

The European War Cloud.

Advices from Berlin and St. Petersburg agree in stating that the quarrel between Bismarck and Prince Gortschakoff is now intensifying, and has reached such a stage that amicable adjustment appears almost impossible. Bismarck remains doggedly silent in his adherence to the position which he has assumed in the controversy and refuses to take any steps towards reconciliation, while he permits semi-official journals, over which he has control, to fan the flames of the quarrel. The *North German Gazette*, which is peculiarly the organ of Prince Bismarck, insists that the Russian papers, inspired by Prince Gortschakoff, are deliberately circulating fabrications respecting the attitude of Germany at the Berlin Congress, and are screening the errors of Prince Gortschakoff at the Congress by seeking to throw the responsibility for his policy upon the other nations. At the Congress, the *North German Gazette* continues, the points in dispute between Russia and Western Powers referred to questions of Batoum, the Dobrujscha, Soga, the coast of the Russo-Turkish and Bulgarian frontier; on all these points Prince Bismarck made concessions in favor of Russia, in fact there were no demands formulated by Russia at the Congress which Prince Bismarck did not support. He did not reckon upon Russia's gratitude and recognition towards her during the Congress. Had he done so, he would now be in the position of the man who leaned upon a broken reed.

A young lady belonging to a well known family in the Faubourg St. Germain Paris, lately committed suicide under painful circumstances. She was engaged to be married to an Italian, and the banns were already put up, when the expected bridegroom decamped with the lady's jewels. On learning the news she swallowed a dose of poison.

Naphtha and Benzine.

We have often been asked the difference between benzine and naphtha, many people wanting to know whether naphtha didn't include benzine, or whether it wasn't the same thing under a marketable name. A prominent refiner says that benzine is the first product that arises from the process of refining crude oil, and bears the same relation to naphtha that distillate does to refined oil. In other words, benzine is crude naphtha. The reason is not quotable under the name of benzine, therefore, is because it has to be reduced to naphtha before it is marketable in any extensive quantity.

The process that benzine is subject to, to produce naphtha is not a separate business, but is carried on by the regular oil refiners in the same stills and retort that the refined oil is produced. The benzine is treated with sulphuric acid, and the result is naphtha, which is in wide demand in Europe, especially in France, for the purpose of producing aniline dyes, while it is also put to many other purposes.

This demand is practically instrumental in keeping up its price, but its rapid evaporation also has a tendency in that direction, as any large seller of it has to take into consideration the depreciation that might take place by the time he sells it on that account, and for the same reason buyers give no more orders than immediate necessity requires.

All refiners, however, do not produce naphtha, but some of them sell the benzine, which is largely used for fuel purposes, for which it is much better than coal, as it is not only absolutely cheaper, but gives a steadier heat.—*Parker Daily*.

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.

GRAY'S SPECIFIC MEDICINE

TRADE MARK
The Great English Remedy, an unfailing cure for Seminal Weakness, Spermatorrhea, Impotency, and all diseases that Before Taking follow as a so-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.

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 Act, 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 26, 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.

CIVIC ELECTION,
BY THE MAYOR,

Licensing Board.

IN pursuance of an Act of the General Assembly of this Island, made and passed in the Fortieth year of the reign of Her present Majesty, intitled: "An Act to amend an Act to incorporate the town of Charlottetown," I do hereby give public notice that an Election of Three Persons to constitute a Licensing Board for the City of Charlottetown, will be held on

TUESDAY,
the Second day of September, 1879,

at the several places following, that is to say:

In WARD No. 1—At the Store of Messrs. J. & T. Morris, corner of Queen and Water Streets.

In WARD No. 2—At the Warehouse of Richard Heartz, Esq., fronting on Sydney Street.

In WARD No. 3—At the Market House.

In WARD No. 4—At the Fire Engine House, fronting on Kent Street, East.

In WARD No. 5—At the House of widow Tierney, corner of Great George and Enston Streets.

And at the said elections the poll will be opened at nine o'clock in the forenoon, and continue open till five o'clock in the afternoon of the same day.

The Board shall be elected by those entitled to vote for the Mayor of the city in each Ward.

DESCRIPTION OF WARDS.

Number One shall comprise all that part of Charlottetown which lies south of Dorchester Street, and the parcel of land formerly known as the old barrack ground. Number Two shall comprise all that part of Charlottetown which lies south of Richmond Street and north of Dorchester Street. Number Three shall comprise all that part of Charlottetown which lies south of Grafton Street and north of Richmond Street. Number Four shall comprise all that part of Charlottetown which lies south of Fitzroy Street and north of Grafton Street. Number Five shall comprise all that part of Charlottetown which lies north of Fitzroy Street, including the Common of the said Town.

