

# THE EXAMINER.

VOL. 7.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, TUESDAY, JUNE 15, 1880.

NO. 21

## THE DAILY EXAMINER

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KINGS' BUILDING, CORNER OF WATER  
AND GREAT GEORGE STREETS,  
Charlottetown, P. E. I.

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W. L. COTTON, | J. W. MITCHELL,  
Manager. | Office Sup't

## 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	Dp 3.25 pm	
Cardigan	" 7.40 "	" 3.54 "	
Mt Stew't	Ar 8.40 "	Ar 5.20 "	
Souris	Dp 6.30 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 5.35 pm	
Royalty Jc	" 9.46 "	" 6.48 "	
Ch'town	Ar 10.04 "	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 "
Bradalbe'e	" 8.05 "	" 11.45 "	" 7.00 "
Co'ty Line	" 8.12 "	" 11.54 "	" 7.11 "
Kensington	" 8.40 "	" 12.30 pm	" 7.50 "
Summa'side	Ar 9.05 "	Ar 1.05 "	Ar 8.25 "
Wellington	Dp 9.15 "	Dp 2.30 "	
Port Hill	" 9.52 "	" 3.23 "	
O'Leary	" 10.23 "	" 4.07 "	
Alberton	" 11.20 "	" 5.29 "	
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 "	Dp 8.00 "	
Port Hill	" 4.07 "	" 9.05 "	
Wellington	" 4.39 "	" 10.23 "	
Summa'side	Ar 5.15 "	Ar 12.00 m	
Kensington	Dp 6.00 "	Dp 1.05 pm	Dp 6.40 am
Co'ty Line	" 6.25 "	" 1.40 "	" 7.16 "
Bradalbe'e	" 6.54 "	" 2.19 "	" 7.54 "
Hunter R'r	" 7.00 "	" 2.29 "	" 8.05 "
N Wiltsh'e	" 7.28 "	" 3.07 "	" 8.46 "
Royalty Jc	" 7.43 "	" 3.24 "	" 9.04 "
Ch'town	" 8.19 "	Ar 4.15 "	" 9.56 "
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	" 7.17 "	" 11.17 "	
Souris	Ar 7.35 "	Ar 11.40 "	
Mt Stew't	Dp 5.35 pm	Dp 8.55 am	
Cardigan	" 6.35 "	" 10.21 "	
Georgetown	Ar 6.55 "	Ar 10.59 "	

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 kea pio ti

### Valuable Property for Sale.

TO BE SOLD, all that part of Town Lot No. 74, in the first hundred of Town Lots in Charlottetown; having a front of 67 feet, Dorchester Street, and running back 80 feet, together with the buildings thereon erected.  
For further particulars apply to Messrs. HOBSON & McLEOD, Charlottetown.  
Sept. 18, 1879.

### 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

## PACIFIC Mutual Insurance Co.,

NEW YORK MARINE.

Assets 31st Dec., 1879, - \$744,149.00

Insurance effected on CARGOES and FREIGHTS, covering \$15,000 and upwards on first-class risks.

Certificates issued payable in London at the office of MORTON ROSE & CO., Bankers, or in New York.

Risks taken and rates fixed without being referred to Head Office.

FENTON T. NEWBURY,  
Agent for P. E. Island.  
May 11, 1880.

## JUST LANDED

PER STR. *Miramichi*, another lot of

10 BARRELS

"Montserrat Limetta Champagne,"

In lots of 1, 2 and 4 dozen, to suit buyers.

W. E. DAWSON & CO.

May 31, 1880—tf

## NEW LIVERY STABLE,

—ON THE—

Northwest Corner of Prince and Kent Streets.

P. McPhail's Old Stand.

TERMS MODERATE.

J. MILLNER,  
Ch'town, May 31, 1880—1m eod

## MACLEAN & MARTIN

ATTORNEYS-AT-LAW,

Newson's Building, Opp. Post Office,

Charlottetown, P. E. I.

A. A. McLEAN. D. C. MARTIN.

June 13, 1879.—ex2aw

## E. G. HUNTER,

Manufacturer & Dealer in

MONUMENTS

Tablets, Headstones, &c.,

in variety, at LOWEST PRICES. BEST STOCK. Superior Workmanship.

