

THE EXAMINER.

VOL. 7.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, WEDNESDAY, AUGUST 18, 1880.

NO. 75

LONDON HOUSE.

JUST RECEIVED EX S. S. "HIBERNIAN,"

Black Cashmeres,
Black French Merinos,
Black Persian Cords,
White and Grey Cottons,
Velveteen Wincies,
New Stockinette Worsted Coatings.

EX S. S. "NESTORIAN,"

80 Packages Choice Teas,
3 Cases Linen and Cotton Thread.

G. DAVIES & CO.

Charlottetown, July 13, 1880.

1880.
BRITISH
WAREHOUSE,
QUEEN SQUARE.

Spring and Summer Goods.
COMPLETE IN EVERY DEPARTMENT,
VALUE UNSURPASSED.

THE Subscribers have, by the S. S. "Prince Edward," "Ethel Blanche," and other later arrivals, completed the

LARGEST AND BEST STOCK OF
British and Foreign Dry Goods
AND GROCERIES

Ever imported by them, which they will dispose of at the lowest Cash prices.

Please give us a call before purchasing elsewhere.

W. & A. BROWN & CO.
June 1, 1880.

Emigrants, Attention.

THE BEST ROUTE FOR
Manitoba, Colorado, and
the West,

IS VIA THE
Intercolonial and Grand Trunk Railway.

QUICKER TIME, SHORTER DISTANCE
and FARES always LOWER from Prince
Edward Island than by any other route.

For TICKETS and all information about
Luggage, Freight, &c., apply to

F. W. HALES,
Agent Grand Trunk Railway
Charlottetown, April 17, 1880—3m wky

Great Summer Resort
PRINCE EDWARD ISLAND.

LORNE HOTEL.

THIS New and Commodious House, situate
at North Shore, offers great attraction
for Tourists who are wanting recreation, sea
bathing, fishing, etc.

It is within easy access of the City, being
only thirteen (13) miles by rail or carriage.

Charges moderate. For further particulars
apply to the Manager, or address

LORNE HOTEL COMPANY.
Charlottetown, P. E. I.

June 12, 1880.

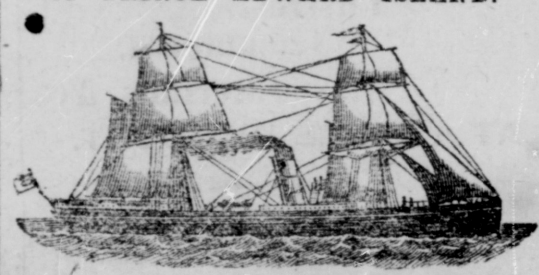
QUEEN INSURANCE CO'Y.
OF ENGLAND.

CAPITAL . . . TWO MILLIONS STERLING.

INSURANCE effected on all kinds of Build-
ings, 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—

Ocean Steamship Co.
OF PRINCE EDWARD ISLAND.



AUTUMN TRIP, 1880.

The First Class Iron Screw Steamship

PRINCE EDWARD,
1364 Tons Register, Classed 100 A1,
which is the highest class at Lloyds.

Robert Fraser, Commander,
Will be on the Berth at Liverpool
to Receive Cargo about the
8th of September.

AND WILL SAIL FROM

Liverpool for Charlottetown

About the 20th September.

Carrying freight at through rates from London
and Glasgow, deliverable at Charlotte-
town, Georgetown, Summerside, Al-
berton, Souris, Pictou and
Shediac.

For Freight, apply in London to JOHN
PITCAIRN & SONS, 16 Great Winchester Street;
in Glasgow, to JAMES KELSO, 134 St. Vincent
Street; in Liverpool, to PITCAIRN BROTHERS,
51 South John Street, in Pictou, N. S., to
NOONAN & DAVIES; or here, to

PEAKE BRO'S & CO.,
Ch'town, July 19, '80—eod tf Managers.

THE ONLY DIRECT LINE

To Boston.



Steamers Carroll and Worcester.

