

# The Examiner.

A WEEKLY JOURNAL OF POLITICS, LITERATURE AND NEWS.

EDWARD WHELAN]

This is true Liberty, when Free-born Men, having to advise the Public, may speak free.—EURIPIDES.

[EDITOR AND PUBLISHER.

Vol. VIII.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, MONDAY, AUGUST 9, 1858.

No. 5.

## Central Academy.

THE Classes at the Central Academy will be re-opened on MONDAY, the 26th instant. Parents and Guardians are requested to enter Pupils as early as may be convenient, as the different Classes will be at once formed, and Pupils afterwards entering them will do so at great disadvantage as compared with those who may have attended from the commencement.

### FEES OF TUITION.

	per term.
Reading, Writing, Arithmetic and Eng. Grammar,	£0 12 6
Algebra and Geometry,	1 0 0
Book-keeping, Geography and the Use of the Globes,	1 10 0
Analytical Trigonometry, the higher Geometry, the Differential and Integral Calculus, with their application to Mechanics, Land Surveying, Navigation and Astronomy, including the use of all necessary Instruments,	2 0 0
French Language and Literature,	2 0 0
Natural Philosophy,	2 0 0
Greek and Latin Classics,	2 10 0

JOHN KENNY, Acting Head Master.  
(Gaz. Ex. & Isl. Im.)  
July 15, 1858.

## Education.

IN connection with the Royal College of Preceptors, London, Mr. THOMAS LEEMING, Associate of the above named Corporation, proposes to open a SCHOOL in Charlottetown, early in August. The course of instruction will comprehend Classics, Mathematics, Natural Philosophy, and the usual requirements of a sound English Education. The progress made will be periodically subjected to the rigid test of impartial examination, under the superintendance of a Proctor, appointed with the sanction of the Council, and Certificates granted in accordance with ascertained merit.

As circumstances have prevented Mr. LEEMING reaching the island so soon as he wished, further information may for the present be obtained from Dr. DAY.  
Dezires, June 16, 1858. July 12.

## CITY GROCERY.

### NORTH SIDE OF QUEEN-SQUARE.

RECEIVED per "PROVIDENCE" and "ARIEL," from Halifax, and has on hand—

Hbds Sugar	Tea in variety	Blacking
Puns b't Molasses	Superior Coffee	Tobacco
Jamaica Rum	Biscuit in variety	Cigars
strong Spirits	Annapolis Cheese	Digby Herrings
Hbds Holland Gin	Raisins	Rice
best Cognac Brandy	Currants	Crushed Sugar
Scotch Whiskey	Dye-stuffs	Sweet Oil
P.E.I. Malt do	Prunes	Pale Seal Oil
Common Whiskey	Earthen Jars	Salad Oil
Symond's best Port	Pickles	Spices
Wine	Sauces	Soap
Sherry Wine	Table Salt	Candles
Madeira do	Nuts	Washing Powders
Champagne	Shelled Almonds	Baking do
Edinburgh Ala	Confectionery	Patent Medicines
Pale Ale	Burning Fluid	
London Porter	Brushes	

And a great variety of other small and useful articles too numerous to mention. Cash paid for good clean Timothy Seed.  
December 14, 1857. HUGH FRASER.

## NEW GOODS—SPRING 1858.

London House, Established 1820.

THE subscribers have received, per ship "ISABEL," from Liverpool—

120 Packages British and Foreign Merchandise, 10 Tons Iron, which, with Stock on hand, will be sold at their usual low prices for prompt payment. Present importation consists of—

- 20 chests prime Congou TEA
- 9 trunks Ladies' Boots & Shoes
- 2 cases Ready-made Clothing
- 4 cases Townend's Hats & Caps
- 2 do Millinery
- 2 do Straw and Silk Bonnets
- 3 do containing Parasols, Muslin dresses, Shawls & Mantles
- 1 do Ribbons
- 1 case Gloves
- 1 do Hosiery
- 1 do summer Clothes, Gambroons, Drills, &c
- 1 do Floor Cloth
- 1 case Stannels and Woollens
- 50 boxes "London" Soap
- 1 case starch
- 1 chest Indigo
- 15 bundles Spring Steel
- 10 tons Bar Iron.

