

MISCELLANEOUS.

Gossip is the dynamite with which scandal mongers blast reputations.

F. H. Baker, of the Halifax *Mayflower*, is suing the widow Black for \$150,000. Is it a case of Black mail or fee-male?—J. S. Knowles.

Lewis Clarke, the 'George Harris' of 'Uncle Tom's Cabin,' is living at Oberlin, Ohio. His skin and beard are almost white. His mother, he says, was a handsome quadroon, the daughter of her master, and his father was a Scotch weaver, who fought in the Revolutionary War. He was born in Kentucky, and is sixty-six years old. He was a slave until he was twenty seven, when he escaped. One of his daughters is a school teacher. He supplied Mrs. Stowe with many incidents for 'Uncle Tom's Cabin.' The original Uncle Tom, Josiah Henson, was not whipped to death, and is now a clergyman in Ontario. The crossing on the ice by a woman was in 1841. Eva was Mary A. Logan, who lives in the South. Mr. Clarke would like to lecture.

A laughable incident occurred at the Exhibition grounds which is worth relating. Among the articles was an entry of railway 'frogs,' rails used for switching purposes. One of the gentlemen appointed to act as judge of 'frogs' had been chosen hap-hazard, without regard to his knowledge of the article to be inspected. He searched through the different balls, and upon arriving at the Main Building quietly and in confidence enquired as to the whereabouts of the frogs. His friend, seeing the judge's quandry, slipped away and captured a couple of live bull frogs, dropped them into the aquarium and then pointed them out to the judge. That gentleman proceeded energetically to work, but despite his activity he could not catch a frog, until one of them leaped out of the water, when he exclaimed in an indignant tone, 'what can the exhibitor mean? I can't give those frogs a prize, they have no tickets of entry on.' And now that judge is wandering aimlessly about trying to find out what the crowd was laughing at.—*Toronto Telegram*.

Since the Princess Louise left Canada for England various reports have been circulated as to her intentions about returning. One report had it that she was not to return at all, and that her husband, the Governor General, was likely to resign his position at an early day, and rejoin her in England. Another was that, in compliance with the expressed wish of the Queen, the Princess would remain in England till after Christmas at least, it is now, however, definitely announced that Her Royal Highness is expected to leave England for her Canadian home on the 11th of November. It is to be presumed that her health is now improving. A previous account was discouraging. It stated that the lady suffered greatly from insomnia—from almost utter sleeplessness. Any one who has suffered much from that cause knows how distressing a malady it is. From the reference made to her probable early return, it seems likely that change of scenery and of air together with the use of German mineral waters, have effected an important improvement in her condition. Canadians will be greatly pleased at her early return with perfectly renovated health.

The visit of President Hayes to the Pacific coast has evidenced, more than anything else could have done, the esteem which is entertained for him personally by all parties in the country. If there was any State where it might have been expected that his presence would cause little enthusiasm, it was California. The anti-Chinese faction in that State constitutes a large portion of the population, and it could hardly be otherwise than that Mr. Hayes' course in vetoing the bill directed against Chinese emigration should have stirred up feeling against him there more than anything else. Had he taken it into his head to enter San Francisco immediately after that magisterial act, it is very likely that he would have had exceedingly unpleasant cause to remember his visit ever after. But, the agitation having calmed down, thinking men, even among those who differed from him on that point, could not but acknowledge that the President had played a manly and honest part in vetoing the bill, and that, believing as he did that its principle was wrong, had he yielded to the clamours and menaces of the anti-Chinese demagogues, he would have forfeited the respect of even his opponents. This is the view which all fair-minded Californians now hold on the subject. While they own that the veto was something which they regretted, they also allow that it was something which President Hayes had a constitutional right to do, and that, in doing it, he was actuated by a strong sense of public duty.

THE place to get your Printing done is at the EXAMINER PRINTING ROOMS.

Time Table.

For the convenience of excursionists and others, we publish the following Time Table, which has been arranged from official tables:—

Trains leave the city for Summerside, Tignish, Alberton and points West, daily, at 6.30 a.m., 9.25 a.m., and 4.50 p.m. For Georgetown, Souris, and all points East, at 7 a.m., and 4 p.m.

