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THE DAILY EXAMINER.

JULY 9, 1879.

The Ferry Service.

THE state of the present Ferry Wharf, and the recent mishap to the *Southport*, are matters which naturally give rise to comment. The communication between the capital and a large section of the Island should be as complete as possible. It serves the trade of both town and country. That the state of the Hillsborough ferry is far ahead of what it was fifty years ago, we all know. Then a wood canoe—dug out from a pine tree—was the ferry conveyance for passengers, and horses fastened to its stern had to swim the river. The man or woman who missed passage hailed the ferryman from either side. The Indian was commodore of the light, tiny bark canoe, and still holds that naval position. Our rivers, shores and bays were dotted with boats which carried the people and their produce to market. At convenient points men and women assembled to wait for a passage, and all were ready to tug at the oar or do their share in bailing "the boat." Light-heartedness, Jamaica, and song relieved many a pull against wind and tide. Even Earl Selkirk, 73 years ago, when settling his land here, had to depend on the canoe for communication between Charlottetown and Belfast. Now steamers and packets in our rivers and bays and around our coasts are "the order of the day." The old team boat still lives in the public recollection, as do also the *Pochontas*, *St. George*, *The Rose*, *Lady Leuvarchant*, and the *Fairy Queen*. While bidding these passenger and mail carriers a long farewell, we can point with pride to the *Prince Edward*, *St. Lawrence*, *Princess of Wales*, *Heather Belle*, *Elfin*, *Southport*, *Henry Aitkin*, *Winnie*, *Montague*, and *Jennie B.*, as a steam fleet creditable to Prince Edward Island. But my present subject is the Hillsborough Ferry wharves.

That the wharves need repair, all admit; though, probably, the work cannot be undertaken this season. They were built too narrow at first; and a good deal of money has been expended on them, but the traffic they carry is immense. If the present plank sidewalks were taken up, it would make the carriage-way no wider than is needed. Ten feet in width might be added on the east side, by laying down a platform on piles, and that would suffice for "foot passengers." A good, cheap, safe dock might be made on the same side, by dredging the flats in from the channel, and have a block connecting and at right angles with the present wharf. We are confident the Dominion Railway Department would, for a nominal sum, rent the part of their water frontage so required, as was done in the case of a portion of the Barracks for a Poor House. A similar widening is needed at Southport, and for the same reason. There, perhaps, the shipping would push the passengers' way to the west side of the wharf.

The Canadian Mission.

In the House of Commons, on the 19th ult., as already mentioned by cable, Mr. John Bright asked the Secretary of State for the colonies if it was true that a deputation consisting of members of the Canadian Government was coming to England to ask her Majesty's Government for a loan, or the guarantee of a loan, for the purpose of constructing the Pacific railway; and if so whether it was coming in consequence of communications between her Majesty's Government and the Government of Canada. Sir Michael Hicks-Beach, in reply, said he had received from Lord Lorne a copy of 14 resolutions which had been adopted in the Dominion House of Commons with reference to the Pacific railway. One of these resolutions was to the following effect:—"That in view of the importance of keeping good faith with British Columbia and completing the consolidation of the federation of the provinces of British North America, and for the purpose of extending relief to the unemployed working classes—(hear, hear, from Mr. Bright)—and affording them permanent homes on British soil, and in view of the national character of the undertaking, the Government of Canada is authorised and directed to use their best efforts to secure the co-operation of the Imperial Government in this great undertaking, and obtain their aid, by guarantee or otherwise, in the construction of this great national work." That was all he knew of the matter. The deputation was certainly not coming in consequence of any communication between Her Majesty's Government and the Government of Canada, and there had been no correspondence on the subject.

SHERBROOKE, N. S., produced one thousand ounces of gold in June. Three thousand five hundred ounces have been produced there in the last six months.

The Zulu War.