BOTH STEAMERS are fitted with
superior Passenger Accommoda-
tion, 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.

LEAVE CHARLOTTETOWN
Every Thursday, punctually at 5 p.m.

LEAVE BOSTON
Every Saturday, punctually at noon.

CARVELL BROS.,
AGENTS.
Ch'town, June 3, 1880—2aw mw, ar pat

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, Dor-
chester Street, and running back 80 feet, to-
gether with the buildings thereon erected.

For further particulars apply to Messrs.
HOBGSON & McLEOD Charlottetown.

Sept. 18, 1879.

THE NORTH BRITISH & MERCANTILE

FIRE AND LIFE

INSURANCE CO.,

Of Edinburgh and London,
ESTABLISHED IN 1809

Subscribed Capital, \$9,733,332.00
Paid up Capital, - 1,216,666.00

Transacts every description of Fire, Life
and Annuity Business on the most favorable
terms.

FIRE DEPARTMENT—Insurances may be ef-
fected at the Lowest current rates.

Insurances upon Public and Private Build-
ings effected on especially favorable terms.

Losses settled with promptitude and liber-
ality.

LIFE DEPARTMENT—New and Reduced pre-
miums for Dominion of Canada.

G. W. DEBLOIS,
General Agent for P. E. Island.
Office, No. 35 Water Street, Charlottetown.
April 14, '80—pat her ne sj kea tf eod

REGULAR TRADER

From London to Charlottetown.



P. E. ISLAND, DIRECT.

FALL TRIP, 1880.

The Splendid Clipper Barkentine

"ETHEL BLANCHE,"
428 Tons Register, Coppered and Classed
10 years A1 in English Lloyds,

CHARLES GOULD, COMMANDER.
Will Sail from London

ON OR ABOUT
THE 5th SEPTEMBER.

Carrying Freight at through rates to Pictou,
Georgetown, Summerside, Souris
and Shediac.

Parties wishing to have their goods de-
livered here early in the season, will do well
to forward their orders in time, so as not to
detain the Vessel.

For Freight or Passage, apply in London to
JOHN PITCAIRN & SONS, 16 Great Winchester
Street; in Liverpool, to PITCAIRN BROTHERS,
51 South John Street, or here to the owners,

PEAKE BRO'S & CO.
Ch'town, July 19, 1880—eod tf

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

Y. M. C. A.

FOURTEENTH ANNUAL CONVENTION.

THE following paragraph prepared for
Tuesday's issue was inadvertently omitted:

Open-air services were held by the dele-
gates in different parts of the city on Sun-
day, all of which were largely attended by
very orderly assemblies. A mass meeting
of young men of Charlottetown, in Asso-
ciation Hall, was addressed by some of the
younger delegates in a very earnest and
impressive manner. The farewell meeting
was a crowded one. Addresses were de-
livered by the Chairman, C. Primrose, of
Pictou; Revs. F. Owens, Antigonish, and
H. P. Cowperthwaite, Charlottetown; and
J. B. Morrow, Halifax; J. E. Irvine, St.
John; and C. Palmer, Charlotte-
town. At the close of this meeting
the delegates gathered round the platform
and joining hands engaged in their solemn
and impressive parting ceremonies. The
meeting will long be remembered as one of
the most impressive and affecting which
our city has ever witnessed.

The delegates left for their respective
homes on Monday morning.

Russian Naval Forces on the Pacific

In view of the unfriendly feeling that
since the Crimean war has subsisted between
Russia and Great Britain, as well as some
evidences from time to time, of Russian in-
trigue in Afghanistan, a good deal of atten-
tion has been drawn of late to the large
augmentation of the Russian fleet on the
Pacific. The Russian naval station is
Vladivostek, where there is a fine harbor,
with abundance of coal close at hand. It
occupies the same position relatively on the
west that Victoria, B.C. does on the eastern
shore of the Pacific. The Russian fleet at
Vladivostek, which before numbered 25 sea-
going cruisers and 30 transports has been
lately considerably reinforced, and is short-
ly to have five swift steam vessels of large
size added to it. In the event of actual
hostilities at any time in the future, Canada
could not fail to be deeply interested in this
development of Russian naval strength in
that quarter, especially in view of the de-
fenceless condition of our Pacific ports.
The Admiral in command of our fleet on the
Pacific is said to have reported upon the
inadequacy of British forces in that quarter,
in the event of possible contingencies.