Ch. Town, May 24, 1858. D. G. & S. DAVIES.

## Regular Trader Ship "Isabel."

700 TONS BURTHERN, Alexander McDonald, master. This copper and copper-fastened clipper-built ship will sail from Liverpool, England, about the 1st SEPTEMBER next. She has always performed her trips with regularity, and landed her cargoes in good condition. Shippers will please have their Goods alongside at an early date. Has good accommodation for Cabin Passengers. For further particulars please apply to ANDREW DUNCAN, Esq., 12 Baltic Buildings; or, at Ch. Town, to DUNCAN, MASON & Co., N. B.—London Goods taken at reduced rates.  
Ch. Town, P. E. I., June 9, 1858.

## Great Encouragement.

1858. JULY. 1858.

IN order to make room for Extensive FALL IMPORTATIONS, which the Subscriber expects early in October next, he has commenced this day to dispose of his present STOCK of British and American MERCHANDISE, AT A GREAT REDUCTION ON FORMER PRICES, and would specially invite the public to a participation in the great bargains now offered in purchasing at this establishment.  
July 19. J. R. CARROLL.

## For Sale,

A QUANTITY of large well-made BIRCH TIMBER, with three-inch DEALS, Lathwood and Spars, as annexed:—

- 3 to 400 tons new Birch Timber
- 40 to 50 thousand three-inch Deals
- 10 to 12 cords Lathwood
- 1 to 200 Spars
- 2 to 300 tons small sized Hardwood, to suit the St. John's market, will be shipped on shares, or at a low freight.

Enquire of Messrs. Longworth & Hyndman, Ch. Town; Edward Albro & Co., Halifax; or Mr. Thomas Annear, Montague River.  
Orwell, May 24, 1858. STEPHENS & CLARKE.

## For Sale.

17,000 FEET of 3 inch good quality, fresh cut SPRUCE DEALS, made ready for delivery by Mr. THOMAS ANNEAR, Montague River. Enquire of BENJAMIN DAVIES, Esq., Charlottetown, or to STEPHENS & CLARKE, Orwell.  
Orwell, June 21, 1858.

## Five Pounds Reward!

STOLEN from Prince Street Wharf, on Saturday night last, a large schooner-rigged BOAT, of 28 feet keel, 10 feet beam, bottom coated black to the gunwale, with a dark green stripe on the gunwale, has been used as a Ferry Boat on Charlottetown Ferry. Any person giving information which will lead to the conviction of the offender, will receive the above Reward.  
Ch. Town, August 2, 1858. HENRY P. WELSH.

## Bone Dust and Gypsum.

THE subscriber has received a quantity of the above valuable MANURES from the Crushing Mills of Mr. FRIAR, of Wallace, N. S. and offers them for sale on liberal terms.  
May 31, 1858. W. W. IRVING.

## Wool and Sheep-skins.

CASH will be paid for the above in any quantity, at BELL'S PROVISION STORE, Market-square, Charlottetown, June 14, 1858. Gm

## Miscellaneous.

### AN EVENING MELODY.

Oh that you pines which crown the steep  
Their fires might ne'er surrender!  
Oh that you ferns which knoll might keep,  
While lasts the world, its splendor!

Pale poplars on the wind that lean,  
And in the sunset shiver,  
Oh that your golden stems might screen  
For aye you glassy river!

That you white bird on homeward wing  
Soft-sliding without motion,  
And now in blue air vanishing  
Like snow-flake lost in ocean,

Beyond our sight might never flee,  
Yet onward still be flying;  
And all the dying day might be  
Immortal in its dying;

Pellucid thus in golden trance,  
Thus mute in expectation,  
What waits the Earth? Deliverance?  
Ah, no! Transfiguration!

She dreams of that New Earth divine,  
Conceived of seed immortal;  
She sings, "Not mine the holier shrine,  
But mine the cloudy portal!"

—Atlantic Monthly.

