

**The Schwatka Expedition.**

A London cable letter of the 26th September, says:—The despatches quoted from the New York Herald about the return of the Schwatka expedition which have been published here, are commented on by all the great dailies. Lieut. Schwatka receives unstinted praise for the daring and perseverance of his party. Some question the assertion that the records are lost beyond recovery, but all join in giving honor to Lieut. Schwatka and his gallant shipmates, and express England's gratitude to America for doing a work which properly belongs to Englishmen. Captain Parker Snow writes from Erith to the Times:—"Again England is disgraced by another brave flag, the gallant Stars and Stripes successfully accomplishing what was our bounden duty. Capt. Snow has a grievance which he takes the opportunity of ventilating, namely that he proposed to Parliament in 1850 a plan for the recovery of the relics. He admits that Lieutenant Schwatka's discoveries of the bodies and of the ship's position prove the correctness of his own plans. He urges the fitting out of a new expedition, believing that the records may still be found, but says he will wait for the full accounts before saying any more.

**COMMANDER CHEYNE**

says:—"The gallant and energetic Americans are taking the wind from our sails in Arctic exploration. First, they rescue the 'Resolute,' refit her, and in a most courteous manner, return her to the Queen. Second, they push a semi-private expedition up Smith's Sound and with one small steamer, at a cost of £10,413, reach very nearly as high a latitude as was accomplished by the late British Government expedition at a cost of £112,000. Third, they are now pushing two private expeditions via Behring Straits and Smith's Sound, direct for the Pole. Fourth, an independent expedition, fitted out to search for the relics of Sir John Franklin's party has just returned from its work, which has been carried to a truly brilliant issue. All honor be to those gallant fellows. They have followed on the track of Franklin's retreating party; they buried the British dead as they marched along the desolate shores of King William Land; they buried the bones and erected monuments here and there to the memory of the fallen; they gathered the relics in sundry places and returned with the remains of one of the Franklin's officers, and in addition they have ascertained the ultimate fate of one of the missing ships. Thank God our dead have been buried, albeit by American hands. That dreary line of death has been honored by men of daring and energy influenced by honorable motives, and they have thereby earned the praise and gratitude of all Englishmen."

**THE "TIMES" EDITORIAL,**

after discussing Sir John Franklin's fate, and that of other expeditions, says, "No page is brighter in the history of human enterprise than that emanating from the ceaseless efforts of successive explorers, differing in blood and allegiance, to rescue from oblivion the work of Sir John Franklin and his comrades. The veteran Arctic explorers, whose letters we publish to-day, express natural regret that the success which Lieut. Schwatka has won, should not have been achieved by our countrymen, but Englishmen may rejoice that in the long, glorious chronicle of these expeditions, their kinsman from the great American Republic show no unequal space with themselves. The munificence of the citizens of the United States went hand in hand with the affection of Lady Franklin and the conscience of the British nation in resolving to bring succor or to build a tomb. Superintendent McClintock dispersed the clouds which enveloped the fate of the vessel and the news Dr. Kane brought help to penetrate the darkness. Lieutenant Schwatka has now resolved the last doubt which could have been felt. He has gathered the relics by which friends and relatives may identify their dead. He has carried home with him the material evidence to complete the annals of the Arctic exploration.

**SIR LEOPOLD MCCLINTOCK**

found that brave men who perished on their terrible retreat from the regions of cold and disease toward Backs River, had before they had acknowledged defeat, done their work. The Franklin search expedition adds the concluding link to the chain. There are skillful eyes and shrewd wits in the Dockyards where the "Erebus" and "Terror" were commissioned which will soon with the proof which Lieut. Schwatka supplies, put beyond controversy the question of the right of these two ships to the fame of having first pierced the barrier of the Northwest. It has been a point of honor with sailors and men of science to collect the uttermost vestige of the fate and the acts of Franklin and his companions. The task is at length finished. Lieut. Schwatka asserts on grounds, which at present no means

exist of examining, that the records of the expedition are lost beyond recovery. However this may be, there is no longer any secret when and where the Admiral, his officers and his men sickened, fell down and died."