Trains arrive in the city daily from Summerside, Alberton, Tignish and points West, at 10.16 a.m., 4.38 p.m., and 8.35 p.m. From Georgetown, Souris, and all points East at 10.04 a.m., and 7.10 p.m.

Steamer Heather Bell leaves Charlottetown or Orwell every Monday and Wednesday evenings.

Leave Orwell for Charlottetown every Tuesday and Thursday mornings at 7 o'clock.

Leaving Charlottetown for Orwell same evening at 3 o'clock.

Returning from Orwell to Charlottetown same evening, arriving at Charlottetown about 8.30 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.

Leaving Charlottetown for Mount Stewart same evenings at from two to three o'clock, according to tide, return to Charlottetown same evenings.

A steamer leaves Steam Navigation Wharf, in this city, for Pictou Landing every Monday, Wednesday, Thursday and Saturday mornings at half-past seven o'clock. Returning same days.

A steamer also makes daily trips between Summerside and Point du Chene, and connects with the express train to and from this city.

INTERNATIONAL STEAMSHIP CO'Y.

Steamers leave pier, Reed's Point, St. John, N. B., every Monday, Wednesday and Friday at 8 a. m., for Eastport, St. Andrews, St. Stephen, Portland and Boston.

Steamers arrive at pier, Reed's Point, St. John, N. B., every Tuesday, Thursday and Saturday afternoons, from Boston, Portland, Eastport, St. Stephen and St. Andrews.

ST. JOHN & MAINE RAILWAY.

Trains leave Depot, Water Street (Ferry), daily (Sundays excepted) as follows:

8.15 a. m. (Express) for Bangor, Portland, Boston, St. Andrews, St. Stephen, Woodstock, Fredericton and intermediate Stations.

4.30 p. m. (Express) for Fredericton and intermediate Stations.

Trains arrive at Depot, Water Street (Ferry), daily (Sundays excepted) as follows:

10.00 a. m. (Express) from Fredericton and intermediate Stations.

6.00 p. m. (Express) from Boston, Portland, Bangor, St. Andrews, St. Stephen, Woodstock and intermediate Stations.

For Freight or Passage apply in Glasgow to JAMES KELSO, ESQ., 134 St. Vincent Street, or here to the owner,

OWEN CONNOLLY.

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TRUTHS.

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(A Medicine, not a Drink.)

CONTAINS

HOPS, BUCHU, MANDRAKE, DANDELION,

AND THE PUREST AND BEST MEDICAL QUALITIES OF ALL OTHER BITTERS.

THEY CURE

All Diseases of the Stomach, Bowels, Blood, Liver, Kidneys and Urinary Organs, Nervousness, Sleeplessness, Female Complaints and Drunkenness.

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Will be paid for a case they will not cure or help, or for anything impure or injurious found in them.

Ask your Druggists for Hop Bitters and free books, and try the Bitters before you sleep. Take no other.

The Hop Cough Cure and Pain Relief is the Cheapest, Surest and Best.

FOR SALE BY W. R. WATSON AND APOTHECARIES HALL. [mar 5, '80]

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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—

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AND

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We respectfully call the attention of our patrons, and the public generally, to our present large Stock of

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DRY GOODS.

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Printed Cottons,

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COTTON WARP.

PRICES POPULAR AND QUALITY GOOD.

Give Us a Call and Save Money.

New Goods by Every Steamer.

Perkins & Sterns.

July 26, 1880.

BUILDING LOTS.

PARTIES wanting to purchase Building Lots in Victoria, Lot 29, will please apply to DONALD PALMER, Esq., or MRS. HENRY HARDAY, July 20, 1880—oaw Summerside.

WORTH'S LIVERY STABLES!

PRINCE STREET, Between Kent and Grafton Streets Charlottetown, P. E. Island. June 17, 1880—3m cod pat

THE NORTH BRITISH & MERCANTILE FIRE AND LIFE INSURANCE CO.,

Of Edinburgh and London, ESTABLISHED IN 1809

Subscribed Capital, \$9,733,332.00 Paid up Capital, - 1,216,666.00

Transacts every description of Fire, Life and Annuity Business on the most favorable terms.

