

The Examiner.

VOL. 1.

W. L. COTTON,
Manager & Editor.

MONDAY MORNING,

JULY 30, 1877.

NO. 63

CORNED BEEF, COOKED
— IN —
2 and 4-pound TINS
and by the Pound.

All who have used it know of its excellence.

FOR SALE AT

BEER & GOFF'S,

June 19.

TO PLEASURE SEEKERS!

A FIRST-CLASS PLEASURE BOAT, of about Eight Tons Capacity, suitable for Pleasure Parties, Picnics, Fishing or Moonlight 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

STADACONA

Fire and Life Insurance Company.

NOTICE is hereby given that the Board of Directors of this Company have made a further call of

Four Instalments, of Five per Cent. each,

on the Subscribed Capital of the Company, payable at its Office, No. 93 St. Peter Street, Quebec, as follows:—

Five per Cent. on or before the Tenth day of August, 1877;

Five per Cent. on or before the Tenth day of November, 1877;

Five per Cent. on or before the Eleventh day of February, 1878;

Five per Cent. on or before the Eleventh day of May, 1878.

By order of the Board,

CRAWFORD LINDSAY,

Secretary

July 5 1877

Sawing & Planing!

MOULDINGS OF ALL DESCRIPTIONS.

Doors & Sashes,

Window & Door Frames,

Gutters, Mantles, etc., etc.,

manufactured CHEAPER than by any other establishment in the city, and constantly on hand.

All lumber used is kiln-dried, and all work is warranted to give satisfaction.

PAUL LEA, Grafton Street
June 14, 1877.

Look Out for Fire.

THE HIGHEST CASH PRICE PAID FOR

Eggs, Wool, and Sheepskins.

— AT —

J. D. CURRIE'S,
Grafton Prince and Grafton streets
Ch'town, 27, 1877.—6m

THE DAILY EXAMINER
ISON SALE

AT THE STORES OF

Henry A. Harvie, Theoph. L.

Chappelle, and T. O'Connell.

Price Only 2 Cents.

June 27, 1877—ber 11

A. McNEILL,

Auctioneer and Commission Merchant

NO. 11 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. Ch'town, July 18, 1877.

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

Parks' Cotton Yarns.

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

CENTENNIAL 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
St. John, N. B.

QUEBEC & GULF PORTS



Steamship Company!

"SECRET," CAPT. DAVIDSON.

"MIRAMICHI," CAPT. BAQUET.

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

Pashebiac, Perce, Gaspé, Father Point, and all Above Named Places.

LOW RATES. QUICK TIME

CARVELL BROS., Agents.

Ch'town, June 16, 1877.—6m

SEWING MACHINES
REPAIRED,

Mr. John D. Fullerton

BEGS to announce that he will be at the ROCKLIN House for a short time, to

Repair Sewing Machines of all kinds.

Having had seven years experience at Machine work and repairing, he guarantees satisfaction. Apply immediately.

July 2, 1877—4i pd

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 SHEDIAC 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 SHEDIAC 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. HALES.

ONLY DIRECT LINE
TO BOSTON.

Steamers Carroll and Worcester.

BOTH Steamers are fitted with new Boilers, 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 four 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

The New York Herald of the 25th inst., remarks:—

They rather reproach us on the other side of the Atlantic for our big things—tendency to grandeur in our conceptions, the consequence, perhaps, of the possession of big things. Because we have got the biggest waterfall at Niagara, and the biggest cave in Kentucky, the biggest prairies, the biggest rivers and the biggest hotels they laugh and regard us as only a gigantic toadstool that fancies itself a mushroom. But they will have to acknowledge now that we have one more thing on a scale so large that there would hardly be room for it in Europe. This is we support the biggest strike that ever was—one that covers more space, involves more dangers and proves the possession of more folly than any strike ever before made.