THE REBEL COURT IN INDIA.—Dr. Duff, in a letter to the Edinburgh *Witness*, writes: During the rebellion we were very much in the dark as to how matters were managed at the head-quarters of the enemy. The late trial of the King of Delhi has disclosed much relative to the inner workings of the machine of insurrection, and temporarily restored Mogul sovereignty there. And, since the final capture of Lucknow, we learn that there the rebels set up as their new king a youth of ten years of age, a son of the late king, now a mere puppet in the hands of the insurgents; while his mother, a woman of energetic but abandoned character, was Regent, in full charge of all matters of state. One of her paramours, Mumta Khan, whom she made Chief Justice and Chancellor of the Exchequer, was openly acknowledged in that relation to her, and, from his influence over her, wielded in reality supreme power in the rebel state. Among other honors showered on him, the Begum or Queen Mother as Regent, delegated, as the highest act of grace towards her favorite, the office of passing sentence of death against all Christians!—an office in discharging the duties of which he is said to have displayed uncommon activity. In subordination to him were the generals and other high military officials; while the chief civil appointments were sold to the highest bidders, since all civil office really meant unlimited power of extortion with impunity. Some of the higher civil functionaries thus contributed from their own stores large sums of money to the treasury, refusing at the same time all salary until the British power should be finally and completely annihilated in Oude! There was an active intelligence department, whose principal duty was the discovery of all persons eligible for pillage; and confiscations of every kind were rife throughout every portion of the Oude territory. In the city of Lucknow itself—which I have before designated as a very Sodom for wickedness—one of the most important items of revenue was derived from the myriads there who devoted their miserable lives to infamy. One contractor, Mussamut Abbashi, had undertaken to pay to the State 60,000 rupees (£6,000) per annum, for only one particular resort of such unhappy persons. It is not without hesitation that one is led even to allude to such monstrosities; and yet, without so doing, how are the people of Great Britain to know the sort of material with which we have to deal in attempting to propagate an empire, and elevate to the deencies and proprieties of civilized life a people so sunk in the filth and mire of utter shamelessness?

THE MISHAP OF THE TELEGRAPHIC CABLE.—The addition to the statement in another place in regard to the mishaps of the Atlantic Telegraph Cable, Mr. Richards, a passenger, has communicated to the *Courier* the following, which he gathered from Mr. Field and the lieutenant of the Niagara: They stated that both vessels, the Niagara and Agamemnon, experienced the most violent southerly gales from the day they left Plymouth, and were driven as far north as latitude 54—much higher than the rendezvous—thus delaying their operations for several days. The Niagara behaved in all respects like a thorough sea-going vessel, and was none the worse for the storms. The Agamemnon, on the contrary, suffered severely. At one time the commander of the Agamemnon informed his first officer that they might as well prepare for a watery grave,—he had no hopes of saving his vessel two hours longer, so great was her straining. But the storm subsided at last, and the Agamemnon rode out the gale. A most unfortunate accident occurred on board, however, caused by the breaking loose of the 'cons' which held the cable in its position on the gun deck. The cable 'got adrift,' and was pitched about the deck, undoubtedly much to its damage. Two hundred tons of coal also got adrift, on the same deck, and caused infinite trouble. Two seamen were injured by these accidents, one of them having an arm broken, and the other having a leg broken.

The two vessels and their tenders finally arrived on the ground, and on the morning of the 26th, a connection of the cable was effected; the weather being then sufficiently calm. The paying out of the cable had scarcely commenced before the wire snapped. After a few hours detention, another splice was made, and the steamers started, the Agamemnon and her consort for Ireland, the Niagara and her companion for the American coast. Signals were kept up between the two fleets constantly, a message being transmitted every fifteen minutes; and all was going on well till about forty miles had been paid out when the electricians on board the Niagara discovered that the current was broken. This was at half past twelve a.m. of the 27th. The Niagara was immediately put about, and she had already reached the mid-ocean rendezvous at 8 o'clock, when first seen by the Alice Munroe.

It was believed on board the Niagara that the cause of the second breaking was a kink in the Agamemnon's wire, caused by its disarrangement during the gale; but of this there is no certainty. Nothing was said to Mr. Richards about the working of the new 'brakes,' probably there had been no occasion to put them in use.

We learn from another source a confirmation of the statement that the Niagara, with her enormous load of cable,

passed through the severe storms encountered by the fleet without the least injury, every thing moving with the precision of clock work on board.