FIRE DEPARTMENT—Insurances may be effected at the *Lowest* current rates.

Insurances upon Public and Private Buildings effected on *especially favorable terms*.

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G. W. DEBLOIS, General Agent for P. E. Island. Office, No. 35 Water Street, Charlottetown. April 14, '80—pat her ne sj kea tf cod

THE ONLY DIRECT LINE To Boston.

Steamers Carroll and Worcester.

BOTH STEAMERS fitted with superior 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.

LEAVE CHARLOTTETOWN Every Thursday, punctually at 5 p.m.

LEAVE BOSTON Every Saturday, punctually at noon.

CARVELL BROS., AGENTS. Ch'town, June 3, 1880—2aw mw, ar pat

MORTGAGE SALE.

TO be sold by PUBLIC AUCTION, at the Court House in Summerside, in Prince County, on SATURDAY, the eighteenth day of September, A. D. 1880, at the hour of 12 o'clock, noon, under and by virtue of a Power of Sale contained in an Indenture of Mortgage bearing date the second day of June, A. D. 1871, and made between WILLIAM THOMAS HUNT, of the one part, and EDWARD JARVIS HODGSON, of the other part,—

ALL that tract, piece or parcel of land situate, lying and being at Summerside, or Lot or Township Number Seventeen, in Prince County, in said Island, bounded and described as follows, that is to say: Commencing at a fixed stake or point on the west side of Central Street and on the south side of Second Street; thence running southwardly along Central Street a distance of seventy feet; thence westwardly at right angles along the northern boundary of land in the possession of John McKay, a distance of sixty feet to St. Stephen's Street; thence northwardly along St. Stephen's Street a distance of seventy feet to Second Street; thence eastwardly along Second Street sixty feet to place of commencement, agreeable to a plan made by Alexander Anderson, Esquire, Surveyor, which said piece or parcel of land is comprised in and demised for the term of 999 years by an Indenture of Lease bearing date the first day of June, A. D. 1863, and made between Stephen Wright, of the one part, and John William Clark, of the other part, and all the appurtenances thereunto belonging.

For further particulars apply to Messrs: Hodgson & McLeod, Solicitors, Charlottetown or Summerside.

Charlottetown, June 2, 1880—law w

JOSEPH GILLOTT'S STEEL PENS.

BY ALL DEALERS THROUGHOUT THE WORLD.

Valuable Property for Sale.

TO BE SOLD, all that part of Town Lot No. 74, in the first hundred of Town Lots in Charlottetown; having a front of 67 feet, Dorchester Street, and running back 80 feet, together with the buildings thereon erected.

For further particulars apply to Messrs. Hodgson & McLeod Charlottetown.

Prince Edward Island RAILWAY.

TIME TABLE NO. 14.

Summer Arrangement.

To take effect on the 24th May, 1880.

TRAINS GOING WEST.

STATIONS.	EXPRESS.	MIXED.	MIXED.
Georgetown	Dp 7.20 am	Dp 3.25 pm	
Charlgan	" 7.40 "	" 3.54 "	
Mt Stew't	Ar 8.40 "	Ar 5.20 "	
Souris	Dp 6.30 am	Dp 2.30 pm	
Harmony	" 6.48 "	" 2.53 "	
St Peter's	" 7.45 "	" 4.09 "	
Morell	" 8.03 "	" 4.40 "	
Mt Stew't	" 8.40 "	Ar 5.20 "	
Mt Stew't	Dp 8.50 am	Dp 5.30 pm	
Royalty Je	" 9.46 "	" 6.48 "	
Ch'town	Ar 10.40 "	Ar 7.10 "	
Ch'town	Dp 6.30 am	Dp 9.25 am	Dp 4.50 pm
Royalty Je	" 6.46 "	Ar 9.47 "	" 5.13 "
N Wiltsh'e	" 7.24 "	" 10.49 "	" 6.06 "
Hunter R'r	" 7.36 "	" 11.04 "	" 6.23 "
Bradaba'e	" 8.05 "	" 11.45 "	" 7.00 "
Co'ty Line	" 8.12 "	" 11.54 "	" 7.11 "
Kensington	" 8.40 "	" 12.30 pm	" 7.50 "
Summ'side	Ar 9.05 "	Ar 1.05 "	Ar 8.25 "
Wellington	" 9.15 "	" 2.30 "	
Port Hill	" 9.52 "	" 3.23 "	
O'Leary	" 10.23 "	" 4.07 "	
Alberton	" 11.20 "	" 5.29 "	
Tignish	" 12.05 pm	" 6.33 "	
	Ar 12.45 "	Ar 7.30 "	

TRAINS GOING EAST.