—The New York Herald of the 24th contains full particulars of the great strike and riot. These particulars it thus summarizes:—

The strike of railroad employes which began on the Baltimore and Ohio Railroad a week ago yesterday, and which first showed its head as a movement bent on gaining its ends by force at Martinsburg, W. Va., on Wednesday, has now assumed such wide and deplorable proportions as to threaten a national calamity. On Friday the bloody event at Baltimore, with its long list of casualties, gave a terrible shock to the community. The spread of the strike to the Pennsylvania Railroad next concentrated attention at Pittsburg, and on Saturday and Sunday the scenes of fury, intemperance and lawlessness, whose fruits were homicide, arson and wholesale robbery, startled our citizens more than they had been in fifteen years. Meanwhile the strike was spreading, and everywhere that the hands were quitting work the same spirit was manifesting itself. Freight trains were stopped, engines seized and run into round houses or left on the tracks. The Western division of Erie, the Reading, the Lake Shore, Fort Wayne and Chicago, Ohio and Mississippi; Cleveland, Columbus, Cincinnati and Indianapolis; Vandalia and many branch lines quickly followed the strikers of West Virginia. It has been a universal demand for a restoration of the old rate of wages, a refusal and then a strike. Through the great belt of Middle States from the Atlantic seaboard to the Mississippi the movement has spread, and even the New York Central seems about to join, in spite of the hopefulness of Mr. Vanderbilt. The Union Pacific and Central Pacific have only prevented a strike by rescinding the reduction of wages. The number of railroad employes already on strike is estimated at 17,000 men. A general foreboding of continued disasters to life and property, not to speak of the certain injury to our already crippled trade, occupies the public mind. Up to yesterday nearly one hundred lives had been lost and over two hundred persons had been injured. The loss to property is set down in Pittsburg alone at over five millions.

The New York Herald of the 25th continues:—

A day of painful anxiety has passed over the country without, up to the hour of going to press, any addition being made to the chapters of horrors which the great railroad strike has been furnishing daily since last Friday. The strike, however, has been extending, and the elements of danger have increased in many parts of the country without any positive outbreak. The matters of nearest moment to New Yorkers have been the strike of the men on the New York Central and on the Delaware, Lackawanna and Western. At Chicago the men already on strike forced others to join them, and even brought compulsion to bear upon men of other trades. This, one of the most pregnant sources of evil in the present aspect of affairs, has been repeated elsewhere. In Pittsburg the stoppage of the freight lines has already left the iron mills short of iron and coal. A very few days will suffice to bring this condition home to thousands all over the country engaged in others businesses, and, by a sudden rise of prices of necessities of life, add materially to the present sufferings of the poor. The strike against the rich soon works round to the detriment of the class that starts it.

The energetic efforts of the general government to provide troops for the protection of the threatened property has been markedly successful in Philadelphia and at other points, but it is evident that in many places the mob has not that dread of the militia which would be wholesome for them, and this leads to the fear that more danger is ahead. The National Guardsmen of New York have responded with alacrity to the Governor's call. The splendid Ninth Regiment reached Albany yesterday, and the other regiments spent Monday night and yesterday at their armories.

To-night a mass meeting is called in Tompkins square by certain Communists. Precautions of formidable proportions to be taken with any possible outbreak have been dealt. The hope is generally indulged that New York workmen will not heed the incendiary talk of irresponsible nobodies.

No responsible man has hitherto spoken on behalf of the strikers: Hence the interview published with Mr. P. M. Arthur, chief of the Brotherhood of Locomotive Engineers, will be read with interest. He proclaims that the companies must yield before work is resumed.

At Reading, Pittsburg and Baltimore

things are quiet. A rioter accused of murdering one of the Philadelphia militiamen has been arrested at Pittsburg. The dead of the firing on Monday at Reading now number ten.

