

**Aerial Navigation.**

If all goes well, the next meeting of the Aeronautical Society of Great Britain, held under the presidency of the Duke of Argyll, will be unusually interesting, for many claimants are coming forward to show that they have solved the long-probuded problem of the best mode of constructing a flying machine. The experiments are to be shortly made, under due supervision, at the Crystal Palace. Mr. W. H. Simmons, the aeronaut, of Peckham Rye, has constructed a navigable balloon on the model of an eagle, with two great wings, moved by a powerful lever. The "air boat" is the name given by the inventor, Mr. Philip Brandon, to another machine for navigating the air without the aid of gas, hydrogen steam, or hot air. Another competitor is Mr. Chas. Spencer, long known as a practical gymnast apparatus manufacturer, and who has bestowed twenty years of study on the development of his aerial machine, with which he has already made many successful experiments. Mr. Spencer's model exhibits a combination of the body of a flying fish and the wings of a dragon fly, the tail bearing a resemblance of a boy's paper dart. The entire length is twenty feet, and the weight only twenty-five pounds. There are two rudders, one vertical and the other horizontal, the one for turning right or left, and the other for moving up or down.—*Montreal Star.*

**A Singular Story.**

**WILD BILL, A DEAD HERO OF DEAD-WOOD, TURNED TO STONE AFTER ONLY THREE YEARS OF BURIAL.**

MENDOTA, Ill., Aug. 19.—The Dead-wood Pioneer of the 5th inst., containing the following singular story, has just been received here by Mr. Dewy, brother-in-law to the subject of the sketch, who was a native of the Village of Homer, five miles south of here, where many relatives of deceased are still residing.—"L. B. Shonfield and Charley Utter on Sunday moved the remains of "Wild Bill"—James B. Hickock—from the old burying-ground to Mount Moriah Cemetery, the transfer occurring precisely three years from the date of first burial. The coffin was found in a remarkably good state of preservation, and, upon removing the lid, the body was discovered thoroughly petrified. The features of deceased were as natural as life, save that a whiteness overspreading all gave to the face an appearance of chisled marble. The left cheek, through which the fatal bullet passed out, was slightly incrustated with mold, and as Charley attempted to brush it off he discovered the petrification. Deceased's rifle, a Yeager, rested by the side of the body. After securing a tress of long beautiful hair the coffin was closed and transported to its final resting-place. A handsome marble monument will soon be erected over the grave."—*Chicago Tribune.*

At a recent investigation of a liquor seizure the Judge asked an unwilling witness: "What was in the barrel that you had?" The reply was: "Well, your Honor, it was marked whisky on one end of the barrel, and Pat Duffy on the other, so that I can't say whether it was whisky or Pat Duffy was in the barrel, being as I am on my oath."

The morbid curiosity displayed by women bearing all the evidence of gentle breeding to look at the murderer Cox is a curious instance of a depraved and vitiated taste. There is something strangely anomalous in the fact that a tender and delicate woman, who will jump on a chair to get out of the way of a mouse, will carry bouquets to a negro because he is a murderer.

A JOINT STOCK COMPANY has just been formed at Liverpool, N. S., to engage in the boot, shoe and rubber business extensively, wholesale and retail, and a capital stock of \$40,000.

A Globe cablegram says: Sir Charles Tupper has ordered 45,000 tons of steel rails at 97 shillings and 6 pence per ton, delivered at Montreal, for the Pacific Railway.

The sub-commissioners of the Royal Commission to report on the cause of the agricultural distress have accepted an invitation to visit Canada before going to the States, and will be present at the exhibitions at Toronto and Ottawa in September.

**False Impression.**

It is generally supposed by physicians and the people generally that Dyspepsia can not invariably be cured, but we are pleased to say that GREEN'S AUGUST FLOWER has never, to our knowledge, failed to cure Dyspepsia and Liver Complaint in all its forms, such as Sour Stomach, Costiveness, Sick Headache, palpitation of the Heart, Indigestion, bad taste in the mouth, &c. Out of the 50,000 dozen bottles sold last year, not a single failure was reported, but thousands of complimentary letters from Druggists of wonderful cures. Three doses will relieve any case. Try it. Sample Bottles 10 cents. Regular size 75 cents. For sale by all Druggists.