It is highly probable that ere this decisive battle has been fought between the British forces and the Zulu army under Cetewayo, and that the power of the latter has been broken by the force launched against him. The latest telegraphic advices from Zululand show that an advance was to be made by the Tugela column of the British army on the 20th June, and, as this column had less than sixty miles to traverse to reach Cetewayo's camp, it must have confronted that wily barbarian some days ago. The Tugela column was the one which was to advance last of all, and its advance was to be rapid, because the country through which it passed was of an unhealthy character. The other two columns, which by their junction became one, which were to converge on Cetewayo's fortress, from Utrecht and Conference Hill, were already on the march some days before. More than 20,000 men under the British flag were advancing against Cetewayo in the last week in June. First there was the Coast column, which we have already spoken of as the Tugela column. Its route was from the mouth of the Tugela river in a line nearly due north to Ulundi, near which place the Zulu King is encamped. This Coast column, which is known as No. 1 Division, is under the command of Major-General Crealock, an able and ready soldier. It consists of two brigades, the first under the command of Brigadier-General Pearson, the defender of Ekowe, and the second under Lieut.-Col. Clarke, of the 57th regiment. Pearson's brigade consists of the Buffs and the 88th and 99th regiments. There is no regular cavalry attached to this command, but its place is supplied by the mounted infantry under Major Barrow, which did such good work during the pursuit at Ginghlova, and a body of Colonial volunteers. There are also attached to this division two battalions of Native Contingent, which are almost as useful as cavalry in a broken wooded district, and also a body of refugee Zulus under Mr. John Dunn. The Naval Contingent is also attached to this force, with 24-lb. rocket tubes and Gatling guns, and there is a full field battery of artillery seven-pounders, besides two seven-pounders on mules, under Lieut. Lloyd.

The second division which is called the Headquarters division, is commanded by Major-General Newdigate, and consists of two brigades under Brigadier-General Wood and Col. Glynn. Wood's brigade, which hitherto has been an independent flying one, forming one of the three columns marching against Ulundi, is now aligned with the other brigade and was to lead the advance. It consists of the 90th, 13th, and four companies of the 80th, with a cavalry force, the frontier Light Horse under Col. Buller; the Mounted Infantry under Capt. Brown, and a force of mounted natives under Capt. Shepstone. There are also four guns attached to this column, which is intended still to act as a flying column, acting in unity with Glynn's column, but occasionally independent of it.

Glynn's column is much stronger than Wood's, and consists of the 21st, 28th, 94th and the 1st battalion of the unfortunate 24th Regiment. A very strong brigade of cavalry is attached to it, consisting of the 17th Lancers and King's Dragoon Guards, and for artillery there is a battery of 7 pounders. The base and communications of this force will be held by the 4th Regt., the 2nd Batt. of the 24th, and some irregular cavalry. This Division would probably join with the first Division at Emtongani, a point 16 miles distant from Cetewayo's Kraal, which was to be captured. Although the Zulu King is said in the despatches, to occupy an impregnable position no one doubts that he will be speedily driven out of it when attacked by 20,000 British soldiers, and, if he only stands his ground and accept battle there, the war may be ended at a single blow. In ten days or thereabouts we should have great news from Zululand and, unless Cetewayo is more fortunate than some other barbarians who have defied British power, he will hardly survive the campaign.—*St. John Telegraph.*

Three Hundred Excursionists Thrown into the Water.

A DOZEN DROWNED AND THIRTY INJURED.

The pleasure boat Isaac Davis with 300 passengers on board, in making a trip on Lake Quenzigamond, near Worcester, Mass., on the 4th July, careened over at the pier throwing many passengers into the water. At the same time her upper deck crashed through into the engine, breaking off the safety valve and letting the steam escape. Again pitching, the steamer crashed into the pier, cutting her to the water's edge. All the passengers were thrown into the water or crushed in the timbers. The list of dead, so far as known, are Patrick Cahill aged about 50, and two daughters, aged 2 and 4 years, Louis Lachapelle, aged 30, and Maggie Sugrue, aged 18. The injured are Emma Hemmenway, aged 20, McKenna, Jeremiah Dean and wife, Saml. L. Gilbert. The missing are Capt. Jessie Barker, Edward Coture de Shell, and Lewis Powers. It is thought that from eight to twelve are killed and twenty to thirty injured. The boat was a new one and launched on May first. She had accommodations for 450 passengers.

Russia and China.

The Chinese have recaptured Kashgar and have resolved to drive the Russians out of Kuldja, an operation in which no doubt they will succeed, as Russia has no adequate force there to oppose them. The Russians are already reaping the reward of their dishonesty with respect to China by being defeated and humiliated by a power which until now they have utterly despised. Between intestine troubles at home, short crops and defeats abroad, Russia is in a very bad way.

