

The Examiner.

VOL. 1.

W. L. COTTON,
Manager & Editor.

TUESDAY MORNING,

AUGUST 7, 1877. NO. 70

A. McNEILL,

Auctioneer and Commission Merchant
NO. 1 QUEEN STREET,
CHARLOTTETOWN, P. E. ISLAND

AUCTION SALES, of all descriptions, attended to in city and country at moderate rates.
May 21, 1877.

H. VINNICOMBE,

PIANO FORTE REGULATOR.

All parties leaving their orders for Tuning at Bremner Bros. will receive the best attention.
All who have Pianos in Charlottetown would do well to have them tuned by the year, keeping their instruments in perfect order all the time.
A visit once a year at least will be made to all parts of the Island, or often if required in town, July 18, 1877.

JOHN F. MCKAY,

WATCHMAKER & JEWELLER,
NORTH SIDE QUEEN SQUARE,

HAVING fitted up his Store in first-class style, will keep constantly on hand a very nice assortment of Watches, Clocks, Jewelry, etc.

Also, all kinds of Watches, Clocks and Jewelry Cleaned and Repaired.

N. B.—Having had nine years' experience with two first-class workmen, I feel confident of giving perfect satisfaction to all who may favor me with their patronage.

All work warranted.
Ch'town, July 12th & 13th

ROYAL HOTEL,

King Square, Saint John.

I HAVE much pleasure in informing my numerous friends and the public generally, that I have leased the Hotel formerly known as the CONTINENTAL, and thoroughly renovated the same, making it, as the ROYAL always had the reputation of being, one of the best Hotels in the Provinces.

Excellent Bill of Fare, First-class Wines, Liquors and Cigars, and superior accommodation.

Blackhall's Livery Stable attached.
THOS. F. RAYMOND.
July 3, 1877—6m

TO PLEASURE SEEKERS!

A FIRST-CLASS PLEASURE BOAT, of about Eight Tons Capacity, suitable for Pleasure Parties, Picnics, Fishing or Monthly Excursions (capable of seating 50 persons) can be engaged by the day or hour, with or without man in charge, by applying to
GEO. COOMBS,
July 13—1m Lord's Wharf.

QUEEN INSURANCE CO. 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 —

Molasses, Sugar & Salt TO ARRIVE.

BRIGHT FLEETWOOD will be due here about the 5th of August, from Barbadoes, via St. Martin's, with

50 Puns, Bright Barbadoes Molasses,
25 Hhds. Grocery Sugar,
15 Tierces do. do.
5,000 Bushels Ground St. Martin's Salt, suitable for mackerel, which will be sold low on arrival.

LONGWORTH & CO.,
Water Street.

Ch'town, July 27—

WANTED,

THE Highest Cash price paid for

Calf Skins and Sheep Skins.

ROBERT BRIDGES,

June 26—tu&fr tf

Steamer Arrangements.

Prince Edward Island STEAMERS.

SUMMER ARRANGEMENT.

Nova Scotia.

Leave Charlottetown for Pictou every MONDAY, WEDNESDAY, THURSDAY, & SATURDAY mornings, at 5 o'clock, connecting there at 10 a. m., with train for Halifax. Fare to Halifax, \$4.10. Picnic Parties of Twenty and upwards can obtain Return Tickets at Charlottetown Office to Pictou and back same day \$1.00 each.

Returning to Charlottetown.

Leave Pictou every TUESDAY, WEDNESDAY, FRIDAY and SATURDAY, about 2.30 p. m. on arrival of evening train from Halifax.

CAPE BRETON.

Leave Pictou for Hawkesbury every MONDAY and THURSDAY, on arrival of morning train from Halifax, connecting both ways with stage and Steamer "Neptune," to and from Sydney and Bras d'Or Lake.

Returning to Pictou same nights, connecting with 10 a. m. Train TUESDAY and FRIDAY for Halifax.

New Brunswick, Canada and United States.

Leaves SUMMERSIDE every day (Sunday excepted) on arrival of morning train from Charlottetown, connecting at SHERIDIAN with trains for each of above named places, and at St. John with Steamers of INTERNATIONAL CO. for PORTLAND and BOSTON. Also, leave Charlottetown for Summerside every Monday morning, about 3 o'clock.

