

The Examiner.

VOL. 1. W. L. COTTON, Manager & Editor. TUESDAY MORNING - - - SEPTEMBER 11, 1877. NO. 100

**NOW OPENED,
AT LONDON HOUSE!**

—EX CASPIAN—
RIBBONS,
TURQUOISES,

BLACK LUSTRES,
BROWN LUSTRES,
SILESAS,

DRESS LININGS!!
Aug. 24—Gin

A. McNEILL,
Auctioneer and Commission Merchant
NO. 1 QUEEN STREET,
CHARLOTTETOWN, P. E. ISLAND

AUCTION SALES, of all descriptions, attended to in city and country at moderate rates.
May 21, 1877.

SYRUPS

RASPBERRY,
STRAWBERRY,

GINGERWINE,
LEMON,
In 5 and 20 Gallon Kegs,

SUITABLE FOR
TEA PARTIES.

VERY CHEAP.
CARVELL BROS.

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

**REMEMBER,
Elector of Ch'town,
REMEMBER THAT THE
DAILY EXAMINER**

is daily on Sale at the Stores of—
H. A. HARVIE,
South Side Queen St.
T. O'CONNELL,
Lower Queen St.
THEO. L. CHAPPELL,
North Side Queen St.

**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

FOR SALE,

I HAVE on Sale one Small Steam Engine and Boiler; also one Tested Boiler in good order, for 10 horse power engine. Will be sold low.
H. COOMBS,
Upper Great George Street.
Sept. 5, 1877.

WANTED,

THE Highest Cash price paid for
Calf Skins and Sheep Skins.
ROBERT BRIDGES.
No. 26—tu&fr if

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 SHELDIAK 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 2 o'clock.

Returning, leaves SHELDIAK 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

Parks' Cotton Yarns.

AWARDED the only Medal, given for 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 29, 77
St. John, N.B.

Excursion Tickets.

TO BOSTON AND RETURN,

PER
STEAMERS CARROLL & WORCESTER,

For \$15.00.

CARVELL BROS

MONTREAL & ACADIAN

STEAMSHIP LINE.

HASZARD BROS., Agents.

Montreal, Charlottetown, P. E. I.,

Sydney, C. B., & St. John's, N. F.

S. S. "VENEZIA," Capt. John A. Macmaster

S. S. "VALETTA," Capt. Daniel Anderson

Should sufficient freight offer, it is intended to run the steamers of this line during the present season, regularly, between the above mentioned ports. The attention of importers is directed to the advantages offered. The steamers are in all respects first-class, well found, staunch, and well adapted for the route, having excellent passenger accommodation.
All freight delivered in good order at lowest rates.
For freight or passage apply to

HASZARD BROS., Agents.
July 16, 1877—eod if

QUEBEC & GULF PORTS

Steamship Company!

"SECRET," CAPT. DAVIDSON.

"MIRAMICHI," CAPT. BAQUET.

WILL LEAVE a. m. daily from PICTOU (after arrival of Monday Afternoon Train from Halifax) every Monday Midnight; SHELDIAK (after arrival of Tuesday Train from St. John and Halifax) every Tuesday Afternoon; CHARLOTTETOWN, every Tuesday Morning; SUMMERSIDE every Tuesday.

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

LOW RATES. QUICK TIME
CARVELL BROS., Agents.

Ch'town, June 16, 1877.—m&th

**THE DAILY EXAMINER
IS ON SALE**

AT THE STORES OF

Henry A. Harvie, Theoph. L.

Chappelle, and T. O'Connell.

Price Only 2 Cents

June 27, 1877—her 1

J. F. McKay,

(NORTH SIDE QUEEN SQUARE)

Has just received a varied assortment of American and Geneva

Watches,
Gold and Silver;

**Ladies' & Gents' Watch
Chains,**
Gold and Silver;

**Plain & Fancy Rings,
Gold Lockets, Brooches,
Barrings, Studs,
Silver Thimbles, etc**

—ALSO—

Watches, Clocks, and Jewelry skilfully repaired.—Satisfaction guaranteed, and a work warranted.
Aug. 21—lm

House and Shop to Let.

THE House and Shop occupied by the subscriber, containing 16 rooms; a large Shop, with a large and deep cellar, and large yard, suited for a Shop and a large Boarding House, corner of Queen and Kent Streets. Apply to

H. J. P. TERLIZZICK,
Ch'town, Aug. 28—6m

MACKENZIE'S DIARY IN THE MARITIME PROVINCES.