CALIFORNIA ORATORY.—A Stump Orator, named Ferguson, thus delivered himself at a public meeting in California recently:—

"I am the strongest Douglas man there is alive, and as between him and Buchanan, I am for Douglas first, last and all the time. (Cheers.) I have worked for the Consolidation Bill with all my heart and strength; it has become a law, and I say to you now, vote for no man who is opposed to that bill. (Renewed cheers.) Now as to that so-called Democratic Convention which was held up here, I pronounce it a hoax and an infamous outrage. (Laughter and cheers.) Why, they went to work and carried the country members in Bennett's Hall, made nominations and presented them out and dried to the convention, and they were adopted without discussion. The Democracy of Wards one and two had no voice in the caucus at Bennett's Hall. I pronounce that convention a bogus institution. (Great Laughter.) I ask, is this Democratic usage? (A voice, "Didn't you go for it!") "Nary a time. I go for Democratic usage always, but the nomination of this ticket is the d—st outrage out."

Is Indignant at being called a "Black Republican."—"These Buchanan men say that Douglas is a Black Republican, and that Douglas men are the same. By G—d, sir, we can't stand that; we know we are right, and are going ahead. Had that convention voted fairly, I would have abided by it. But they got into this Bennett Building; they held a minority convention, and adopted a ticket; they brought this into the convention and called it a Democratic ticket, giving no representation to the first and second Wards. No man is obliged to pay any respect to it, and I tell you so to-night. I am a Douglas man; and if this ticket succeeds, every Douglas man will be sent to h—ll."

IS FRIDAY AN UNLUCKY DAY?—Americans, at any rate, have no reason to be afraid of Friday. Mr. Timbs gives us this catalogue of fortunate circumstances occurring on that day:—"On Friday, August 21, 1492, Christopher Columbus sailed on his great voyage of discovery. On Friday, October 12, 1492, he first discovered land. On Friday, January 4, 1493, he sailed on his return to Spain, which, if he had not reached in safety, the happy result would never have been known which led to the settlement on this vast continent. On Friday, March 15, 1493, he arrived at Palos in safety. On Friday, November 22, 1493, he arrived at Hispaniola, on his second voyage to America. On Friday, June 13, 1494, he, though unknown to himself, discovered the continent of America. On Friday, March 5, 1496, Henry VIII. of England gave to John Cabot his commission, which led to the discovery of North America. This is the first American State paper in England. On Friday, Sept. 7, 1565, Melendez founded St. Augustine, the oldest town in the United States by more than forty years. On Friday, November 10, 1620, The May-Flower, with the Pilgrims, made the harbour of Province Town; and on the same day they signed the august compact, the forerunner of our present glorious constitution. On Friday, December 22, 1620, the Pilgrims made their final landing at Plymouth Rock. On Friday, February 22, George Washington, the father of American freedom, was born. On Friday, June 16, Bunker Hill was seized and fortified. On Friday, October 7, 1777, the surrender of Saratoga was made, which had such power and influence in inducing France to declare for our cause. On Friday, September 22, 1780, the treason of Arnold was laid bare, which saved us from destruction. On Friday, October 19, 1781, the surrender of York-town, the crowning glory of the American arms, occurred. On Friday, July 7, 1776, the motion of Congress was made by John Adams, seconded by Richard Henry Lee, that the United States colonies were, and of right ought to be, free and independent."—*American Paper.*

KISSES MORE PRECIOUS THAN JEWELS.—A night or two ago a fair, sweet girl, residing on Race, near Fourth-street, was partially awakened from her slumbers by a man in her chamber, but not fully aroused, she lay with closed lips for a minute, when the sound being repeated, she started up and saw by the light of the little jet upon the gas-burner a man's form disappearing through the window. She screamed involuntarily, and her father, armed with a revolver, was in her room in a few moments, greatly agitated and alarmed.

The parent was disposed to think his daughter had been dreaming, when in looking around, he observed upon his daughter's dressing bureau, where a beautiful enameled watch, a pair of heavy bracelets, a diamond ring, and a necklace were lying, a slip of paper, on which was written:—  
*Fairest, Dearest Girl!*—I came here to rob, but your beauty made me honest for the time. I saw these jewels, but believing them yours, I could not take them. I have stolen what I value more—three delicious kisses from your unconscious lips. Do not be offended, they were gentle and innocent.