Returning, leaves SHERIDIAN every day (Sundays excepted) on arrival of day train from St. John, for Summerside; connect there, without delay, with train for Charlottetown. Also, leaves Summerside for Charlottetown every Saturday evening, about 6 o'clock.

Agents: ALMON & MACINTOSH, Halifax; NOONAN & DAVIES, Pictou; A GRANT & CO, Hawkesbury; HANFORD BROS., St. John.

F. W. HALE.

ONLY DIRECT LINE TO BOSTON.

Steamers Carroll and Worcester

BOTH Steamers are fitted with new Builders, and their Passenger accommodation arranged for every convenience and comfort, and fitted up in elegant style.

FREIGHT carried at moderate rates and as low as by any other route.

EGGS in boxes and barrels handled with the greatest care.

SAVING TIME, only one business day used in reaching Boston, by leaving here Saturday Morning and catching steamer at Halifax, and arriving at Boston Monday morning.

LEAVE CHARLOTTETOWN

Every Thursday,

punctually at 5 p. m.

LEAVE BOSTON

Every Saturday,

punctually at noon.

CARVELL BROS., Agent.

Ch'town, June 7, 1877

Steamer,

HEATHER BELLE

Summer Arrangement.

WILL leave Charlottetown for Orwell every MONDAY and WEDNESDAY evenings.

Leave Orwell for Charlottetown every TUESDAY and THURSDAY mornings, at 7 o'clock.

Returning to Orwell same evening at 3 o'clock.
Leave Charlottetown for Mount Stewart every WEDNESDAY and FRIDAY Mornings at 4 o'clock.

Leave Mount Stewart for Charlottetown at 7 o'clock, returning to Mount Stewart same evenings.

Leaving Charlottetown for Crapaud every SATURDAY, weather and tide permitting; and every alternate SATURDAY will make a return trip

JOHN HUGHES, Agent.

Ch'town May 25, 1877.—3m wkly

Excursion Tickets.

TO BOSTON AND RETURN,

PER
STEAMERS CARROLL & WORCESTER,

For \$15.00.

CARVELL BROS

MONTREAL & ACADIAN

STEAMSHIP LINE.

HASZARD BROS., Agents.

Montreal, Charlottetown, P. E. I.,
Sydney, C. B., & St. John's, N. F.

S. S. "VENEZIA," Capt. John A. Macmaster
S. S. "VALETTA," Capt. Daniel Anderson

Should sufficient freight offer, it is intended to run the steamers of this line during the present season, regularly, between the above mentioned ports. The attention of importers is directed to the advantages offered. The steamers are in all respects first-class, well found, staunch, and well adapted for the route, having excellent passenger accommodation.

All freight delivered in good order at lowest rates.

For freight or passage apply to
HASZARD BROS., Agents.
July 16, 1877—eod tf

QUEBEC & GULF PORTS



Steamship Company!

"SECRET" CAPT. DAVIDSON.
"MIRAMICHI" CAPT. BAQUET.

WILL LEAVE after tea, from PICTOU (after arrival of Monday Afternoon Train from Halifax) every Monday Midnight; SHERIDIAN (after arrival of Tuesday Train from St. John and Halifax) every Tuesday Afternoon; CHARLOTTETOWN, every Tuesday Morning; SUMMERSIDE every Tuesday

Pasbehaz, Perce, Gaspé, Father Point, and at Above Named Places.

LOW RATES. QUICK TIME
CARVELL BROS. Agents.

Ch'town, June 16, 1877.—m&th

Parks' Cotton Yarns.

AWARDED the only Medal, given to COTTON YARNS of Canadian Manufacture at the

CEN ENNIAL EXHIBITION.

Nos. 5's to 10's.

White Blue, Red, Orange, and Green.

Warranted full length and weight. Stronger and better than any other Yarn in the market.

Cotton Carpet Warp.

No. 12's 4 PLY IN ALL COLORS.

Warranted fast.

WM. PARKS' & SON.

New Brunswick Cotton Mills } May 23 77
St. John, N. B.

THE DAILY EXAMINER ON SALE

AT THE STORES OF

Henry A. Harvie, Theoph. L. Chappelle, and T. O'Connell.

Price Only 2 Cents.

