Royalty Jun.	ar 4.45 "	ar 12.03 pm
Ch'town	ar 5.40 "	ar 12.55 "
Royalty Jun.	ar 6.00 "	ar 1.15 "
Mt. Stewart	ar 6.25 "	
Cardigan	ar 6.40 "	
Georgetown	ar 6.25 "	

SOURIS BRANCH.

Going West. Going East.

STATIONS.	No. 5 Mixed.	STATIONS.	No. 5 Mixed.
Souris	Dep 8.00 am	MtS tw't Juc	Dep 4.40
Harmony	ar 8.25 "	Morell	ar 5.22 "
St. Peters	ar 9.40 "	St. Peters	ar 5.55 "
Morell	ar 10.13 "	Harmony	ar 7.12 "
Mt S'tw't Juc	ar 10.55 "	Souris	ar 7.35 "

C. J. BRYDGES, WM. McKECHNIE,
Gen. Sup. Gov. Railways Supt. P. E. I. R.
Ch'town Oct. 30.—p ne ar h pres kea sp sj 6i

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.

ROBERT HARRIS, ARTIST.

FULL'S BRICK BUILDING, QUEEN STREET.

Portraits Painted from Life, &c., during the next six months.
Nov. 30, 1878—

BROADWAY HOUSE, BY MACKENZIE.

THE former "City Hotel," now the Broadway House, Great George Street, opposite the Catholic Cathedral, is now open for Permanent and Transient Boarders.

The rooms have been thoroughly renovated and newly furnished.

The tables will be supplied with the best market affords, and fares reasonable.

A Suite of Rooms convenient for a small family, together with board &c., can be had in the Broadway House.
Nov. 23, 1878—

FRANK COX, M.D. C.M., Physician, Surgeon & Accoucheur.

OFFICE APOTHECARIES' HALL.
Residence: Capt. Mutch's, Water Street, next door to St. Lawrence Hotel.
N. B.—Particular attention paid to diseases of the chest and stomach.
Ch'town, Nov. 16, 1878—3m

E. G. HUNTER, Italian and American Marble,

Monuments, Tablets, Headstones,
CENTRE TABLE TOPS, BUREAU AND COMMODE TOPS, WASH BOWL SLABS, &c., &c.
Prices to suit, and satisfaction guaranteed.
Designs furnished on application.
Corner Hillsborough and Kent Streets, Charlottetown.
November 6, 1878.

JAMES HOBBS, CABINET-MAKER, UPHOLSTERER, ETC.,

HAS REMOVED from McPhail's Corner to the premises just vacated by Mr. JOHN STUMBLE, Prince Street, where, with increased facilities, he is prepared to attend to the wants of his customers with punctuality and despatch, and on reasonable terms.
CARPETS cut and laid.
PAINTING and Repairing neatly done.
PICTURE FRAMES and Mouldings constantly on hand, or made up to order.
All kinds of Household Furniture made to order, cheap and good.
New Pattern School Desks made at short notice. A first-class article.
Don't forget the place: PRINCE STREET (near the new Baptist Church in course of erection).
Charlottetown, Oct. 26, 1878—

DR. CREAMER, PHYSICIAN AND SURGEON, Kent Street, Charlottetown, (Three doors from Dr. Johnson's).

ENTRANCE BY SIDE DOOR.
Oct. 15—3m

No. 35 Water St., Charlottetown.

Prince Edward Island Branch

NORTH BRITISH & MERCANTILE FIRE AND LIFE INSURANCE CO.

Subscribed Capital, \$9,133,332.00
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.

AGENCIES

General Mining Association, Limited,
Halifax Company, Limited.

ORDERS FOR COAL,

Old Sydney Mines, Cape Breton, Lingan
Albion Mines, Pictou, N. S., can be obtained on application to the Supt. or by mail order.
G. W. DEBLOIS,
Sole Agent for Prince Edward Island.
May 18—2aw

Look Here! THREE PRIZES IN 12 MONTHS.

W. G. MUGFORD, sole Licensee for City and Queen's County, for Lambert's Patents for Permanent Photographs Being composed of Indian Ink and Parchment, they CANNOT FADE.
Took 1st Prize at Provincial Exhibition last Fall at Georgetown; Diploma for Excellency of Work at New York, Jan. 1st, 1878—contesting with the United States and Dominion of Canada,—and
1st Prize at Summerside, Oct. 3, '78.
DAVID WILSON'S OLD STAND, CH'TOWN.
Oct. 5, 1878—3m-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 DAILY EXAMINER.

DECEMBER 10, 1878.

A YEAR and a half rolled away; and the DAILY EXAMINER still lives.

Indeed it may now be truly said that the DAILY EXAMINER is one of the "institutions" of the Province.

An appetite for a daily paper has been formed; and, judging by the increasing sales of the DAILY EXAMINER in the city, along the line of railway, and in the various towns throughout the Province, it is doubtful if the people could live without their daily paper.