The Saskatchewan Indians.

The Saskatchewan *Herald* of June 29th, just received, contains no reference to the rumored attack by Indians on Lieut.-Governor Laird's residence.

Only one hundred and fifty Indians are now encamped at Battleford, the remainder having removed to the plains. Great destitution has prevailed, owing to the scarcity of buffalo, causing radical changes in the circumstances and condition of the Indians, who must be fed. The visit of plain Indians has had a beneficial effect, as it has indicated how much better off are those who had previously gone on reserves and tilled the ground for their support than are their brethren who depended on hunting and fishing and the aid of the Government. The visitors worked at chopping wood, hunting and fishing, and so, by their own efforts, provided the means of support for themselves. The "Herald" says that the newly appointed Indian agents should be at their posts at once, as timely action will save a whole season's work on the reserves, and this is very desirable in view of the present condition of the Indians. It editorially speaks of the trying circumstances of the times, but beyond that makes no mention whatever of the threatened outbreak, which is regarded as now improbable on account of temporary relief having been afforded to all the starving Indians.

Battleford advices to the 16th June say that Indian matters remain unchanged. A number of visiting redskins have returned home, and others are still supporting themselves by cutting wood and fishing.

Lives Lost.

The comparative statement of the number of lives lost from various causes on steamboats in the United States during the year ending June 30th, shows them to have been:—From fires 1; from collisions 12; from explosions 23; from snags, wrecks and sinking 51; from accidental drowning 8; from miscellaneous causes 5; total 105. The number of accidents resulting in loss of life ashore were:—Explosions 8; fires 1; collisions 3; snags, wrecks and sinking 8; accidental drowning 6; miscellaneous 5; total 31. The above shows a reduction of nearly 51 per cent. in the number of lives lost, and about 34 per cent. in the number of accidents causing loss of life. The increased efficiency of the steamboat inspection service is better shown by the following comparative statement:—In 1875 the number of lives lost on steamboats was 607; in 1876, 394; in 1877, 224; in 1878, 212; and in 1879, 105.

Newfoundland Fisheries.

REPORTS from all parts of the Island show the fisheries to be in a very satisfactory state. The export of fish amounts to 323,337 quintals from the 1st January to 1st July, against 202,682 for a corresponding period of last year. Some very fine fish of the winter catch have recently been received from the western coast. Other exports for the same period have been 2,837 tuns seal oil, 791 tuns cod oil, 294,099 seal skins, 800 tierces of salmon and 3,513 barrels herring.

CHEAP INSURANCE.—A subscriber at Napanee in remitting says:—"I insured my house in the Canada Agricultural Insurance Co. They burst, and I lost two years on one and three months on another policy. I then insured in the Ottawa Agricultural, and I understand now they have also reinsured their policies with the Watertown Agricultural Insurance Co. Can you inform me in your next issue if I am insured or not? I really don't know, and there are others in this section who are equally ignorant. Please inform us, and oblige yours."—*Monetary Times.*

The above shows the absurdity of insuring in weak Canadian Companies, which secure most of their business by cutting rates. Property holders might as well save their money as to accept cheap insurance, without being guaranteed perfect security in the event of loss. This can be had, beyond doubt, by taking out a policy in the IMPERIAL FIRE INSURANCE Co., of London, which insures at moderate rates.

F. T. NEWBURY, Agent.

Married.

At New Bedford, Mass., U. S., June 30th, by Rev. J. W. Malcolm, Orton S. Simpson, of Provincetown, Mass., to Miss Sarah A. Feavour, of Prince Edward Island.

Died.

At Moncton, on the 7th inst., James Russell, infant son of S. G. and Allada Stewart, aged 5 months and 6 days.

At Virginia City, Nevada, U. S., on the 25th June last, Jessie McPherson, aged 37 years, formerly of the head of Montague River, King's Co., P. E. Island.

HOTEL ARRIVALS.

LORNE HOTEL.

Professor Kennedy, wife and daughter, Sackville; Samuel C. Nash, wife and children, Charlottetown; T. M. Thomas, London; John Stewart, Montreal; Dr. Conroy, city; F. W. Hall and wife; D. R. Jacques, Quebec; D. D. Ryan, Charlottetown; Capt. Fraser and wife; A. N. Large and wife; H. Ralston, Napanee, Ont.; and 24 others from city.