June 27, 1877—her 1

WHY THEY STRUCK.

SLAVES' WORK, BEGGARS' WAGES, STARVING FAMILIES.

"D. P." writes to the Cincinnati Enquirer: Going through the train after it left Cumberland, Md., I encountered a familiar face in that of a man in very poor attire, who sat nursing an old-fashioned pair of saddle-bags, that looked as if they had been left over in Cumberland by some trooper on his way to Braddock's defeat.

It was only after the owner of these bad clothes and ancient saddle-bags had called my name, while holding out his hand, that I recognized an old acquaintance. I had known him during the war, at Cumberland, as a well-to-do mechanic. He now appeared care-worn, gray, and evidently quite poor.

"The world has not gone prosperously with you since I knew you in Cumberland," I said, seating myself by his side.

"No, indeed, I have had a hard old time since then. I had a little money, and was fool enough to put it in an oil speculation, and it went into a hole where I couldn't follow it. Then the hard times came, and I went from bad to worse until now I am about

A NEAR THE BOTTOM AS A MAN CAN BE AND LIVE."

"What are you doing now?"
"Nothing. I did until this strike, and now, like the rest, I am out."

"Tell me something about the strike, if you can?"

"Certainly I can. I am a striker myself. I am on my way to Martinsburg."

"Without a ticket?"
"Without a ticket."

"Why, the conductor will put you off."

"No he won't either; he is one of us. They all are. There is no man works on this road that doesn't hate it. The company never asked anything but hard work for poor pay, and now it finds that we have no love for it."

"You have had a hard time of it?"
"Hard times' doesn't express it. You fought four years to liberate the slaves; we are in a worse condition than the niggers, for they had food, clothing and shelter for themselves and families. We must find all that out of 80 cents a day, and a day runs from ten to fourteen hours. Why, Colonel, you wouldn't believe it were I to tell you of the distress we have been made to suffer. There's my family; why, those children

DON'T TASTE MEAT FROM ONE WEEK'S END TO ANOTHER;

and, as for clothing, it is a shame to see them and know what they are exposed to. They have kept in bed during the winter many a day because I could not buy fuel, and yet coal ought to be as cheap here as dirt. When we complain they tell us to 'git,' if we don't like it, for there are plenty of others to take our places."

"I fear that is only too true."

"Not much. When it comes to that there won't be any places to take."

The expression of this poor man's face was not pleasant as he said this. I was glad my esteemed friends Garrett and King were not present to note the countenance. It would have made them so uncomfortable.

"I fear," I continued, "that you are engaged in a fool's fight. To allow the discharged laborer to dictate as to the employ of another is to overthrow our entire structure, social and commercial. You will pitch down upon yourselves the opposition of all organized communities, and poor, few, and unarmed as you are, I cannot see what is to be gained."

"WE CAN DESTROY THE ROAD," HE SAID,

with a calm determination really startling; "we can destroy every railroad in the United States. You don't suppose this movement is confined to the Baltimore & Ohio Railroad? It extends to every road, every workshop, and every factory in the land. Misery has made the workmen of the United States known to each other, and threatened starvation is our bond of union. These great monopolies will learn in a few days they must give way to justice or be destroyed."

"In the meantime you will starve. You cut away the only support—a poor one, true, but a support—from under you by such violence."

"No, we won't starve; the people sympathize with us; we shall not lack for bread. Why, do you know that this railroad has been so exacting, hard, and abusive of the people of Maryland and West Virginia, that they would not be glad to see us punish it, but help us do it?"

The Iowa Republicans straddled the liquor question. They adopted the straight prohibition platform, and then nominated as candidate for Governor a man who had been indicted for the illegal sale of liquor.

More than five million cans of corn are now packed in Maine annually, and sold in every part of the world, yielding a business to the State of about \$1,250,000, and giving profitable employment to from eight to ten thousand people during the packing season.

In spite of the wholesale destruction of property at Pittsburgh, the Pennsylvania road has considerable left. It owns 2000 miles of road and controls nearly 5000 miles more. It employs about 25,000 men, and had, before the Pittsburgh riot, 1,100 locomotives, 1,000 passenger and 26,000 freight cars.

COLORED PEOPLE GOING BACK TO AFRICA.