Death of a Great Diplomatist.

The cable announces the death of Lord
Stratford De Redcliffe, better known as Sir
Stratford Canning, who was Ambassador at
Constantinople during the Crimean war,
and who was so long the faithful friend of
Turkey, while loyally serving the interests
of England. It was one time thought that
few persons had a knowledge of Turkish
affairs equal to that of the English Amba-
sador to Turkey. Lord Redcliffe had at-
tained to a great age, having been born in
January, 1788. He passed through all
stages of the diplomatic service, in Switzer-
land, at Washington (in connection with
the treaty of Ghent), at St. Petersburg,
Madrid, etc., as well as at Constantinople.
He was raised to the Peerage in 1852, and
had previously held a seat in the House of
Commons from 1835 to 1842. In the House
of Lords he took an active part in discuss-
ing questions of foreign policy. He was
created a Knight of the Garter in 1869. He
wrote a little work on Christian Evidences
—"Why am I a Christian?" and also an
original play entitled "Alfred the Great in
Athelney." It was privately printed and
not much known.

The State of Trade.

The fall trade, now opening, holds out,
says the New York Commercial Bulletin,
the promise of a successful season. The
leading crops of the country were never
larger, and the rehabilitation of industries
that were crippled during the six years fol-
lowing the panic of 1873, and the pros-
perity of agriculture, have caused a mate-
rial increase in the purchasing power of the
people, while there is no reason to believe
that there is going to be any material
abatement of the wonderful growth of our
foreign commerce. What that growth has
been is indicated by the bare statement
that the aggregate of exports and imports
for the last fiscal year was about 81 per
cent. greater than during the year 1870,
and nearly 119 per cent. greater than in
1860. From 1860 to 1874, with the excep-
tion of a single year, the value of our
imports exceeded that of our exports, and
that the aggregate excess of imports in those
fourteen years was over \$1,175,000,000.
The people of the United States thus bought
\$1,175,000,000 more of merchandise abroad
than they sold to foreign nations. This
rendered it necessary to pay large balances
with coin. But the tables have been
turned during the last five years, during
which period the exports exceeded the
imports by \$920,000,000. Good crops and
the economy enforced by six years of in-
dustrial depression had much to do with
this gratifying change, and the conditions
are favorable for a continued balance on
the right side of the ledger. There is, no
doubt, a prosperous future before us. It is
not to be attained, however, through any
such senseless speculation as we had last
year, but through such industry, economy
in production, and wisdom in legislation as
will enable us to compete with other coun-
tries in the markets of the world, with our
manufactures as well as with the produce
of the soil.

The Wheat Crop of the U. S.

The wheat crop of the United States in
1880 has been variously estimated at
470,000,000 to 500,000,000 bushels. The
early estimates of the United States wheat
crop of 1879 were 475,000,000 to 500,000,
000 bushels. A large crop is almost uni-
formly estimated too large, and a small
crop too small. The surplus of the wheat
crop of 1879 exported, making up allow-
ance for the reserves of old wheat from the
crop of 1878, was 178½ million bushels from
July 1, '79 to June 30, 1880. The visible
supply of 1878 reserves was on July 1,
1879, about 13½ million bushels, with a
limited amount in the country outside of
this. The total of 1878 crop reserves on
July 1, '79, did not probably much exceed
15 million bushels. The visible supply
on July 1, 1880, was less than 12½
million bushels, with less actual re-
serves in the country than on July 1, 1879,
making the actual export surplus about
175 to 180 million bushels. The export
surplus of the crop of 1879 was early es-
timated at 225 million bushels. The early
estimates of the wheat crop of 1879 in
Oregon, California, Michigan, and the
North-western spring wheat crop were
largely in excess of the actual out-turn.
The wheat crop of Michigan for 1880 is
estimated at 30 to 34 million bushels, and
of Minnesota at 30 millions to 45 millions,
and of California at 40 million to 47 mil-
lion bushels. California in 1879-80 ex-
ported from July 1, to June 30, 19,766,
739 bushels, and the actual remaining
wheat in that State on July 1, 1880, is re-
ported by the San Francisco Produce Ex-
change at less than three-quarters of a mil-
lion bushels. It is as yet too early to de-
termine the out-turn of the wheat-crop of
the United States in 1880. It is without
doubt a large crop, and may perhaps ex-
ceed 450 million bushels, which would give
an export surplus of 180 million to 200
million bushels.