July 8.—Rev. Mr. Brecken, St. John; Dr. and Mrs. Johnson, city; Dr. and Mrs. Stewart, Montreal; Wm. Lawson, Halifax, Miss Burke, City; Mrs. Leigh, City; and 12 others from City.

RANKIN HOUSE.

July 5.—G. W. Willet, Boston, E. O. Ruggles, do; G. A. Kohl, Montreal.

July 7th.—J. W. Smith, Napanee Ont.; B. W. George, New York city; G. L. Dugget, Boston, Mass.

July 8.—James H. Bull, Pennsylvania; Robt. Simpson, Westville, N. S.; Misses Whitemen, Conso, N. S.; C. H. Deakins, Guysborough, N. S.; Geo. E. McLaughlin, St. John N. B.; A. T. Warner, Montreal; John Richards, P. E. I.

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. DOWNIE & CO., Box 1964, Montreal. Ch'town, May, 1879.

POSTPONED!

UNTIL TO-MORROW, the 10th inst.

The Excursion to Crapaud,

ON STEAMER "SOUTHPORT," Will Leave Ferry Wharf, AT 8 O'CLOCK, A. M. July 9, 1879.

VINEGAR.

35 CASKS WHITE WINE—Excellent quality. July 9—4 eod. CARVELL BROS.

TO LET.

A COMFORTABLE HOUSE containing 6 Rooms, with large Kitchen and good Cellar, situated east end of Dorchester street. Immediate possession. WILLIAM DODD, Queen Square. July 7, 1879—

TO LET.

WHAT Two-Story Dwelling House, Garden, Coach House, Stable, etc., on Grafton Street (West) opposite the residence of the undersigned, and having a fine view of the harbor. Apply to JOHN W. MORRISON. July 2, 1879.

UNION HOUSE,

Queen Street, Charlottetown. P. P. GILLIS, PROPRIETOR. CHOICEST WINES & LIQUORS. NEW YORK LAGER BEER.

TABLES set at all hours, with every luxury of the season. FRESH OYSTERS received daily. ROOMS large and comfortably furnished. COACHES from this House meet all Trains and Steamboats. First Class BARBER SHOP. July 4, 1879—3m

A Certainty!

ANY person wishing to obtain a good livelihood has now an opportunity of doing so. There is a house at the corner of Queen and Water Streets, in Charlottetown, known as the Commercial House. If not the best stand, it is at least an excellent one. The present proprietor having a desire to leave the business, now offers it to parties desirous of obtaining a good position. They can receive all necessary information regarding it by applying on the premises to JOHN MURPHY. July 4, 1879—her lw

TEA PARTY

PIC-NIC SUPPLIES!

BEER & GOFF'S Lemon, Raspberry, and Pine Apple Syrup. Sold in bottles and by the gallon.

Plain and Fancy Biscuits

Sold in Boxes & Bbls. and by the pound. Icing Sugar, Raisins, Currants, Pastry Flour, Essence of Coffee, Confectionery, Nuts, Oranges, Potted Ham, Drilled Ham, Potted Tongue, &c.

BEER & GOFF.

June 23, 1879.



"LORNE HIGHLAND WHISKY.—Sole proprietors, Greenlees Brothers, London and Argyleshire. This Whisky is a pure unadulterated spirit, very mellow, in quality excellent, and in our opinion perfectly wholesome. Where a stimulant is required, it is to be preferred to brandy."—*London Medical Review.*

Agents: MESERS. OWEN CONNOLLY & CO., Charlottetown, P. E. I. June 24, 1879.—6m

FIRE! FIRE!

B. BALDERSTON Has returned to the Shop from which the Fire drove him out in April. June 27, 1879—10m

MAGLEAN & MARTIN, ATTORNEYS-AT-LAW,

Newson's Building, Opp. Post Office, Charlottetown, P. E. I. A. A. McLEAN. D. C. MARTIN. June 18, 1879.—ex 2av

PASTURE TO LET.

FOR two or more Cows or Horses for the remainder of the Season, near Brighton Brewery. Apply immediately at this office. July 7.—1 wk.