At a meeting of 4,000 colored people at Charleston, S. C., recently, to promote emigration to Liberia, the speakers were chiefly colored. They argued that there was not room enough in the South for both the white and colored population, and that in the South the colored people must continue to hold an inferior position. A proposition was made to form a joint stock company, with \$300,000 capital, for the purchase of steamers, to be used for emigration and trading purposes. Subscription books were opened. The meeting was quiet, orderly and apparently earnest.

HE GAVE AWAY LOTS OF MONEY.

An adroit swindler has been duping the people of several villages in Maine. A few days ago he turned up in Lisbon, and after giving away small change very liberally, commenced the sale of pins. After selling the pins he remarked that he supposed he could do as he chosed with the proceeds, and returned the money to the purchasers. He next took out eight chains, which he offered at eight dollars each. Eager purchasers took up the lot, thinking they too would have the money refunded. After closing out the lot, he again remarked that he supposed he could do what he chosed with the money, and he concluded to put the \$64 in his pocket. With a good-night and a promise to call again, he drove away.

STERILITY OF GENIUS.

It is said there is not now living a single descendant in the male line of Chaucer, Shakespeare, Spenser, Milton, Cowley, Butler, Dryden, Pope, Cowper, Goldsmith, Scott, Byron, Moore, Sir Philip Sidney, Sir Walter Raleigh, Drake, Cromwell, Hampden, Monk, Marlborough, Peterborough, Nelson, Stafford, Ormond, Clarendon, Addison, Swift, Johnson, Walpole, Bolingbroke, Chatham, Pitt, Fox, Burke, Grattan, Canning, Bacon, Locke, Newton, Davy, Hume, Gibbon, Macaulay, Hogarth, Sir Joshua Reynolds, David Garrick, or Edmund Kean.

BATTLE OF PLEVNA.

The Daily News' correspondent sends from Persin, near Plevna, a graphic account of Tuesday's battle, substantial facts of which are as already telegraphed. The following closing scenes give a vivid idea of the extent of the Russian disaster. The correspondent is with Prince Schackosky's command. He does not purport to give any account of the condition or losses of Gen. Krueder's corps, and now all hope of success anywhere was dead. Prince Schackosky had not a man left to cover his retreat, and the Turks struck without stint. They had the upper hand for once, and were determined to make the most of it. They advanced in swarms through dusk on their first original position, and captured the Russian's cannons before the batteries could be withdrawn. The Turkish shells began once more to whistle over the ridge above Raidishoe and fall into the village behind, now crammed with wounded. Streams of wounded, wending their painful way over the ridge, were incessant. The badly wounded, mostly lay where they fell. Later, in the darkness, the Bash Bazouks swarmed over the battle field, and spared not. Lingered there on the ridge till the moon rose, the staff could hear from below the cries of pain and entreaties for mercy, and the yells of bloodthirsty fanatical triumph. The Turks had our range before dark, and we could watch the flash of flame over against us, and then listen to the scream of the shell as it tore by us. The sound of rifle bullets was incessant, and escort, and retreating, the wounded were struck. About nine o'clock the staff quitted the ridge, leaving it littered with groaning men. General Krudenri sent word in the morning that he lost severely, and could make no headway, and had resolved to fall back on line of River Osma. There had been talk of his troops being fresh, and of renewing the attack to day with his co-operation. But we have no troops to attack with. A moderate estimate is that we have lost two regiments, say 5,000 men, out of our three brigades.

The Wimbeldon team sailed for home on the 2nd.

RIVIERE DU LOUP RAILWAY.—It is stated that arrangements are being made for the extension of this road to Little Falls next year.

It is reported the Bank of Montreal will lose about \$60,000 by the failure of Meeker, in Chicago. His total indebtedness to that bank is over \$300,000.

The corner stone of the new Exhibition building at Kentville, N. B., was laid with the usual ceremonies on the 30th ult., in the presence of about five hundred people.

BURIED TREASURE.—A great discovery has been made at St. Mary's ferry, near Fredericton, N. B.—the hull of a vessel supposed to have been sunk by Captain Kidd. She lies deeply imbedded in the sand in about three feet of water. Men are busy trying to raise her. Quite a number of our citizens went over yesterday to visit the spot.—St. John Globe.