SATISFACTION GUARANTEED TO PATRONS

N. B.—Farm Produce taken at market rates, in payment, during shipping season.

Kent Street, Charlottetown, P. E. I.

Please call and examine Designs & Prices.

Mar. 20, 1880.—w d—tu sa 6m

## For Sale or to Let.

THAT Freehold Property, with a front of eighty feet on Pownall Street and eighty-four feet on Sydney Street, the House containing 16 large rooms and two Kitchens. Can be turned into one Dwelling by unlocking a door. Apply on the premises to  
MRS. BOSWALL.  
April 26, 1880—tf

## ST. MARGARET'S HALL.

HALIFAX, N. S.

SEMINARY FOR YOUNG LADIES.

VISITOR:

The Lord Bishop of Nova Scotia

PRINCIPAL:

The Rev. John Padfield.

THIS SCHOOL offers, at very moderate cost, the advantages of a comfortable and pleasant home together with a thorough and refined education.

The course of Instruction is the same as that of the best Schools in England and is founded upon the University Examinations for Women. Eight young ladies from this School passed the Local Examination of the University of King's College in June last. This is the only School in Canada that has passed pupils at a University Examination.

The number of pupils is limited, rendering the School select, and while it possesses all the educational advantages of a large public school, each pupil is enabled to receive that individual care and oversight which is so important, and which cannot be given in a large establishment.

Mr. and Mrs. Padfield are assisted by a staff of four resident governesses, besides visiting masters.

Parisienne French is taught conversationally. There are two resident French Governesses.

References given to parents of pupils.

For further particulars address the Principal.  
Sept. 19, 1879.

## LIME JUICE

Limetta Champagne,

WHOLESALE AND RETAIL.

Rose's Celebrated Lime Juice,

Rose's Celebrated Lime Juice Cordial,

CELEBRATED LIME JUICE,

CELEBRATED LIME JUICE CHAMPAGNE.

A reduction made on a dozen of one kind or on an assorted dozen as may be required.

All for sale at

BEER & GOFF'S.

May 28, 1880—eod

## QUEEN INSURANCE CO'Y.

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, 1877—

## HOUSE TO LET.

ONE HALF of that three-story BRICK HOUSE, situated on Upper Queen Street, containing nine rooms; at present occupied by the Rev. Alfred Osborne; with coach house and stable, and pump in the yard.

—ALSO—

One-half of the Brick House adjoining the above, containing the same number of rooms, and now occupied by Mr. Ramsay.

Possession of these Houses given on or about the first of July next. Apply to

ALEXANDER HORNE.

May 27, 1880—2aw, pat oaw

## NEW GOODS

—AT THE—

"CROWN GROCERY,"

NEXT DOOR TO W. A. BROWN & CO.

THE undersigned have much pleasure in informing their friends, and the public generally, that they have completed their Stock of

Choice Family Supplies,

and would ask all in search of Fresh Goods to give them a call.

ROBERTSON & CAMERON.

May 31, 1880.—3m eod & wkly

## C. McLennan,

COMMISSION MERCHANT, GENERAL AGENT,

AND AUCTIONEER.

46 QUEEN STREET,

Charlottetown. - - P. E. Island.

Consignments solicited. Prompt returns guaranteed.

Auction Sales conducted in any part of the City or Country on reasonable terms.

May 11, 1880—3m eod

## BONE DUST.

FARMERS and GARDNERS requiring the above valuable fertilizer should send their orders in at once, as but a limited quantity will be ground this season—and it is now selling fast—\$2 per 100 pounds.

FRED. W. HYNDMAN.

April 7, '80—3aw, wkly, pat 2i

Notice to Shipowners and Others.

THE undersigned, having been appointed Port Warden for all Ports in Prince Edward Island, in accordance with an "Act to provide for the appointment of Port Wardens at certain Ports in the Dominion," Shipowners and Shipmasters will please take notice that before their vessels can be cleared in the Custom House, his Certificate is necessary to state that the vessel so clearing is provided with good and sufficient Dunnage and Shifting Boards; and it is therefore necessary that he be informed when his services are required to inspect any vessel or vessels to load with produce.