**NEW GOODS!**

**Perkins & Sterns.**

**WE HAVE JUST RECEIVED**

- VIA HALIFAX,
- New Black Cashmeres,
- New Black Merinos,
- New Black Satins,
- New Black Crapes,
- New Black Velvets,
- New Black Prints,
- New Mantle Cloths,
- New Lace Curtains,
- New Ostrich Feathers,
- NEW SCARF LACE,
- &c. &c. &c.

All of which are marked at

**OUR USUAL Low Prices.**

**Perkins & Sterns.**

Ch'town, July 24, 1879.



**REGULATIONS Respecting the Disposal of Certain Dominion Lands for the Purposes of the Canadian Pacific Railway.**

DEPARTMENT OF THE INTERIOR, Ottawa, July 9th, 1879.

"Public notice is hereby given that the following regulations are promulgated as governing the mode of disposing of the Dominion Lands situate within 110 (one hundred and ten) miles on each side of the line of the Canadian Pacific Railway:

1. "Until further and final survey of the said railway has been made west of the Red River, and for the purposes of these regulations, the line of the said railway shall be assumed to be on the fourth base westerly to the intersection of the said base by the line between ranges 21 and 22 west of the first principal meridian, and thence in a direct line to the confluence of the Shell River with the River Assiniboine.

2. "The country lying on each side of the line of railway shall be respectively divided into belts, as follows:

- (1) A belt of five miles on either side of the railway, and immediately adjoining the same, to be called belt A;
- (2) A belt of fifteen miles on either side of the railway adjoining belt A, to be called belt B;
- (3) A belt of twenty miles on either side of the railway adjoining belt B, to be called belt C;
- (4) A belt of twenty miles on either side of the railway adjoining belt C, to be called belt D; and
- (5) A belt of fifty miles on either side of the railway adjoining belt D, to be called belt E.

3. "The Dominion lands in belt A shall be absolutely withdrawn from homestead entry, also from pre-emption, and shall be held exclusively for sale at six dollars per acre.

4. "The lands in belt B shall be disposed of as follows: The even numbered sections within the belt shall be set apart for homesteads and pre-emptions, and the odd-numbered sections shall be regarded as railway lands proper. The homesteads on the even-numbered sections to the extent of eighty acres each, shall consist of the easterly halves of the easterly halves, also of the westerly halves of the westerly halves of such sections; and the pre-emptions on such even-numbered sections, also to the extent of eighty acres each, adjoining such eighty-acre homesteads, shall consist of the westerly halves of the easterly halves, also of the easterly halves of the westerly halves of such sections, and shall be sold at the rate of \$2.50 (two dollars and fifty cents) per acre. Railway lands proper, being the odd-numbered sections within the belt will be held for sale at five dollars per acre.

5. "The even-numbered sections in belt C will be set apart for homesteads and pre-emptions of eighty acres each, in manner as above described; the price of pre-emptions similarly to be \$2.50 (two dollars and fifty cents) per acre; the railway lands to consist of the odd-numbered sections, and to be dealt with in the same manner as above provided in respect of lands in belt B except that the price shall be \$3.50 (three dollars and fifty cents) per acre.

6. "The even numbered sections in belt D shall also be set apart for homesteads and pre-emptions of eighty acres each, as provided for in respect of belts B and C, but the price of pre-emptions shall be at the rate of \$2 (two dollars) per acre; Railway lands to consist, as in belts B and C of the odd numbered sections and the price thereof to be at the uniform rate of \$2 (two dollars) per acre.

7. "In the belt E the description and area of homesteads and pre-emptions, and railway lands respectively, to be as above and the prices of both pre-emption and railway lands to be at the uniform rate of \$1 (one dollar) per acre.

