THE EXAMINER.

VOL. 7. CHARLOTTETOWN, PRINCE EDWARD ISLAND, MONDAY, AUGUST 16, 1880. NO. 73

LONDON HOUSE.

JUST RECEIVED EX S. S. "HIBERNIAN,"

Black Cashmeres,
Black French Merinos,
Black Persian Cords,
White and Grey Cotto
Velveteen Wincies,
New Stockin,
—:o:— ette Worsted Coatings.

EX S. S. "NESTORIAN,"

80 Packages Choic
3 Cases Linen ar Teas,
d Cotton Thread.

Charlottetown, July 13, 1880. G. DAVIES & CO.

1880.

BRITISH

WAREHOUSE.

QUEEN SQUARE,

Spring and Summer Goo

COMPLETE IN EVERY DEPARTMENTS,

VALUE UNSURPASSED.

THE Subscribers have, by the S. S. Edward," "Ethel Blanche," later arrivals, completed the "Prince LARGEST AND BEST ST d other British and Foreign OF AND GROCERY Goods Ever imported by them, whic pose of at the lowest C S

Please give us a call they will dis- elsewhere. prices.

W. & A. BR purchasing

June 1, 1880.

PACIF N & CO.

Mutual In surance Co., NE —OF— W YORK

Assets MARINE.

I 31st Dec., 1879, - $744,149.00

FRI on f nce effected on CARGOES and Ce TS, covering $15,000 and upwards a risks.

ssued payable in London Risks t of MORTON ROSE & Co., referred to i, or in New York.

F rates fixed without being fice.

May 11, 18 ON T. NEWBERY, Agent for P. E. Island.

Nut Coal. Nut Coal.

FREE from Slate and Fire Clay. Also Round and Slack, at Albion Mines, Pictou, Nova Scotia. For orders apply to G. W. DEBLOIS, Sole Agent for P. E. Island.

Old Sydney Mines, Cape Breton.

Lingan Mines, Cape Breton.

ORDERS for Round Coal can be obtained on application to Terms as usual. G. W. DEBLOIS, Sole Agent for P. E. Island.

Office, No. 35 Water Street, Charlottetown. June 17, 1880—pat her sj kca tf

C. McLennan,

COMMISSION MERCHANT, GENERAL AGENT, AND AUCTIONEER,

46 QUEEN STREET,

Charlottetown, - - P. E. Island.

Consignments solicited. Prompt returns guaranteed.

Auction Sales conducted in any part of the City or Country on reasonable terms.

May 11, 1880—3m eod

Great Summer Resort

PRINCE EDWARD ISLAND.

LORNE HOTEL.

THIS New and Commodious House, situate at North Shore, offers great attraction for Tourists who are wanting recreation, sea bathing, fishing, etc.

It is within easy access of the City, being only thirteen (13) miles by rail or carriage.

Charges moderate. For further particulars apply to the Manager, or address

LORNE HOTEL COMPANY, Charlottetown, P. E. I.

June 12, 1880.

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—

LUMBER. LUMBER.

A VERY LARGE STOCK OF

Seasoned Pine & Spruce Lumber on Hand, for Sale

Delivered at Point Du Chene, to Schooners,

Consisting of Pine Boards, Plank & Sheathing; also Spruce Boards, Scantling, Clapboards, Laths, Shingles, etc.

All for sale Cheap, in quantities to suit purchasers.

CUSHING & CLARKE.

Salsbury, N. B., June 18, 1880—3m eod

ROMAN PUNCH,

Ice Cream,
Fruit Ices,
Water Ices.

AS I intend paying special attention to my Ice Cream department this season, I invite the public to call where they can be furnished with the best assortment of Ice Creams and Ices to be had in the City. All made from the best material. To parties ordering Creams or Ices we guarantee satisaction or no charge.

A. McKENZIE, Confectioner, Queen Street.

Charlottetown, June 19, 1880.

Emigrants, Attention.