Hard though the times and dark the prospect of the coming winter, it is our intention to continue the publication of the DAILY EXAMINER, so that the popular demand may be supplied.

Throughout the winter we intend to supply to the public by means of the DAILY EXAMINER, a daily telegram containing news of all the notable events which shall transpire throughout the world in this great crisis of its history.

Through the DAILY EXAMINER the people of the Island shall—from day to day—and, independently of the Northern Light or Muttart and Irving—be informed of what is transpiring in Afghanistan, in Russia, in Germany, in the neighboring Republic, and most important of all—in the mother country.

We shall, if possible, send a special correspondent to report for the DAILY EXAMINER the Parliamentary proceedings at Ottawa, with special reference to those which most directly and most deeply interest the people of this Island.

The local news shall be given through the DAILY EXAMINER promptly, truly and as full as possible.

For the large means required to carry out this work we look to the people whose wants the DAILY EXAMINER will supply, and whose varied interests we shall assiduously endeavor to promote.

The original subscribers of the DAILY EXAMINER will, in the course of a few days, be called upon for a renewal of their favors.

The beginning of another term is a good time to subscribe; and persons who have not hitherto taken the DAILY EXAMINER would do well to subscribe now.

In connection with the DAILY EXAMINER the WEEKLY EXAMINER will be issued, at the unprecedentedly low subscription price of ONE DOLLAR a year—payment to be made in advance.

The War in Afghanistan.

The following, from the New York World, may help to an understanding of the work which lies before the British troops in Afghanistan. It is apparently the pen of a military man, who has made a study of the ground, and whose previous comments in the World, on the operations of the British forces marching against the Afghans, exhibited much shrewdness and were borne out by subsequent facts:—

THE ADVANCE TO THE SHUTAR-GARDAN.

The English General Roberts has really won an important victory in the Peiwar Pass, the topography of which has already been described to the readers of the World, and is reported to be pushing on for the Shutar-Gardan or Camel's Neck. For practical purposes the reader may set down Dakka, where Sir Samuel Browne is; Thull, whence General Roberts set out; Cabul and Ghuznee as the four corners of a square, Dakka being at the upper right hand angle and Cabul opposite it, and Thull at the lower right hand corner, straight across from Ghuznee and diagonally from Cabul. The route by which General Roberts is advancing fords so that he may make either Ghuznee or the Ameer's capital his objective point. The Quetta column, operating against Candahar, is away to the south.

The Peiwar Pass, it was thought, would be as far as the English would advance this year, though late mail advices told that native merchants coming from Cabul to Kohat had found the Shutar-Gardan Pass almost undefended, and public opinion so swayed for and against the Ameer that a speedy and signal success might end the war at once. The descent from the Pass is very gradual along a glade in the midst of undulations densely wooded with pine to Zabar-dast Kala, ten miles out from the town of Peiwar. At this village there is plenty of open encamping ground close to the Keira stream, but forage and provisions are scarce.

Up the Keira it is ten miles to Ali Khel; along the high right bank of the streams are several Jaji villages, while on the left spurs right down and command the road at different points. Ali Khel is a large village of some fifty inclosures, each in itself a small fort; the houses are of two stories high, the lower being the stable for the family cattle and horses; provisions and forage are scarce, but fuel is abundant.

From Ali Khel it is thirteen miles to Hazar Darakt, the next point on the road by which General Roberts is advancing. The valley narrows in the first four miles from a width of two miles to half a mile. Here is the village of Rokian, with precipitous commanding peaks on either hand, clad with pine forests. There will certainly be a fight here, where some weeks ago the Ameer had already placed five guns in position. Beyond Rokian the mountains continue to close in on the valley, which narrows to 200 yards in the next four miles. The country here consists of lofty ranges of mountains, high spurs from which run down to the bank of the stream, entirely commanding the road. Their slopes are generally very steep and in many places composed of loose shingle, in which landslips have often occurred; pines and deodars cover the whole. Guns would have great difficulty in this march, owing to the rocks and stones which have been rolled down by floods and have settled in the bed of the torrent. No provisions nor forage of any kind can be had. Hazar-Darakt is an uninhabited elevated glen, where there is barely room for one regiment to encamp, so that an advancing force will have to be generally scattered, and the place, as Lumsden says, would be a nasty one to be attacked in.

To Hazra (or Ochamarcha) it is eight miles. Two miles out comes the small square port of Jaji Thane, with two flanking towers, but it is commanded in all directions by the surrounding hills. For the next five miles the ascent is much easier, the beds of the torrent being of gravel, then the surkhæe Pass, on the watershed between the Khurum and Surkhel streams, is reached. It is short but very steep; the soil is a stiff red clay that is very slippery after rain. It is commanded by knolls on each side, and at the summit is a tower garrisoned by the Ghilzaes Hazra, a little beyond, down a slight descent, is a post like that of Jaji Thana. The camping ground is good and water is plentiful, but no provisions are to be had, and as for forage the natives feed their horses on wormwood. Elevation above the sea, 13,458 feet. The road is generally blocked with snow from December to April. Lumsden camped here in April, and two of his nineteen horses were frozen to death in the night.