8. "The terms of sale of pre-emptions throughout the several belts, B, C, D and E shall be as follows, viz: Four tenths of the purchase money, together with interest on the latter at the rate of 6 per cent. per annum, to be paid at the end of three years from the date of entry; the remainder to be paid in six equal annual instalments from and after the said date, with interest at the rate above mentioned, on such balance of the purchase money as may from time to time remain unpaid, to be paid with each instalment.

9. "The terms of sale of railway lands to be uniformly as follows, viz: One-tenth in cash at the time of purchase; the balance in nine equal annual instalments, with interest at the rate of six per cent. per annum on the balance of purchase money from time to time remaining unpaid, to be paid with each instalment. All payments, either for pre-emptions or for railway lands proper, shall be in cash, and not in script or bounty warrants.

10. "All entries of lands shall be subject to the following provisions respecting the right of way of the Canadian Pacific Railway or of any Government colonization railway connected therewith, viz:

a. In the case of the railway crossing land entered as a homestead, the right of way thereon shall be free to the Government.

b. Where the railway crosses pre-emptions of railway lands proper, the owner shall only be entitled to claim payment for the land required for right of way at the same rate per acre as he may have paid the Government for the same.

11. "The above regulations shall come into force on and after the first day of August next, up to which time the provisions of the Dominion Lands Acts, shall continue to operate over the lands included in the several belts A and B, in both of which, up to the said date, homesteads of 160 acres each, but no other entries will, as at present, be permitted.

12. "Claims to Dominion lands arising from settlement, after the date thereof, in territory unsurveyed at the time of such settlement, and which may be embraced within the limits affected by the above policy, or by the extension thereof in the future over additional territory, will be ultimately dealt with in accordance with the terms prescribed above for the lands in the particular belt in which such settlement may be found to be situated.

13. "All entries after the date hereof of unoccupied lands in the Saskatchewan Agency, will be considered as provisional until the railway line through that part of the territories has been located, after which the same will be finally disposed of in accordance with the above regulations, as the same may apply to the particular belt in which such lands may be found to be situated.

14. "The above regulations, it will, of

course be understood will not affect sections 11 and 29, which are public school lands, or section 8 and 25, Hudson's Bay Company lands.

"Any further information necessary may be obtained on application at the Dominion Land's Office, Ottawa, or from the agent of Dominion Land's Office, Winnipeg, or from any of the local agents in Manitoba or the territories, who are in possession of maps showing the limits of the several belts above referred to, a supply of which maps will, as soon as possible, be placed in the hands of said agents for general distribution."

By order of the Minister of the Interior, J. S. DENNIS, Deputy of the Minister of the Interior. LINDSAY RUSSELL, Surveyor General. August, 25, 1879.

**THE ONLY DIRECT LINE TO BOSTON!**



**Steamers Carroll and Worcester.**

BOTH STEAMERS are 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 very Thursday, punctually at 5 p.m.

LEAVE BOSTON Every Saturday, punctually at noon.

**CARVELL BROS., AGENTS.**

Ch'town, May 19, 1879—law ar pat

**No. 35 Water St., Charlottetown.**

**Prince Edward Island Branch**

**NORTH BRITISH & MERCANTILE FIRE AND LIFE INSURANCE CO.**

Subscribed Capital, \$9,733,332.00  
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.**

Dec. 14.

**73,620 MORE SINGER SEWING MACHINES SOLD IN 1878 THAN IN ANY PREVIOUS YEAR.**

In 1870 we sold 127,833 Sewing Machines. Our sales have increased enormously every year, through the whole period of "hard times."

We now sell Three-Quarters of all the Sewing Machines Sold in the World.