(From Toronto "Grip.")

BERWICK.—Vava weel. Nae could get oot, I was tauld that but for the rain the concourse wad hae been truly immense. An importer frae Sheffield tauld me. Ha was o' opeenyon I wad be weel receivit is Sheffield. He thought I couldna show mair regard for the mither country if I were elec't by it. I dinna conseeder myself weel receivit in Berwick. A chiel caled Woodworth spak against me, an wan cheerit! What is this? My saul has experiencit a dooncome. But we maun mak a' up at Truro. I hae sent three special trains oot frae there to ensure a gran' concourse.

TRURO.—I dinna ken; it's no for a puir mortal tae say; but I fear something will befall the country. Trains sent oot in a' directions; weather no b'd; a' opportunities for assembling; and no five hunner present! Weel, weel, Nineveh was preservit for the sake o' fire, but I dinna ken if I wad let off this Truro country for this five hunner. Ingrawteetude! Base desertion o' principle! Five hunner! Ten thousand at least! I count on! And sicca a speech as I made; it wad hae convincit a millstone; but it was clean wastit on the five hunner. Deil a decent cheer ava. Sicca thanklessness is amaisit enough tae make me swear no tae stamp oot refineries, croosh mining operations, of benefit the country onyway onymair. Weel, weel, we maun trust in Providence. I hae glancit round Truro. A great deal o't might be advantageously pulpit doon. Carriage works, foundries, mills, a' sic nonsense might be done awa. The States can do a' that for us. We should faim.

CHATHAM.—Sae far on my tour, sae mickle nigher hame. Vava few people here—comparatively, that is, as what used tae come roon' about the Pawcetic Scandal period. You was a crooning mercy. I wud gie onything for another Scandal. No much objectionable in Chatham—no mony manufactories—still, probably half o't might be done without. Made a speech; nae mickle applause. Can it be onything in the weather gars the farmers no shot? Weel, I am off for Ottawa. It's time Blake w' dispatchit on his tour. But I dinna ken. If he gangs oot tae meet cold shooters, he'll get a fit o' the dumps 'll spoil him for next session.

THE WESTERN STATES.

Mr. Thomas Connolly, spe al correspondent of the "Times," writes to that journal, under date St. Louis, Missouri, August 8th, on the condition and prospects of labour in the United States:—

"During the last twelve months I have travelled through the principal States of the American Union, from the Atlantic ocean to the Rocky Mountains, and from all I have seen of their agriculture and mineral resources, I am fully convinced that this country would be a paradise for working men, if its unbounded natural wealth was fully developed and utilized for the nation's benefit, and if it was wisely and honestly governed. The richness and fertility of the Western States are beyond comparison with any other lands I have ever seen at home or abroad, and north west and south-west of St. Louis there are more rich and fertile lands lying waste than would sustain one-half the population of Europe, if these lands were cultivated. In nearly every state west there are coal-fields and minerals of all kinds. Missouri is especially rich in iron ore, lead, copper, zinc, coal and other mineral products. Eighty-five miles from here I saw mountains of iron which are practically inexhaustible. The ore contains from 60 to 70 per cent. pure metal, and each miner takes about 4½ tons a day. A few years ago the yield was 1,500 tons daily, and it sold at St. Louis at \$11 per ton. In fact, there is a super-abundance of natural wealth everywhere you travel in this country. Yet, with all these natural advantages, its finances are, to say the least, in a most unhealthy condition. The Philadelphia Times, a very able paper, thus states it:—"We have a national debt of \$2,200,000,000, a State debt of \$375,000,000, and a municipal debt of \$1,000,000,000 and a railway debt of \$2,300,000,000 all of which entail an annual tax of \$400,000,000 for interest. One-fourth at least of the working population here are unemployed, and thousands of idle men are constantly tramping the country plundering or begging for bread."

FORTIFICATIONS OF ROME.

Garibaldi has written a letter in which he strongly condemns the proposed fortifications of Rome. He says that England, second to no Power in military and political importance, and the first power on the sea, maintains her navy with maternal solicitude, without taking the trouble to fortify her coasts, which would be labor lost. Should any stranger attempt to invade her he would find at every point her volunteers, round whom would rally the entire population. Italy, with a seaboard of thousands of miles, will always be accessible to anybody who wishes to invade her, and the only thing to think about is to prevent the enemy, when once landed, from getting away. This would be effected with a nation militarily organized and a fleet worthy of the country.