H. P. WELSH,  
Port Warden,  
King Street, Charlottetown.

Charlottetown, May 25, 1880—1m 2aw

## NEWS BY TELEGRAPH.

A TERRIBLE ACCIDENT.

THE STEAMERS "STONINGTON" AND "NARRAGANSETT" COLLIDE ON THE SOUND.—THE LATTER TAKES FIRE AND SINKS.—ONE HUNDRED LIVES LOST.—TWO ST. JOHN LADIES SAVED.

STONINGTON, CONN., June 12.

Steamer "Stonington" arrived at 6.30 this morning with about 50 survivors from the "Narragansett." The bow of the former was stove in three feet aft of the stem, nearly to the water line. She struck the "Narragansett" at 11.30 on the starboard side forward of wheel-house. The shock burst the gas tank, and in fifteen minutes the "Narragansett" was on fire. She sunk in four fathoms of water.

Steamers "New York" and "Providence" came to her assistance and all the boats and life rafts of the four steamers lowered and put in service.

It was two hours before the last passenger was picked up. Most of the passengers were transferred to the "City of New York."

The passengers say the officers and crew of the "Narragansett" behaved with great coolness and nerve.

On the arrival of the "Stonington," the village was aroused, and the men and women hastened with clothing and assistance.

Twenty-five women on board were in their night clothes, one of whom died before reaching here from the shock. The body has not been identified. One man also died—Rev. R. B. Lockwood, of Sixty-eighth Street Methodist Church, New York.

Most of the Eastern bound passengers left on a special train. Everything was done for their comfort.

No estimate can be made here of the loss of life. It is believed to be less than first supposed.

A Providence despatch from the clerk of the steamer "Narragansett" estimates the loss of life at thirty. Other persons estimate the loss of life from fifty to one hundred.

FOURTH DESPATCH.

NEW YORK, June 12.

The *Graphic* says about 100 lives are reported lost altogether.

The "City of Boston," of the Norwich Line, took a portion of the surviving passengers of the "Narragansett" aboard on her trip and the "City of New York," of the same line, came down with about 100 additional ones. She arrived at Pier 40, North River, at 10.30 o'clock, her decks and cabins filled with men, and women, and children, partly *en dishabille*, who were wrapped in their undergarments, over which they had thrown the state-room blankets.

The interior of the steamer had the appearance of a hospital.

The dock where it arrived was thronged with people, all of whom were anxious looks and made eager inquiries for relatives and friends. They shouted for information before the steamer touched the pier, and crowded hither and thither for a glance at the decks. Several police officers were required to maintain order. When the steamer was finally moored a rush was made for the gang plank, and many, who it was feared had gone down, rejoined their friends amid rejoicings.

G. O. Sanborn, Boston, a passenger, said: "About 11 o'clock last night I was knocked out of my berth by some terrible force. Without stopping to dress I secured a life preserver, and with others jumped into the sea. After floating around for some time, was picked up about fifteen minutes after the collision. The boat was a sheet of flame, and burned to the waters edge. Before leaving the boat I saw one man shoot himself in despair, and also heard the report of another pistol. There were, I believe, 330 passengers on board, and with the officers and crew, over 400 souls, and I think I am estimating it low when I say that 100 lives were lost. One great mistake was made, I think, by the officers in not letting the people know the true condition of affairs, as many women were induced by them to return to their staterooms, thereby losing time and very likely their lives."

Among the list of saved from the steamer "Narragansett" were Miss G. B. Deane, and Mrs. Wm. Purdy, of St. John, N. B.

INSPECTING THE WRECK.

NEW LONDON, CT., June 13.

During last night the steamer "Relief," of the Coast Wrecking Company arrived at the scene of the disaster. The wrecking schooner "Report" still lays alongside.

The master of the latter inspected the wreck in diving armor this morning.

The opinion of seafaring men is that the officers of the "Stonington" cannot be blamed for the accident. The courses of the colliding steamers lay together, but had the "Stonington" sounded two successive whistles instead of one in reply to the signals of the "Narragansett," the accident would not, in all probability have occurred.

No other bodies have been recovered.

LATEST FROM THE WRECK.

NEW LONDON, June 13.

The tug has just arrived from the wreck. Capt. Scott, who has been down and examined the wreck, thinks the steamer can be raised, as her bulwarks are in comparatively good condition.