**Waste no Money on 'cheap' Counterfeits.**

Send for handsome Illustrated Price List. ROBERT YOUNG, South Side Queen Square, Sole Agent for P. E. Island. Ch'town, March 18, 1878—2aw tf

**GRAY'S SPECIFIC MEDICINE**

TRADE MARK. The Great English Remedy, an unfailing cure for Seminal Weakness, Spermatorrhoea, Impotency, and all diseases that Before Taking follow as a se-After Taking, quence of self-abuse; as loss of Memory, Universal Lassitude, Pain in the Back, Dimness of Vision, Premature Old Age, and many other Diseases that lead to Insanity or Consumption. Full particulars in our pamphlet, which we desire to send free by mail to every one. The Specific Medicine is sold by all druggists at \$1 per package, or six packages for \$5, or will be sent free, by mail, on receipt of the money, by addressing

The Gray Medicine Co., Toronto, Ont., Canada.

N. B.—The demands of our business have necessitated our removing to Toronto, to which place please address all future communications.

Sold in Charlottetown by all Druggists, and by all wholesale and retail Druggists in the United States and Canada. January 24, 1879.

**EMPLOYMENT.**—In every village and township of P. E. Island not yet occupied, one ACTIVE, intelligent Lady or Gentleman can obtain a most respectable and very profitable engagement. Address, with full particulars, D. DOWNE & CO., Box 1964, Montreal.

**SUBSCRIBE for the DAILY EXAMINER** the Cheapest and most newsy Paper published the Province.

**Prince Edward Island RAILWAY.**

**TIME TABLE NO. 12.**

**Summer Arrangement.**

ON AND AFTER TUESDAY, MAY 27th, 1879.

**TRAINS GOING WEST.**

STATIONS.	Nos. 1 & 3, Express.	No. 5, Mixed.	No. 7, Mixed.
Georgetown	Dp. 7.10am	Dp. 3.45pm	
Cardigan	Ar. 7.30 " Ar. 4.14 "	Ar. 4.14 "	
Mt Stwt Jc	Dp. 8.40 " Dp. 6.00 "	Dp. 6.00 "	
Royalty Jc	Ar. 9.38 " Ar. 7.18 "	Ar. 7.18 "	
Ch'town	Dp. 6.20am	Dp. 10.05am	Dp. 5.25pm
Royalty Jc	Ar. 6.37 "	Ar. 10.25 "	Ar. 5.47 "
NWiltsh're	Ar. 7.13 "	Ar. 11.25 "	Ar. 6.40 "
Hunter R'r	Ar. 7.25 "	Ar. 11.40am "	Ar. 6.57 "
Breadalbn	Ar. 7.53 "	Ar. 12.23pm "	Ar. 7.35 "
C'ty Line	Ar. 8.00 "	Ar. 12.34 "	Ar. 7.45 "
Kensington	Ar. 8.28 "	Ar. 1.16 "	Ar. 8.25 "
S'mm'rside	Ar. 8.55 "	Ar. 1.50 "	Ar. 9.00 "
Dp. 9.10 "	Dp. 2.25 "		
Wellington	Ar. 9.48 "	Ar. 3.20 "	
Port Hill	Ar. 10.20 "	Ar. 4.07 "	
O'Leary	Ar. 11.17 "	Ar. 5.31 "	
Alberton	Ar. 12.00pm "	Ar. 6.40 "	
Tignish	Ar. 12.40 "	Ar. 7.40pm "	