THE BEST ROUTE FOR

Manitoba, Colorado, and the West,

IS VIA THE

Intercolonial and Grand Trunk Railway.

QUICKER TIME, SHORTER DISTANCE and FARES always LOWER from Prince Edward Island than by any other route.

For TICKETS and all information about Luggage, Freights, &c., apply to

F. W. HALES, Agent Grand Trunk Railway

Charlottetown, April 17, 1880—3m wkly

MORTGAGE SALE.

TO be Sold by PUBLIC AUCTION, at the Court House, in Charlottetown, in Queen's County, on THURSDAY, the twenty-sixth day of August, A. D. 1880, at the hour of twelve o'clock, noon, under and by virtue of a Power of Sale contained in an Indenture of Mortgage bearing date the twenty-first day of July, 1879, and made between WILLIAM FINLAY, of the one part, and ARTHUR W. HOLROYD, of the other part,—

ALL that tract, piece and parcel of land situate, lying and being on Township Number Fifty-two, in King's County, in Prince Edward Island, bounded and described as follows, that is to say: Commencing on the west side of Sackville Street and at the south-east corner of Town Lot Number Twenty-five; thence at right angles westwardly one hundred feet; thence at right angles southwardly fifty-eight feet; thence at right angles eastwardly one hundred feet to the west side of Sackville Street; thence northwardly along Sackville Street fifty-eight feet to the place of commencement, being Lot Number Twenty six, according to the plan annexed to a deed dated the seventeenth day of May, A. D. 1877, made between Pierce Gaul and Mary his wife, of the one part, and William Finlay, of the other part, duly registered in the Registry Office of this Island, on the 16th August, A. D. 1877, and all the appurtenances thereunto belonging.

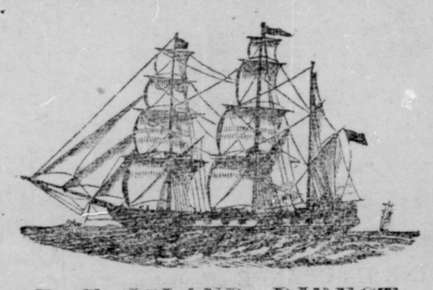
For further particulars apply at the office of Messrs. HODGSON & MCLEOD, Solicitors, Charlottetown.

A. W. HOLROYD, Mortgagee.

Charlottetown, 24th July, 1880—eod till sale

REGULAR TRADER

From London to Charlottetown,



P. E. ISLAND, DIRECT.

FALL TRIP, 1880.

The Splendid Clipper Barkentine

"ETHEL BLANCHE,"

428 Tons Register, Coppered and Classed 10 years A1 in English Lloyds,

CHARLES GOULD, COMMANDER,

Will Sail from London

ON OR ABOUT

THE 5th SEPTEMBER,

Carrying Freight at through rates to Pictou, Georgetown, Summerside, Souris and Shediac.

Parties wishing to have their goods delivered here early in the season, will do well to forward their orders in time, so as not to detain the Vessel.

For Freight or Passage, apply in London to JOHN PITCAIRN & SONS, 16 Great Winchester Street; in Liverpool, to PITCAIRN BROTHERS, 51 South John Street; or here to the owners,

PEAKE BRO'S & CO.

Ch'town, July 19, 1880—eod tf

SUBSCRIBE for the DAILY EXAMINER, the Cheapest and most Newsy Paper published in the Provinces.

Correspondence.

☞ We do not hold ourselves responsible for he statements or opinions of our correspondents.

To the Editor of the Examiner.