MILLNERY AT AUCTION

I AM instructed to Sell, by Public Auction, to commence on **Thursday, the 24th of July**, at 11 o'clock, a.m., at the

LADIES' ESTABLISHMENT,

QUEEN STREET, the entire Stock-in-Trade of New Millinery & Dry Goods, comprising: Flowers, Feathers, Ornaments, Head-dresses, Ties, Cuffs, Collars, Frillings, Ladies' Linen Costumes, Ladies' Underclothing, Infants' and Children's Outfits, Silks, Wools of all shades; also Shetland Wools, Children's Woollen Goods, Clouds, Table Linen, Silk Velvets, Lace Curtains, Corsets, Kid Gloves, Toilet Mats, Fancy Goods, etc., etc. Also, the Shop Furniture. Terms liberal and made known at Sale. The entire Stock will be sold, in lots so suit purchasers, without reserve, to close the business. WM. D. STEWART, Auctioneer. July 7, 1879—

Household Furniture.

I WILL sell at AUCTION, at the Store of the late Robert Orr, Queen street, on **Friday, the 11th instant,** AT 11 1/2 O'CLOCK,

1 Walnut and Fancy Repp Parlor Suit, 1 do. and Velvet Pile Parlor Suit, 1 Ash and Walnut-trimmed Bedroom Suit, 1 Walnut Whatnot, 1 Hat and Umbrella Stand, Cane and Wood-seat Chairs, Extensio Dining Table, Scotch Carpets, Pictures, Lace Curtains, Crockery and Glassware, Silver Desert and Table Spoons, Silver Sauce Ladles, Electro-plated Forks and Spoons. One Gold Watch, (Ladies.) Dish Covers, Tinware, Flock and Ex. Mattresses, Feather Beds, Pillows, Toilet-ware, Toilet Glasses, Bedroom Tables, 1 Sewing Machine, 2 Beehive Stoves, 1 Shop Stove, 3 "Coral" Stoves, Scuttles, Fire Irons, &c., &c. Also, 1 Truck-wagon. WILLIAM DODD, Auctioneer. July 7—eod

Tea, Tobacco, Cigars, Iron Safe, &c.

I WILL Sell at AUCTION, at my Sale Room, Queen Square, on **Saturday, the 12th inst.,** AT 11 1/2 O'CLOCK,

15 half-chests Tea, 50 boxes Tea (5 and 7 lb. each), 10,000 Cigars, boxes and caddies Smoking Chewing Tobaccos, Meerschaum and Briar Root Pipes, Pipe Steams, Mouth Pieces, Tobacco Pouches, Cigar Cases, Liquor Flasks, Playing Cards, Tobacco Cutter, Show Cases, Iron Safe, Jars of Pickles, Bottles Pepper, Cans of Preserved Lobsters, Patridge, Chicken, and Bologna Sausage, Chewing Gum, Cases of Lime Juice, Boxes of Soap and Candles, boxes of Currants, Crackers, Shaving Mugs and Brushes, Bottles, Sea Foam and Hair Restorer, Bar Bottles, Decanters, Tumblers, 3 Brass Ale Pumps, etc. etc.

WILLIAM DODD, Auct'r. Ch'town, July 7, 1879—eod

TRADE SALE!

I WILL SELL BY AUCTION, On **Thursday, the 10th July,** at 11 o'clock, a.m., at my Store, Kent Street

The Following Goods,

—NAMELY— Bbls. Choice Spring Extra FLOUR, "Strong Bakers" "Superior Extra" Boxes and half-boxes BISCUIT (assorted)—Moir, Son & Co., Halifax. Bbls. BISCUIT, No. 1 Pilot and thin Family. Boxes CONFECTIONERY. "SOAP. Bbls. VINEGAR. Wrapping-paper, Ailspice, Sulphur, Logwood, Potash, Blueing, Lamp Glasses, &c., &c.

—ALSO—

200 Barrels Herring,

To be Sold Low. JOHN SELLER. Ch'town, July 8, 1879—

LORNE HOTEL, TRACADIE BEACH, NORTH SHORE P. E. I.

This new and pleasantly situated Hotel is now open, and will be found the

Best Summer Resort

ON THE ISLAND. It can be reached from the City twice a day by Rail to Bedford, or by carriage; distance 13 miles, or one and a-half hours' drive.

Visitors will find that every care has been taken to provide for their comfort and pleasure. PRICES MODERATE. Special Arrangements may be made for Families.

CYRUS TAY, MANAGER.