AN UNKNOWN LOVER.  
This story sounds romantic, but we are assured upon the best authority that it is strictly veracious, and we publish it as an evidence that the age of gallantry and sentiment is not at an end; that the race of Rinaldo Rinaldino is not extinct.—*New Orleans Delta.*

A BRAVE WOMAN.—Mrs. Catherine C. Stranburg, wife of P. P. Stranburg of this city, was a passenger on the Pennsylvania, which was burnt to the water's edge in the Mississippi, sixty miles below Memphis, on Sunday morning, the 12th inst. Mrs. Stranburg left her berth just before the explosion took place, and when she heard the report, which shook every piece of timber in the boat, she caught hold of her little child, which was only two months old, and rushed into the ladies' cabin at the very moment that a large piece of machinery came crashing through the floor. She ran to the captain's room and told him that the boat was on fire, but he said she was mistaken, and advised her to be calm. She said she was not mistaken, and her manner was so earnest that the captain, thinking she might be correct, went down to the boiler deck. He returned in a short time and remarked to Mrs. Stranburg: "There is no danger now—the fire has been subdued." Mrs. Stranburg, however, would not be convinced; she insisted that the boat was in flames, and told the captain to make preparations for saving the passengers. As she finished speaking, the flames broke through the cabin floor, and in less than a minute the cabin was filled with smoke. She saw the time for action had arrived, and she knew that her life and that of her child depended upon her own exertions; so she went down the private staircase, and was fortunate enough to reach the boiler deck in safety. Knowing that she would perish by fire if she staid on the boat, she determined to leave it and run the risk of meeting her death by another method. She accordingly seized a board about seven feet long and about eight or ten inches wide, and grasping her child with one arm and the board with the other, plunged into the river. The current,

owing to the high state of the water, was very rapid, and Mrs. Stranburg had as much as she could do to keep herself and child above the surface; but she proved equal to the dangerous situation in which she was placed, and her perilous journey down the river would not have been attended with half the danger that it was if her unselfish heart had not prompted her to save a man who was unable to save himself. A short time after leaving the boat, she saw a man struggling in the water, and she knew from his movements that he was too much exhausted to save himself from going to the bottom; so she generously and nobly jeopardized her life to save him; she grasped him by the arm, at the risk of being pulled from her frail support, and assisted him in getting upon a little piece of plank that was hardly sufficient to keep herself and her child above the surface of the Father of Waters. After floating for an hour and a half, the three were rescued by some men, who, having heard the explosion, launched a small boat and started up stream to render assistance to the unfortunate sufferers. When the man who was rescued by Mrs. Stranburg placed his feet in the boat, he tried to express the gratitude which he felt towards his preserver; but his heart was so full of thankfulness that his tongue refused to give full utterance to his grateful feelings. Mrs. Stranburg left this city about three months ago, and went to Grinton, Miss., her birth place, where her relations reside. She took passage on the Pennsylvania to Vicksburg, and arrived at her own house in this city on Monday evening.—*Bloomington (Ill) Pantagraph.*

TERRIBLE MORTALITY AT SEA.—A HEROIC WIFE.—The following statement in the New York papers reminds us of the courageous conduct of Mrs. Patten, of Boston, under similar circumstances, with which our readers are, doubtless, familiar:—"Captain Bagge, of the New York steam tug *Huntress*, on Monday morning fell in with the British ship *Grotto*, Captain Nichols, ten miles east of Fire Island, in a condition of great distress, and towed her into quarantine at New York. The *Grotto* left Sagua la Grande, Cuba, on the 25th ult., and on the second day out the yellow fever broke out among the crew in its most virulent form, and one after another died and was consigned to the deep, the ordinary remedies proving ineffectual in every case. On the ninth day out there were none left but the captain, his wife and two of the crew. On the first of July the captain was taken down with the fever, and his wife, who had until now been unremitting in her attentions to the sick among the officers and crew, was obliged to nurse her sick husband, and also occasionally to take her position at the wheel, while the surviving crew worked the ship. The Captain had already decided to put into New York, and was making the best of his way to Sandy Hook. While he was yet able to give directions, he instructed his wife how to steer the ship. When spoken by the steamer, the captain's wife stood heroically at the helm, directing the ship towards Sandy Hook. In one hour after the ship was taken in tow, Capt. Nichols died, leaving only three out of eleven persons alive on board—the two foremost hands and the courageous Mrs. Nichols. The lady and the two survivors of the crew have been properly cared for."