SIR,—In the "King's County Advertiser" of the 22nd July, ult., I noticed the following (by chance of course, for that precious sheet is a Phœnix in this part):—"A challenge was received by the Pisquid boys to play the Fort Augustus Club on Saturday last, but the last named Club, thinking discretion the better part of valor, refused to come to the scratch." This statement is as erroneous as it is contemptible, and I would treat it with silent contempt only it is such a glaring piece of impertinence, and I am surprised that any Editor with pretentions to credence and respectibility would allow it publicly in his paper without ascertaining the facts. In justice to our boys I must state that we never sent such challenge to the Pisquid Club, simply because we did not think it worth while. True, we had an occasional base ball match with them last summer, and in the early part of this, but they always came off second best. We ever looked upon them as a few incorrigible rustics, and we were frequently amused at their uncouth gambols. They intimated twice within the last month—for mere affectation—that they would like to have a test with us. We readily accepted; and appointed a time, and agreed upon a place to meet them, but strange to say, on both occasions they failed to put in an appearance. These are the facts, hewed to the line.

Should these egotistic Pisquidonians think they are fit to play us * * * * they will find us ever ready and always willing "to cross the Rubicon."

Thanking you in advance for your valuable space, I am, etc.,

CAPTAIN BASE BALL CLUB.

Fort Augustus, Aug. 10, '80.

The Movements of the Governor General.

The Marquis of Lorne, Governor General and party, after leaving Moncton on Wednesday proceeded to Truro, where they took dinner. The party stopped at Windsor Junction over night, remaining in the Palace Car. On Thursday morning, they went by the regular day express to Annapolis leaving Windsor Junction at 8.52 a m and arriving at Annapolis at 1. 40 p. m. At Annapolis they took the steamer "Empress" for Digby, and from thence went by the Western Counties Railway, in a special car to Yarmouth, arriving at that place at 7.45 p. m. Remained at Yarmouth, Thursday night, and left that town at 2.30 on Friday by special train for Digby. Stopped over night at Digby and Saturday took the stage from Digby to Annapolis, from Annapalis by rail to Kentville, from Kentville to Wolfville, and from Wolfville to Windsor Junction, stopping at each place. From Windsor Junction the party will proceed to Pictou, where they will be met by the steamer "Druid," which will probably convey them to P. E. Island to-night or to-morrow morning.

Magnetic Storms.

The St. John *Globe* reports:—This morning, Mr. Robinson, the manager of the St. John Electric Telegraph office, mentioned the fact that in one respect the year was noticeable. We are at this moment, said he, passing through a magnetic storm of the most extraordinary violence, which, continually changing the polarity of the currents, seriously retards our business, and especially affected the cables last night. These storms come in cycles. In 1859 they were of remarkable violence, and attracted the close attention of electricians. In August, 1871, (at the time of Renforth's death, which was in August,) there were violent magnetic storms; and now these storms are again commencing. Many theories are assigned to account for these storms, one of the most acceptable being that the earth is passing through space largely occupied by meteors. The casual observer may have noticed on any clear night within the past few weeks the number and brilliancy of the meteors within range of his vision.

VERY SLEEPY.—A scene was witnessed on a New Brunwick train, a few days ago, that filled the picnicers with astonishment. One of the news agents, met the train above Hampton and got aboard. The young fellow having been up very late for two or three nights previously, felt very sleepy, so he laid down and went to sleep. At Hampton the Conductor came through the car, and seeing the young fellow, shook him and told him he had "better go to bed," and then passed through. The agent jumped up with a vacant look, staring out of his eyes and, to the horror of the ladies, immediately divested himself of his coat, pants and vest, and falling into the seat, fell back into the arms of the god of dreams. The people in the car were astonished, shocked, paralyzed, etc., no one seeming to have the power to rouse the lad to a sense of his condition. At Rothesay the Conductor again appeared, and seeing the nude appearance of the lad, woke him up and brought him to his senses. The young fellow, seeing how things were, snatched up his garments, rushed outside and donned them.—*Globe.*

Spoiling Women's Names.

(*New York Sun.*)

Many, if not a majority, of the names of the eight or nine hundred girls from the public schools who have been examined for admission to the Normal College, give us the impression that they belong to mere household pets rather than to young women who are approaching maturity, and who are engaged in serious work. These girls apparently prefer the nicknames by which they are known in the family circles and to intimate friends, to those to which they were christened, and therefore take pains to adopt them in their signatures. In so doing the public school girls are not exceptional among our young women, for it is quite the fashion nowadays for them to grow so enamored of their nursery appellations that they cling to them as their fixed and proper names. They may be even offended when they are addressed by their correct names, which they imagine less pretty than these pet diminutives; and some grave grown up woman will put Hattie or Gussie, Mamie or Sallie on their cards as if they were in pinafore still.