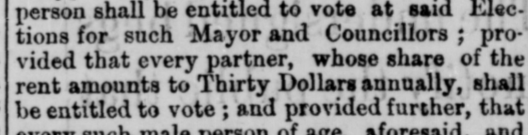
QUALIFICATIONS. An Act to amend an Act to incorporate the town of Charlottetown, passed 18th April, 1877:

Section 1. All the male inhabitants of the age of twenty-one years and upwards, who shall have resided in the said city for at least one year then next preceding the day of such Election, and being British subjects, and such of whom shall actually, and within the Ward for which he shall vote, then be, and for three months previously shall have been, actually and in his own right, the bona fide owner of the freehold of one whole Town Lot, Common Lot, Water Lot, or the bona fide owner of a piece of ground of the yearly value of Thirty dollars, or the bona fide owner of the freehold of a Dwelling House, part of a Dwelling House, Store, Warehouse, Office or Shop, or the yearly value of Thirty Dollars; or who shall be in the tenancy or occupancy of a Town Lot, Common Lot, Water Lot, or piece of Ground, Dwelling House, part of a Dwelling House, Shop or Warehouse, of the annual rent of Thirty Dollars, payable quarterly, half-yearly, or yearly; and no other person shall be entitled to vote at said Elections for such Mayor and Councillors; provided that every partner, whose share of the rent amounts to Thirty Dollars annually, shall be entitled to vote; and provided further, that every such male person of age, aforesaid, and being a non-resident of such city, shall be doing business in, and being in actual occupation of, business or other premises in the said City, and who shall be qualified to vote at such Elections under any of the several qualifications herebefore specified, shall be entitled to vote for such Mayor and Councillors, in the Ward in which the property on which he claims to vote shall be situate.

W. E. DAWSON,
L.S. Mayor of the City of Charlottetown.

W. B. MORRISON,
City Clerk.

Mayor's Office, Ch'town,
Aug. 16, 1879. tl date



THE PERFECTION OF WHISKY UNRIVALLED FOR STODDY.

SOLE PROPRIETORS GREENLEES & BROTHERS (LONDON BUILDINGS, EDINBURGH) DISTILLERS, ARGYLESHIRE.

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

THE place to get your Printing done is at the EXAMINER Printing Room

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 " "	
Mt Stwt Jc	Dp. 8.40 " "	Dp. 6.00 " "	
Royalty Jc	Ar. 9.38 " "	Ar. 7.18 " "	
Ch'town	Ar. 9.55 " "	Ar. 7.40 " "	
	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 " "
Kensing'tn	Ar. 8.28 " "	Ar. 1.16 " "	Ar. 8.25 " "
S'mm'side	Ar. 8.55 " "	Ar. 1.50 " "	Ar. 9.00 " "
	Dp. 9.10 " "	Dp. 2.25 " "	
Wellingt'n	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 " "	
Port Hill	Ar. 6.41 " "	Ar. 8.54 " "	
O'Leary	Ar. 7.38 " "	Ar. 10.20 " "	
Wellington	Ar. 8.09 " "	Ar. 11.08 " "	
S'mm'side	Ar. 8.45 " "	Ar. 12.05pm " "	Dp. 9.05am
	Dp. 5.30pm	Dp. 12.40 " "	Ar. 9.41 " "
Kensing'tn	Ar. 5.52 " "	Ar. 1.16 " "	Ar. 10.20 " "
C'ty Line	Ar. 6.24 " "	Ar. 1.55 " "	Ar. 10.31 " "
Breadalbn	Ar. 6.31 " "	Ar. 2.05 " "	Ar. 11.07 " "
Hunter R'r	Ar. 6.57 " "	Ar. 2.44 " "	Ar. 11.25 " "
NWiltsh're	Ar. 7.12 " "	Ar. 3.01 " "	
Royalty Jc	Ar. 7.49 " "	Ar. 3.50 " "	Ar. 12.18pm
	Dp. 4.30pm	Dp. 6.50am	Ar. 12.40 " "
Ch'town	Ar. 4.49 " "	Ar. 7.13 " "	
Royalty Jc	Ar. 5.45 " "	Ar. 8.30 " "	
M. Stwt Jc	Dp. 6.00 " "	Dp. 8.50 " "	
Cardigan	Ar. 7.03 " "	Ar. 10.16 " "	
Geotown	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. Stwt Junc.	Ar. 8.25 " "	Ar. 5.40 p. m.

Trains Going East.

STATIONS.	No. 10 Express	No. 12, Mixed
Mt. Stwt 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 ka 6i

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 Hawkebury 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 Chese 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