Capt. Scott found the body of a child

about a year old, but there was nothing about the body to identify it.

MONTREAL, June 12.

The Court of Appeals this morning refused the application on behalf of Mr. McNamee for bail. Mr. McNamee was then driven back to jail. Mr. Keller, McNamee's counsel, renewed the application this afternoon, but the Court would not listen to him. As a last recourse McNamee's counsel have approached Judge Belanger, and will have Mr. McNamee taken to Lachine on Monday as a witness in the contested election case. He was offered his liberty provided he made an apology to Mr. Mousseau, but his reply was in the negative. The levee still continues, and numbers of ladies are visiting him.

CONDENSED DESPATCHES.

A Titusville despatch states the loss by fire to be \$750,000, and that the Holly Water Works were destroyed.

The Naval Superintendent of the Russian Black Sea fleet is in St. Petersburg to receive instructions. The circumstance is noticed in connection with the rumors that the French and English fleets are going to Besika Bay.

A telegram from Valona, Albania, reports that Lloyd's Agency has been undermined and blown up. A director and an official were severely wounded. The building was partly destroyed. The originators of the outrage are unknown.

The late ministerial change at Pera is even more than usually mysterious, and its significance is yet difficult to gauge. The prevalent impression at Pera is that this is the first step of general reform and that further changes may be expected in the ministry. The transformation of the Grand Vizier to Minister President is taken as a sign of an attempt to suit European ideas.

On account of O'Donnell's notice of motion in the British Commons for inquiry into the antecedents of Challenger Lacour, a semi-official communication has been published, saying that Lacour was never a member of the Government of National defence, and it has never been contemplated to send him to Berlin as an ambassador.

It is said that a private telegram has reached London announcing an arrangement between the opposing parties in Buenos Ayres probable.

The body of James Williams (colored) was found in the woods near Lawrence, Indianapolis County, Indiana, with his head crushed into shapeless mass. At his cabin his wife was found lying on the floor, unconscious, with her skull crushed, but still alive. Her recovery is doubtful. There is no clue to the murderers.

A Wilmington, Del., despatch says Ex-Senator James A. Bayard died on Sunday morning.

The American Rifle Team arrived at Queenstown yesterday. The practice of the Irish Team on Saturday was indifferent, but the weather was stormy. Betting on the Americans is going up.

Ex-Governor Albert G. Brown, of Mississippi, Governor for two terms and who served the State as a member of Congress, was thrown from his horse into a pond near his house on Saturday evening and drowned.

Spelling Reform.

Our readers will be able to judge of the present position of the "Spelling Reform" movement in England by the following petition, which has been prepared by the Spelling Reform Association:—

To the Honorable the Commons of Great Britain and Ireland in Parliament assembled. The humble petition of all the persons present at a public meeting, held in the theatre of the Society of Arts, in John Street, Aldelphi, on Thursday, the 29th of January, 1880, sheweth: 1. That the existing mode of spelling the words of the English language is altogether devoid of system, and entirely fails to attain the main object of written language, which is to express sounds by means of convenient and consistent symbols. 2. That this anomalous and chaotic spelling, in addition to many other serious defects, is the cause of one of the greatest magnitude, namely, the incalculable waste of time that results from endeavoring to enable children in schools to overcome its difficulties; so that out of the few years which can be given to instruction by the bulk of the population an altogether disproportionate share is allotted to the mere machinery of knowledge, instead of to knowledge itself. 3. That the natural tendency of written language to adapt itself to the spoken tongue is arrested and counteracted in England by the practice of Government Inspectors and other examining officers, by whom no credit is given (but, on the contrary, censure) to any spelling but the ordinary one. Wherefore, your petitioners humbly pray your Honorable House 1. To declare your opinion to be in conformity with the present shewing. 2. To adopt legislative means for holding an inquiry into the desirability and practicability of a reformed system of English spelling. 3. And above all, to pass an enactment whereby all Government Inspectors of schools and all examining officers shall be authorised and enjoined to accept and give credit to spelling based upon other systems than that now in ordinary use with a view to determining by experiment whether and to what extent the adoption of any such other system may be practicable and advisable. And your petitioners will ever pray, &c.