**TRAINS GOING EAST.**

STATIONS.	Nos. 2 & 4, Express.	No. 6, Mixed.	No. 8, Mixed.
Tignish	Dp. 5.15am	Dp. 6.20am	
Alberton	Ar. 5.55 "	Ar. 7.15 "	
O'Leary	Ar. 6.41 "	Ar. 8.54 "	
Port Hill	Ar. 7.38 "	Ar. 10.20 "	
Wellington	Ar. 8.09 "	Ar. 11.08 "	
S'mm'rside	Ar. 8.45 "	Ar. 12.00pm "	
Dp. 5.30pm	Dp. 12.40 "	Dp. 9.05am	
Kensington	Ar. 5.52 "	Ar. 1.16 "	Ar. 9.41 "
C'ty Line	Ar. 6.24 "	Ar. 1.55 "	Ar. 10.20 "
Breadalbn	Ar. 6.31 "	Ar. 2.05 "	Ar. 10.31 "
Hunter R'r	Ar. 6.57 "	Ar. 2.44 "	Ar. 11.07 "
NWiltsh're	Ar. 7.12 "	Ar. 3.01 "	Ar. 11.25 "
Royalty Jc	Ar. 7.49 "	Ar. 3.50 "	Ar. 12.18pm
Ch'town	Ar. 8.05 "	Ar. 4.15 "	Ar. 12.40 "
Dp. 4.30pm	Dp. 6.50am		
Royalty Jc	Ar. 4.49 "	Ar. 7.13 "	
M. Stwt Jc	Ar. 5.45 "	Ar. 8.30 "	
Dp. 6.00 "	Dp. 8.50 "		
Georgetown	Ar. 7.03 "	Ar. 10.16 "	
Cardigan	Ar. 7.25 "	Ar. 10.45 "	

**SOURIS BRANCH.**

**Trains Going West.**

STATIONS.	No. 9 Express	No. 11 Mixed.
Souris	Dp. 6.15 a. m.	Dp. 2.50 p. m.
Harmony	Ar. 6.33 "	Ar. 3.13 "
St. Peter's	Ar. 7.30 "	Ar. 4.29 "
Morell	Ar. 7.53 "	Ar. 5.00 "
Mt. St'wt Jnc.	Ar. 8.25 "	Ar. 5.40 p. m.

**Trains Going East.**

STATIONS.	No. 10 Express	No. 12, Mixed
Mt. St'wt Junc.	Dp. 5.55 p. m.	Dp. 8.45 a. m.
Morell	Ar. 6.27 "	Ar. 9.25 "
St. Peter's	Ar. 6.50 "	Ar. 9.56 "
Harmony	Ar. 7.47 "	Ar. 11.12 "
Souris	Ar. 8.05 "	Ar. 11.35 "

**ALEX. MACNAB, Supt and Engineer.**

Railway Office, Ch'town, May 22, 1879. —pat pres h a ne sp sj kca 61

**Steam Navigation Co. Steamers**

**MAY, 1879:**

UNTIL FURTHER NOTICE the Steamers "St. Lawrence" and "Princess of Wales" will leave as under:

**NOVA SCOTIA.**  
From Charlottetown to Pictou, every MONDAY, WEDNESDAY, THURSDAY and SATURDAY mornings, at five o'clock.

Returning from Pictou every TUESDAY, WEDNESDAY, FRIDAY and SATURDAY, on arrival of morning train from Halifax.

**CAPE BRETON.**  
Leave Pictou for Hantsport 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.

**FOR CANADA AND UNITED STATES.**  
Leave Summerside for Point Du Chene EVERY DAY about 9 a. m., on arrival of morning train from Charlottetown.

Returning to Summerside EVERY NOON, on arrival of morning train from St. John.

By order, **F. W. HALES,** Charlottetown, May 6, 1879.

**TO THE SICK**

**DR. D. MACRAE,**

FORMERLY SURGEON and PHYSICIAN in the United States Army, late of St. Louis, Mo., respectfully announces to the citizens of Charlottetown and Prince Edward Island that he will be at the "Rocklin House," in Charlottetown, every TUESDAY and FRIDAY throughout the year, where those who are suffering with any form of disease can call and receive medical advice and treatment; especially persons suffering from diseases and deformities of the eyes, deafness and ulcerations of the ears, catarrh, asthma, consumption, diseases of the heart, liver, stomach, kidneys, rheumatism, paralysis, scrofula, malignant ulcerations, tumors, piles, fistula; cancer cured without the use of the knife. Particular attention given to diseases peculiar to females. All forms of fevers, diphtheria and other malignant diseases successfully treated and cured by him.

Prominent Office, HUNTER RIVER STATION, Prince Edward Island. DUNCAN MACRAE, M. D. April 18, 1879.—d&w ly