THE FRAZER RIVER MINES.—All accounts from the newly discovered gold mines on Frazer River represent the "diggings" to be highly productive; many miners have averaged \$25 a day for several days together. The difficulties to be encountered in reaching the locality are very great, and are only overcome by great perseverance and oftentimes with great suffering. One correspondent describes his experience thus:

"After two days' sojourn we started, six in each canoe, and arrived, after ten days' travel, at Bellingham Bay, where we purchased some more provisions. Next day we left, and in two days arrived at Fort Langley, when we intended buying some flour, had not the fellows asked such a high price—\$35 per barrel. After travelling 15 miles above Fort Langley we encountered the first rapids, and wherever it was practicable we hauled on our lines on shore. The current increased daily, and not being able to haul our lines on shore any more, we were compelled to get into the water, and God knows what we have suffered. For five days, from morning till night, we were dragging our canoes, waist deep in water as cold as ice, and constantly in danger of being washed under and carried away. Each had a rope fastened to him to pull up stream. One of our company would have drowned had I not at the moment thrown a rope to him. The other party that came out had their canoe broken against the rocks, losing everything they had; and I know of six persons who were drowned. All this alarmed us, and seeing the impossibility of our going up, we came to the conclusion to return. I have seen steamers and railroads in motion, but the way we rushed down beats the telegraph. Every minute I expected to be cut to pieces against the rocks which rise perpendicular on each side, leaving a space but 20 feet wide, through which we went like lightning, leaving me almost senseless. At last we arrived safely, and I am now stopping here, intending to wait another chance to go up."

The Hudson's Bay Company exercise almost despotic rule over the whole country; allow no provisions to be carried into their territory for sale; and charge \$5 for a license for every person who goes up the river. The Americans contend that the Company have no exclusive privilege to trade with the whites; but, as said Company have an armed vessel—H. B. M.'s war steamer *Satellite*—stationed at the mouth of Frazer river, and an armed boat at Fort Langley, forty miles up, their demands are generally obeyed. One instance is reported, where a small American vessel, disregarding the commands of the Company, entered Frazer river in spite of opposition; and it is said the British captain dared not take the responsibility of firing upon her. This story, however, needs confirmation.

It is estimated that at least eight thousand people have already left California for the new mines since the breaking out of this excitement. Besides those intending to mine, quite a number have gone up to trade, and others to speculate in lots upon the sites of future cities, etc. Six steamers have been laid on the route between San Francisco and the new mines, beside eight or ten sailing vessels. Every ship left crowded with adventurers, and tickets are sold days in advance. The last steamer that left the Cortez, is supposed to have carried off full fifteen hundred passengers, though only about nine hundred appeared on the custom house returns. Among others, several gentlemen connected with the California press have gone up with the intention of starting newspapers at different points in the new country. One paper, the *North American*, by William Bartlett, & Towne, is already announced at Victoria, V. I., the capital of the Hudson's Bay Company's possessions.

A great part of the emigrants are old California miners, and the sudden hegira has already had its effect in reducing the receipts of dust at San Francisco. The decrease is estimated at \$100,000 a week, or over \$24,000,000 a year. The mines on the Lumney, or Nook Sack River, in Washington, are also attracting many adventurers.—*California Paper.*

A lawyer in Sweden has been condemned to one month's imprisonment for having undertaken the defence of an unjust cause. If that law was in force in this country, we should want very large jails.

A few days ago, William Laycock, of Bradford, England, undertook to walk ten miles and throw five tons weight over his head in the space of two hours. He accomplished this extraordinary feat in four minutes less than the time. In the first hour he walked six miles, and threw a half cwt. over his head 120 times.

The richest man in England is the Marquis of Westminister. His wealth is estimated at twenty one million pounds sterling, or one hundred, and five millions of dollars, and his annual income at seven hundred thousand pounds, or three millions five hundred thousand dollars.