STATIONS.	EXPRESS.	MIXED.	MIXED.
Tignish	Dp 1.45 pm	Dp 6.45 am	
Alberton	" 2.25 "	Ar 7.45 "	
O'Leary	" 3.10 "	" 9.05 "	
Port Hill	" 4.07 "	" 10.23 "	
Wellington	" 4.39 "	" 11.09 "	
Summ'side	Ar 5.15 "	Ar 12.00 m	
Kensington	Dp 6.00 "	Dp 1.05 pm	Dp 6.40 am
Co'ty Line	" 6.25 "	" 1.40 "	" 7.16 "
Bradaba'e	" 6.54 "	" 2.19 "	" 7.54 "
Hunter R'r	" 7.00 "	" 2.29 "	" 8.05 "
N Wiltsh'e	" 7.28 "	" 3.07 "	" 8.46 "
Royalty Je	" 7.43 "	" 3.24 "	" 9.04 "
Ch'town	" 8.19 "	Ar 4.15 "	" 9.56 "
Ch'town	Ar 8.35 "	Ar 4.38 "	Ar 10.16 am
Ch'town	Dp 4.00 pm	Dp 7.00 am	
Royalty Je	" 4.18 "	" 7.22 "	
Mt Stew't	Ar 5.20 "	Ar 8.40 "	
Mt Stew't	Dp 5.25 pm	Dp 8.50 am	
Morell	" 5.57 "	" 9.30 "	
St Peter's	" 6.20 "	" 10.01 "	
Harmony	" 7.17 "	" 11.17 "	
Souris	Ar 7.35 "	Ar 11.40 "	
Mt Stew't	Dp 5.35 pm	Dp 8.55 am	
Charlgan	" 6.35 "	" 10.21 "	
Georgetown	Ar 6.55 "	Ar 10.50 "	

N. B.—The Express Train from Souris and Georgetown connects at Royalty Junction with the Mixed Train from Charlottetown for the West, in the morning; and the Mixed Train from the West connects at Royalty Junction with the Express Train from Charlottetown for Georgetown and Souris, in the afternoon.

ALEX. MACNAB, Supt. and Engineer. Railway Office, Charlottetown, May 20, 1880. pat pres her ar ne sp sj kea pio 6i

P. E. Island Steam Nav. Co.

Steamers St. Lawrence and Princess of Wales.

Summer Arrangement,

COMMENCING MONDAY, 21st JUNE, 1880.

NOVA SCOTIA.

Leave Charlottetown for Pictou Landing every MONDAY, WEDNESDAY, THURSDAY and SATURDAY MORNINGS at 7.30, connecting there with the train for Halifax.

Returning to Charlottetown same days about 2 p. m., on arrival of train from Halifax.

NEW BRUNSWICK, CANADA, AND THE UNITED STATES.

Leave Summerside EVERY DAY (Sundays excepted) on arrival of train from Charlottetown, connecting at Shediac with trains for each of the above-named places; and at St. John, with Steamers of the International Co. and Railway for Portland and Boston. Also leave Charlottetown for Summerside every MONDAY MORNING, about 3 o'clock.

Returning, leave Shediac EVERY DAY (Sunday excepted) on arrival of day train from St. John, for Summerside, connecting there with train for Charlottetown. Also, leave Summerside for Charlottetown every Saturday evening about 5 o'clock.

By order, F. W. HALES, Secretary.

Ch'town, June 19, 1880.

For Sale or to Let.

THAT Freehold Property, with a front of eighty feet on Pownall Street and eighty-four feet on Sydney Street, the House containing 16 large rooms and two Kitchens. Can be turned into one Dwelling by unlocking a door. Apply on the premises to MRS. BOSWALL.

April 26, 1880—tf

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