The distance to the summit of the Shutar-Gardan pass is two miles, a gradual ascent along a narrow gorge commanded by peaks on all sides. The descent is exceedingly steep, with sharp zigzags, and very long. For wheeled carriages Lumsden pronounces the pass impracticable, though Mohammed Azim carried six-pounders over it on stout camels. "The rugged nature of the mountains overhanging both sides of this pass, with huge masses of banded limestone rock cropping out in every direction, offers cover to an enemy from which it would be difficult to dislodge him without great loss, and it would be difficult to withdraw covering parties after the descent of the pass had been accomplished. In fact, supposing opposition to be offered here, it would be difficult to conceive a worse pass for the pas-

sage of an army, and it would be useless to attempt it (except as a diversion) with a brigade of the best light troops, with mountain train batteries and held howitzers on elephants, but for these animals even the procuring of forage would be no easy matter.

This is the evidence of one who has been over the ground, and a competent critic has pronounced the physical difficulties of the Khurum route greater than those of the Khyber. In November, 1856, General Chamberlain reconnoitered the ground thoroughly to the summit of the Peiwar Pass. He records intensely cold weather (in the last week of the month), the thermometer going down to 22 degrees, or 10 below freezing, the sick list filling rapidly and supplies being scarce. The tracks beyond the Peiwar Pass are inhabited by the Jajis and Mangals, both fanatic clans, and the latter regarded as faithful to the Ameer's cause. Looking at all the circumstances and contingencies a distinguished German military critic says that the Khurum advance is a strategical move that may be attended with enormous results of success or of disaster. To send the army, which will have to act on its own resources, having no reserves behind it, into a little-known country he declares dangerous in the highest degree, even against and unenterprising foe, and he asserts that the Afghans, moving on the short interior line between the Khoordi, Cabul Pass and Peiwar could crush General Roberts' force by itself and return to oppose General Browne's. Lieutenant-General Vaughan, however, ridicules the idea of such a junction, which, he says, the Germans have imagined possible because the maps show a road between the Khurum and Cabul valleys, which in reality is merely a track along which single travellers or small parties may make their way. In any case, unless the Ameer intends to let the campaign go by default, the advance to the Shutar-Gardan should be marked by severe fighting, and when General Roberts advances beyond the Peiwar Pass it can hardly be with any intention of wintering in the mountains.

Naming the Baby.

"What shall we name the baby?" is an important question this year, for the crop, like the wheat, was never better. It is rather soon to undertake to grade them as "No. 1, No. 2, or rejected," and your head and reputation are both safer to pronounce the entire lot No. 1; but the question as to names must be settled at once. One would think nothing was easier than naming the baby, for the world has been full of names for 6,000 years, yet it is a subject that elicits the gravest discussion in the family, and reaches out to the "advisory board" of the neighborhood, and often ends in open dissatisfaction, or a compromise by which the poor child goes through life carrying a pronomen crushing enough to break the constitution and make a life of the bearer miserable. A long name is always a disadvantage. For a boy who enters the marts of trade a double name is often a safeguard, and especially so when the middle letter is one seldom used in proper names. The leading name should be short and easily spoken, as the fact is too apparent to every one that if such is not the case a nickname is sure to follow. The case of the girl is entirely different. No girl should be burdened with a double name no matter how many aunts and grandmothers are to be honored by so doing. A girl should have a single name, and that should be pronounceable and musical. Mehitabel or Jerusha, and like names, may be good and substantial enough, but a young lady sooner or later revolts. Every young lady, as a matter of course expects to marry, and should not lose her family name by so doing, but simply add that of her husband. She should get her double name by this important act of her life, and not before.

Miscellaneous News.

The Ames Company of Chicopee have got have got on to the last 50,000 of the 200,000 Turkish sabres, and lack only 2,500 of having made 150,000 scabbards.

Mr. O. P. Patten, of Montreal, who is pretty well known throughout all Canada, has been commissioned by Governor Prescott, of New Hampshire, one of his A. D. C.'s with the rank of Colonel.

A Parisian rumor says another convention between England and Turkey cedes to England the port of Alexandrette, a seaport on the north of Syria, on the east coast of the Bay of Iskanderoun.

Gen. Banks has expressed his willingness to accept the position of United States Marshal of Massachusetts, now filled by Usher A. Butlerman. It is worth about \$15,000.

Glasgow University has been bequeathed the magnificent legacy of £60,000 by a gentleman named Randolph. It is given for building purposes, with the exception of £10,000, which is to remain intact for all time to come, and the interest of which is to be devoted to the repair of the building.

Mayor Beaudry, of Montreal, wanted her Royal Highness the Princess to drive with him in Mrs. Tiffin's carriage, which he borrowed for the occasion, from the Bonaventure depot to the Windsor Hotel, but this was not exactly in accordance with the rules of etiquette, and his Worship was informed that their Excellencies must drive alone.