—Two interesting tables are annexed by Baron Henry de Worms to the fifth edition of his work, "England's Policy in the East," only recently published. The first gives the population, trade, financial, military, and naval resources of each power concerned in the Eastern question. The second presents the various creeds and number of each of the nationalities in the Turkish Empire. Beside the 86,586,000 inhabitants in Russia, 35,904,435 in Austria-Hungary, and 28,500,000 in Turkey, etc., Montenegro looks strangely insignificant with a population of 190,000. The revenue of this little State is put at \$25,000, and its fighting capacity at 26,000 men, which is equivalent to saying that all male Montenegrins of full age are soldiers. The Russian debt is given as \$1,504,000,000, the Turkish at \$1,000,000,000. The total Russian army he gives as 1,789,571 men; the Turkish 629,736; the German, 1,248,834; the French, 1,118,525; the Austrian, 964,028; the Italian, 871,871; the English 655,808, all of which is, in fact, a great exaggeration. For instance, there is a force of only 183,342 in the English army, and of these 62,849 are in India, and 21,172 in the colonies. In number of iron-clads, France comes first with 63, and 366 other vessels of war. England has 61 iron-clads, and 449 other vessels of war; Russia has 31 iron-clads, and 124 other vessels of war; Turkey has 21 iron-clads, Italy 17, Austria 12, Germany 8, and Greece 1.

In the whole Ottoman Empire, including now the tributary States, there are 13,000,000 Turks, 1,500,000 Arabs, 600,000 Turcomans, Tartars and Gypsies, 122,000 Roumans, 2,000,000 Greeks, 3,027,068 Servians, and 4,800,000 Bulgarians profess the Mohammedan religion. There are 450,000 Servian Roman Catholics, and 100,000 Albanians of the same faith. With the tributaries the total population of Turkey is 52,092,068, but 10,700,000 Nubians, 5,000,000 Egyptians, as well as Servians, etc., go to make up this rather deceptive total.

News of the World.

CANADIAN.

The majority of votes for Hon. Dr. Fortin, in the late Gaspé election is officially stated to be 83.

Dr. Holland, of *Scribner's Monthly*, has bought an Island in the St. Lawrence for a summer residence.

Trouble is reported in the Quebec Government. Mr. deBoucherville, it is said, insists upon resigning, being unable to agree with his colleagues. Mr. Beaubien, Speaker of the Assembly, will, it is said, resign and enter the ministry. Dr. Fortin taking his place as Speaker.

AUSTRALIAN TRADE.—Messrs. Sessions, Cooper and Smith, on Saturday, made eight different consignments of boots and shoes from Toronto to Australia via San Francisco. This is the second shipment to the Antipodes.

UNITED STATES.

A London special says a bad impression prevails relative to strikes and riots in America. A Berlin despatch says the papers there have daily editorials on American strikes, and Socialists are loud in eulogies of "martyred" Mollie Maguire.

The shipping of Baltimore is almost completely crippled, and Pittsburg shows a decrease in the volume of her trade of more than 75 per cent.

The strike on New Jersey Central has stopped all travel and freight.

Escobedo's party, arrested by the United States authorities, was released on giving bonds not to violate neutrality. Gen. Valledor, after giving bonds, commenced to raise another force to invade Mexico. His re-arrest is probable.

The middle span of the Cincinnati, Georgetown, and Portsmouth narrow gauge railway Bridge, over Little Miami, within ten miles of this city, fell about 3 p. m., on the 24th, precipitating fifteen laborers about fifty feet. Three were instantly killed, another has since died, and two others were fatally injured. Eight were severely wounded.

EUROPEAN.

A number of Deputies of the Hungarian Parliament are preparing for a meeting on Thursday in favour of the Turks, at which a resolution will be offered, condemning the Russian outrages in Bulgaria, and demanding that Russia make peace and preserve the integrity of the Ottoman Empire.

It is telegraphed from Cravaara that the Turks are massacring Christians without mercy. A despatch to the Greek Ambassador at Constantinople asks prompt assistance, as otherwise not a man will be left. The English war sloop *Rapid*, with Austrian Lloyd steamers, left immediately to receive fugitives.

The Lutheran telegraph line between Berlin and Mayence, was completed on Monday. The line comprehend seven circuits, is 80 German miles long, and unites Mayence, Frankfurt, Leipsig, Cassel, Halle, and Berlin. Another subterranean line will be laid this year, between Berlin, Hamburg and Kiel.