**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.

**A Fact Worth Knowing.**

Are you suffering with Consumption, Coughs, Severe Colds settled on the Breast, Pneumonia, or any disease of the Throat and Lungs? If so, go to your Druggist and get a bottle of Boschee's German Syrup. This medicine has lately been introduced from Germany, and is selling on its own merits. The people are going wild over its success, and Druggists all over our country are writing us of its wonderful cures among their customers. 2,400,000 samples have been given away free charge. If you wish to try its superior virtue get a Sample Bottle for 10 cents. Large size bottle 75 cents. Three doses will relieve any case. Try it.

**A Good Account.**

"To sum it up, six long years of bed-ridden sickness and suffering, costing \$200 per year, total \$1,200—all which was stopped by three bottles of Hop Bitters taken by my wife, who has done her own household work for a year since, without the loss of a day, and I want everybody to know it for their benefit."

"JOHN WEEKS, Butler, N. Y."

Who has not heard of Frank Hardenburg, of the Fifth Avenue Theatre, New York, (Rag Money Jim in "Pique.") He says, I always use Giles' Liniment Iodide Ammonia; it is a wonderful remedy for pain, especially inflammatory rheumatism, sore throat, enlarged joints and varicose veins, from which I suffered; was cured by its use. Giles' Pills cure Biliaryness. Sold by W. R. Watson. Send for pamphlet. Dr. Giles, 120 West Broadway, N. Y. Trial size 25 cents.

**BUY IT! TRY IT!**

**THE Hamden Manufacturing Co's KETCHOLINE,**

For all Household Cleaning Purposes, **BEST IN THE WORLD.**

Cleans Metals, Glass, China, Marble, Silver-Plated Ware, Furniture, Oil Cloths, Doors, Walls, and every painted portion of the House.

Housekeepers say that the condition of their houses is never satisfactory without the use of KETCHOLINE.

Directions for use with each package. Price 25 cents per box. For sale by

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Agents for P. E. Island. Glasgow House, 53 Queen Street. Aug. 21, 1880—pat ne

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Sept. 20, 1880.



**LORNE HIGHLAND WHISKY.**  
ANALYTICAL SANITARY INSTITUTION,  
54, Holborn-viaduct, E.C., London, Aug 18, 1879  
Report on the LORNE HIGHLAND WHISKY:  
"We have visited the bottling stores of Greenlees Brothers, and have selected from the vats, samples of their Lorne Highland Whisky, and have subjected them to careful examination and analysis. The samples were very fragrant, mellow, and of pleasant flavor, and possessed all the characteristics of pure and well-matured Scotch Whisky of the first quality."

"ARTHUR HILL, HASSALL, M. D.  
"OTTO HEHNER, F. C. S., F. I. C."  
Agents:—  
**MESSRS. OWEN CONNOLLY & CO.,**  
Charlottetown, P. E. I.  
Feb. 24, 1880

**IMPORTANT SALE VALUABLE PROPERTY.**

THE Directors of the CHARLOTTETOWN WOOLLEN FACTORY COMPANY offer for Sale their Valuable Property situated on Spring Park. The property consists of One Acre of Land, with the Buildings thereon, Engine & Boiler, Shafting, Bolting and complete Heating apparatus throughout the whole building. The size of the Main Building is 80 x 50 feet, three stories high, besides basement, Engine House of Brick 50 x 30 feet together with a large Building attached and used by the Company as a Dyehouse. The Engine is 30 horse power and was built by Messrs. Montgomery & Sons, of Halifax, in 1871, and cost there about \$2,600. The Engine and Boiler are in a complete state of repair and almost as good as new. There is about 60 feet of 3 inch Shafting together with the Hangers. The Main Driving Belt cost about \$300 and is quite as good as new. The Steam Pipes for heating extends throughout the entire building and cost upwards of \$1,000. There is a never failing Spring of water within a few feet of the factory, where a sufficient quantity can be obtained for any purpose required. For further particulars apply to either of the undersigned.