Clippings from Late Papers.

A fellow once walked out of a store in
Gloucester with a fish, which he had stolen,
tucked under his vest. He hadn't gone far
with his plunder before he was brought to
ahalt by a shrewd passer-by, who, taking
in the situation at a glance, exclaimed:
"See here, my friend, you ought either to
wear longer vests or steal shorter fish."

FROST ON THE TOBACCO.—The following
is an extract from a letter of a settler on
the Tobique river, under date of Aug. 8th:
"We are all down in the mouth here to-
night, as last night's frost has killed all
our buckwheat, beans, peas, corn, and to-
matoes, in fact, everything. Of my wheat
I will save a portion, if the frost does not
come on again. Our buckwheat is com-
pletely mowed down; Brooks' buckwheat
is as black as a coal and Watterick's the
same. I took out of the wash basin at the
door this morning ice one quarter of an
inch thick."—St. John Telegraph.

George Stephen, the Montreal million-
aire, who has just given \$50,000 to Queen's
College, Kingston—of which Rev. G. M.
Grant is Principal—is a native of Dufftown,
(near Keith) in Banffshire, Scotland. He
came to Canada a poor boy, about thirty-
five years ago, and was first a clerk and
then a partner with his uncle in the dry
goods business in Montreal. About fifteen
years ago he became largely interested in
manufactures of various kinds, being among
other things a shareholder in the London-
derry Iron Mines. He recently is reported
to have made many millions in Western
railways and lands, and is now reported to
be one of the wealthiest men in Canada.

According to the Year Book of the
Young Men's Christian Association, just
issued by the International Committee,
there are 825 associations in North Amer-
ica, 285 in Great Britain, 65 in France,
293 in Germany, 406 in Switzerland, 2 in
India, 4 in Syria and 2 in Japan. The
American associations hold property worth
more than \$2,000,000. The young men of
the country have contributed \$400,000 for
the work of these organizations during the
past year. There are 178 General Secre-
taries employed, of whom 26 have their
offices in railroad depots and their special
work among railroad men. Associations
have been formed in 96 colleges. There
are 39 German-speaking branches of the
association. During the past year 42 new
college associations have been organized
and 14 railroad secretaries have been
placed where they will be able to do the
most effective work.

The Montreal Gazette says: "We re-
cently stated that granulated sugar was sell-
ing in Montreal at a lower price than that
at which it could be imported under the
Cartwright tariff, and we gave the following
comparison which holds equally as good to-
day as it did a week ago, to prove the
assertion: Granulated sugar in Montreal,
10½ cents, less 2½ per cent. discount for
cash, making the net price 10 c; granulated
sugar in New York, 10½ c net cash, equal to
\$10.25 per 100 lbs. Under the old tariff
the cost would stand thus:—

Cost in New York	\$10.25
Less drawback	3.15
Export price	\$7.10
Ad valorem duty 25 p c	1.77
Specific duty 1 c per lb	1.00
Freight and charties	0.45
Net cost in Montreal	\$10.32½

Or one-third cent per lb. more than is
asked for Canadian granulated sugar of a
superior quality.