THE FASHION IS AMERICAN,

but our patriotism cannot make us grow fond of it. The nicknames which appear in so large a share of these public school girls' signatures would do very well for the pets at a dog show. When they are used to express the affectionate regard of near friends and relatives, they also may be pretty and appropriate, but they look very silly in a formal signature, and surely do not befit the dignity of womanhood. We find, for instance, among these eight hundred names scores of Minnies and Mamies, and only here and there a Mary, a much more euphonious as well as dignified name. Jane is transformed usually into Jennie, Caroline into Carrie, Ellen into Ella, Elizabeth into Lizzie and Bessie, Katherine into Kate, Martha into Mattie, Margaret into Maggie, Anne and Anna into Annie, and Harriet into Hattie. Such absurd names as these appear frequently: Chattie, Lidie, Millie, Tillie, Kittie, Rosie, Nettie, Bibbie, Aggie and Margie.

THE GREAT AIM SEEMS TO BE

to manufacture a name which ends in ie, and in accomplishing it the finest appellations for women we have, names renowned in poetry and history, and of a sweet and melodious sound are chopped up into childish diminutives. They convey an idea of pettiness, and do not rightly belong to girls of dignity and character—girls like those who are going to the Normal College, so many of whom will have their living to earn. And yet these girls think it is pretty to be known by such pet names, and so discard as ugly and old-fashioned, the names by which they were christened. What would they think to see a college register which gave the young men's names as Jimmie, Billie, Bobbie, Tommie, Charlie, Sammie and Dickie! This fashion is extending among women, and girls are even named nicknames only, as if they were always to be nothing more than nursery pets. And yet this is a period when women are contending for higher consideration as rational beings, and when the range of their occupations, outside of the domestic circle is constantly widening and growing in importance.

A Paris correspondent of the "Pall Mall Gazette" writes: "A very grand head is Gambetta's. The lines are ample and express power at its ease. About the temples and over the eyes the development of the forehead is abnormal. Gambetta's superiority is not of a kind to awake jealousy. It is very manifest, but it is so unalloyed with egotism, and it is so softened with good-fellowship, that a man of talent who feels small in the presence of the great tribune, does not for that feel humiliated. Gambetta enjoys companionship more than 'society,' as 'society' is understood in our time. He likes clever woman if they are unaffected, and he does not believe that a woman's conversation can charm a man of intellect unless it is the outcome of much study, observation, and long sustained mental efforts. The professional beauty would be neglected by him unless her lovliness were lighted up by wit. Gambetta has a garden at Ville d'Avray, about twice the size of his dining-room in the Palais Beurbon; but it is in a district of national parks and woods, in which he breaths at his ease, and walks until he is ready to drop from fatigue."

THE FASTEST TIME ON RECORD.—Horse trotting is being brought down to a fine point in the United States. On the 12th, at the Rochester, N. Y., races, "St. Julien" and "Maud," the celebrated trotters, each succeeded in covering the mile in 2-11¾—the fastest time on record. It is only barely possible that the mile trotted was short, or the time keepers slow in gathering in the seconds, and the rather extraordinary feat of a horse trotting a mile in 2.11¾ will be generally accepted as possible. The only question now is, when will the minimum figures be reached. It is only a few years since 2.20 were fast figures, and Dexter's feat, which is quite common now-a-days, at the time of its performance was looked upon as quite wonderful. But at the rate the figures are being brought down by new trotters, it looks possible that Dexter's famous time will before long be beaten by a quarter of a minute.

The army worm has made its appearance in the eastern part of Halifax County. At Sherbrooke the pest has put in an appearance, doing much damage to wheat, barley and grain crops.