**HENRY LONGWORTH,** President.  
**D. R. M. HOOPER,** Director.  
**ALBERT SIMPSON,** Secretary.

June 30, 1880.—oaw-wkly

GOLD MEDAL, PARIS, 1875.  
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BY ALL DEALERS THROUGHOUT THE WORLD.

**TRUTHS.**

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CONTAINS

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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.

**\$1000 IN GOLD**

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]

**Bones. Bones.**

THE undersigned will pay fifty cents Cash per cwt. for all bones delivered at the Bone Mill, in the Royalty. No quantity less than one cwt. (112 lbs) taken.

**FRED. W. HYNDMAN,** Agent.

Ch'town, Dec. 1, 1879

**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	Up 3.25 pm	
Caroligan	" 7.40 "	" 3.54 "	
Mt Stew't	Ar 8.40 "	Ar 5.20 "	
Souris	Dp 6.50 am	Dp 2.30 pm	
Harmony	" 6.48 "	" 2.53 "	
St Peter's	" 7.45 "	" 4.09 "	
Morell	" 8.08 "	" 4.40 "	
Mt Stew't	" 8.40 "	Ar 5.20 "	
Mt Stew't	Dp 8.50 am	Dp 5.30 pm	
Royalty Jc	" 9.46 "	" 6.48 "	
Ch'town	Ar 10.44 "	Ar 7.10 "	
Ch'town	Dp 6.30 am	Dp 9.25 am	Dp 4.50 pm
Royalty Jc	" 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 "
Bradalba'e	" 8.05 "	" 11.45 "	" 7.00 "
Co'ty Line	" 8.12 "	" 11.54 "	" 7.11 "
Kensing'tn	" 8.40 "	" 12.30 pm	" 7.50 "
Summ'side	Ar 9.05 "	Ar 1.05 "	Ar 8.25 "
Wellingt'n	" 9.52 "	" 3.23 "	
Port Hill.	" 10.23 "	" 4.07 "	
O'Leary	" 11.20 "	" 5.29 "	
Alberton	" 12.05 pm	" 6.33 "	
Tignish	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 "	
Wellingt'n	" 4.39 "	" 11.09 "	
Summ'side	Ar 5.15 "	Ar 12.00 m	
Dp 6.00 "	Dp 1.05 pm	Dp 6.40 am	
Kensing'tn	" 6.25 "	" 1.40 "	" 7.16 "
Co'ty Line	" 6.54 "	" 2.19 "	" 7.54 "
Bradalba'e	" 7.00 "	" 2.29 "	" 8.05 "
Hunter R'r	" 7.28 "	" 3.07 "	" 8.46 "
N Wiltsh'e	" 7.43 "	" 3.24 "	" 9.04 "
Royalty Jc	" 8.19 "	Ar 4.15 "	
Ch'town	Ar 8.35 "	Ar 4.38 "	Ar 10.16 am
Ch'town	Dp 4.00 pm	Dp 7.00 am	
Royalty Jc	" 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	" 6.17 "	" 11.17 "	
Souris	Ar 7.35 "	Ar 11.40 "	
Mt Stew't	Dp 5.35 pm	Dp 8.55 am	
Caroligan	" 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 kca pio 6i

**THE ONLY DIRECT LINE To Boston.**

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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.

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Every Saturday, punctually at noon.

**CARVELL BROS.,**

AGENTS

Ch'town, June 3, 1880—2aw mw, ar pat.

**Flour and Meal.**

ORDERS will be received for the following Brands of Flour and Meal:—

"Brida" (Patent), "Alabaster," "Golden Age," "Extra Family," "Warcup's Superior," "White Rose," "Florence," "Beaver," "Pastry" and "Amber," and choice K. D. Corn Meal—"Golden Star."

Quotations for the above Brands of Flour and Meal f. o. b. at Mills, or delivered at Charlottetown or Summerside.

**J. R. FOSTER**

Millers and Shippers' Agent, Moncton, N. B., May 6, '80.

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