TWO ISLANDS DISAPPEARED.

Intelligence from Perth, Western Australia, has been received of the extraordinary disappearance of two islands—the Barker Islands—and their inhabitants. It appears that Captain Fisher, a Tasmanian capitalist, purchased from the West Australian Government the right to remove guano from two islands on the coast, described on the chart and known as the Barker Islands, and situated in latitude 14 degrees south, longitude 125 degrees east. Captain Fisher dispatched three vessels in April, with laborers and appliances for shipping the guano, but when the vessels arrived at the place where the islands were known to be, there was nothing to be seen but water. The islands had disappeared entirely, how and when is at present a mystery. It was generally supposed that Australia lay out of the line of active volcanic agency, so that the phenomenon is all the more remarkable.

THE HORRORS OF WAR.

In my last letter I endeavored to give some idea of the dreadful scene of misery in Karabuna, when the fugitives from Eskizza and the neighboring villages, to the number of 7000 or 8000, had collected there after their weary march of thirty miles. On looking back I can scarcely imagine that it was a reality, so completely beyond what any living person had ever probably witnessed was the horror of the scene. I am not aware of any parallel in modern history where the bodily pain of gun-shot and sabre wounds, or the agonizing death from thirst and starvation, has fallen on the women and children of the land. Moreover, at least three-quarters of these women are bereft forever of husbands and brothers, and the children of fathers; their homes are mere blackened heaps, their land a bear garden, and their cattle driven off; and they absolutely possess nothing in this wide world but the dusty, blood-stained rags they stand in.—London Times.

DEATH OF ADMIRAL SIR HENRY J. CORDINGTON, K. C. B.

This officer, in active service since 1823, died at his residence, Easton Square, London, on Saturday, the 3th inst., at the age of 68. He had served at the blockade of Algiers in 1824, and at the destruction of the batteries of St. Jean d'Arc, and in acknowledgement of his services was named a Companion of the Order of the Bath. He had filled many important positions up till 1858 and from that date till 1863, he was Admiral Superintendent of Malta Dockyard. His faithful services were again recognized by conferring on him the Russian order of the fourth class of St. Vladimir, the Legion of the Honour from France, and the Redeemer of Greece.

MAGDALENE ISLANDS.

The cod and mackerel boat fisheries have not been good during the past week. Bait for codfish is scarce. Mackerel are abundant, but they will not bite, and quantities of small mackerel are found on the coast. From twenty to twenty-five sail of American vessels were fishing round the Islands last week, and are reported doing well.

On Thursday, the 30th ult., a sudden and terrific squall of wind and rain passed over the Islands. In Pleasant Bay about sixty boats were out fishing. Six were driven off the ground, and in all probability would have been lost had they not succeeded in reaching some American fishing vessels lying off shore.

DISASTERS IN AUGUST.—The number of vessels belonging to, or bound to or from ports in the United States, reported totally lost and missing during the month of August is 17, of which 7 were wrecked, 3 abandoned, 1 sunk by collision, 3 foundered, 2 capsized and two are missing. The list comprises—1 ship, 3 barques, 2 brigs, and 11 schooners, and their total value, exclusive of cargoes, is estimated at \$171,700. The following vessels belonged to, or were bound to or from ports in Nova Scotia: Barque "N. K. Clements," of Yarmouth, sunk by collision on the voyage from Torrevieja to Boston; schrs. "R. L. Hersey," foundered on the voyage from Windsor to Baltimore; "R. & J. Freeman," of Shelburne, wrecked on the voyage from Port-a-plat to New York.

AN ITEM FOR THE LADIES.—A lady correspondent of a St. John paper advocates a change in the management of civic affairs, and thinks a Mayoress and Councilloresses must be a great improvement. The suggestion may suit Halifax. See what "Ida" says: "Do you think there is one woman in St. John, if she took charge of the streets, would have as much mud brought into her house on her husband's shoes, as is the case at present? If you see economy and good management in a house, who does it, the man? I think not. Does a woman ever buy a thing without asking the price? I have known a man to do so. And then don't you think that perhaps a woman's smile might do something with those "stick in the muds" who think we don't want any improvement; everything is good enough; who think our streets nice and clean, or at least clean enough, and are satisfied with everything else, even to the way money is thrown away."