

The Examiner.

VOL. 1. W. L. COTTON, Manager & Editor. THURSDAY MORNING - - - AUGUST 23, 1877. NO. 84

MISS GREGOR
Will open a SELECT CLASS for girls about the first of September, at her father's residence, UPPER PRINCE STREET.
Subjects Taught—English and French.
TESTIMONIAL.
I have great pleasure in recommending Miss Gregor as an efficient and conscientious teacher for young pupils.
MARIAN ROBERTSON,
Princess of Wales College.
Aug. 18—1w

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.

H. VINNICOMBE,
PIANO FORTE REGULATOR.

ALL parties leaving their orders for Tuning at Bremner Bros. will receive the best attention.
All who have Pianos in Charlottetown would do well to have them tuned by the year, keeping their instruments in perfect order all the time.
A visit once a year at least will be made to all parts of the Island, or often if required.
Ch'town, July 18, 1877.

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 CONTINENTAL, and thoroughly renovated the same, making it, as the ROYAL, always 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

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 —

EARTHENWARE,

Landing ex "James Duncan," from Liverpool.

11 CRATES, assorted.
For Sale low while landing.

FENTON T. NEWBERY & Co.
Ch'town, Aug. 16, 1877.—arg pat 2ms.

H. CONROY & SON

RESPECTFULLY inform their customers and the public generally that they have resumed business at

No. 6 KING SQUARE,

fronting on Charlotte Street, adjoining Haning & Co's. Drug Store.

We will have on hand a large and choice assortment of Ladies' Toilet Articles and a superb Stock of Real and Imitation Hair Goods. Ladies' own hair cuttings or combings made up.

All orders by mail, or express attended to with despatch.

Post Office address H. CONROY & SON,
Box 234, St. John.
Aug. 11—6m

BOARDERS WANTED.

5 OR 6 Permanent Boarders can be comfortably accommodated in a private family; male boarders preferred. Apply to 124 Kent Street, nearly opposite J. Seiler's Grocery.
Aug. 21—1w*

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 SHERIDIAN 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 3 o'clock.

Returning, leaves SHERIDIAN 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. HALE, Agent.

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

Steamer.

HEATHER BELLE

Summer Arrangement.

WILL leave Charlottetown for Orwell every MONDAY and WEDNESDAY evenings.

Leave Orwell for Charlottetown every TUESDAY and THURSDAY mornings, at 7 o'clock.

Returning to Orwell same evening at 3 o'clock.

Leave Charlottetown for Mount Stewart every WEDNESDAY and FRIDAY Mornings at four o'clock.

Leave Mount Stewart for Charlottetown at 7 o'clock, returning to Mount Stewart same evenings.

Leaving Charlottetown for Crapaud every SATURDAY, weather and tide permitting; and every alternate SATURDAY will make a return trip.

JOHN HUGHES, Agent.
Ch'town May 23, 1877.—3m wkly

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 tf

QUEBEC & GULF PORTS



Steamship Company!

"SECRET," CAPT. DAVIDSON.

"MIRAMICHI," CAPT. BAQUET.

WILL LEAVE as follows: nately from PICTOU (after arrival of Monday Afternoon Train from Halifax) every Monday Midnight; SHERIDIAN (after arrival of Tuesday Train from St. John and Halifax) every Tuesday Afternoon; CHARLOTTETOWN, every Tuesday Morning; SUMMERSIDE every Tuesday.

Pasbebie, Pereg, Gaspé, Father Point, and all Above Named Places.

LOW RATES. QUICK TIME

CARVELL BROS., Agents.
Ch'town, June 16, 1877.—n&th

Parks' Cotton Yarns.

AWARDED the only Medd. given to 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. PARS & SON,

New Brunswick Cotton Mills } May 23 '77
St. John, N. B.

THE DAILY EXAMINER

IS ON SALE

AT THE STORES OF

Henry A. Harvie, Theoph. L.

Chappelle, and T. Connell.

Price Only 2 Cents

June 27, 1877—her 1

OURSELVES AS OTHERS SEE US.

People always like to hear good of themselves; and, therefore, we make no apology for republishing the following description taken from the Post, of Lindsay, Ont. The writer is a little "out" on one or two points:—

"A short journey to Point du Chene brings the party within the cordial grasp of a delegation of hearty Prince Edward Islanders headed by "Lawson the Sinner" and "Lawson the Saint," the former being the genial editor of the Charlottetown Patriot and the latter a Presbyterian minister editing the Presbyterian, a weekly paper published in the same town. Here we meet Mr. McKechnie, Superintendent of the Island Railway, a capital railway official, formerly on the Midland and Grand Trunk. We go on board the fine steamer "St. Lawrence," one of two vessels owned by the Prince Edward Island Navigation Co., of which Commodore Hales is the President. Mr. Hales is a whole-souled old fellow, and gives the party a right royal welcome. The boat is spacious and admirably equipped, and the five hours sail by water, after the long railway journey, is a most acceptable change and is enjoyed by all. The day is exceedingly fine, the sea—or rather strait—is as smooth as glass; there is not a single case of mal de mer,—on the contrary all participate to the fullest extent in the sumptuous dinner table spread out by our hospital Commodore.

ON PRINCE EDWARD ISLAND.

Summerside is reached about six o'clock, and the party stroll through the town. It is a quaint old place, evidently prosperous, but without the abundant signs of life and energy that mark our western towns. The party go by a little steamer to Mr. Holman's Island Park Hotel, on a beautiful island a couple of hundred yards off the shore. Here has been constructed a spacious summer resort, one of the finest and most pleasant along these shores. It stands in a grove, through which are shady walks and drives, and there is a capital beach for sea-bathing, which is, of course, at once indulged in. The party is here entertained at a bountiful and well-arranged dinner, provided by the press and citizens of Summerside. Mr. McKechnie, the Superintendent of the Railway, occupies the chair, and there are toasts and speeches and songs, making a very pleasant evening.

The interchange of sentiment so agreeable, that all are in the best of humor. Mr. Grip gives us a taste of Italian Opera as it is or ought to be, and Mr. John Livingstone excites great and repeated laughter by one of the wittiest and happiest of after-dinner speeches, in which he makes the most of his topic—the response to the toast of Mr. Mackenzie. Mr. Pattullo is called upon to reply for John A. and acquits himself capitally. "Up in the morning early" and away by a special train to Hunter River station where carriages are taken for Rustico, famed for its fine sandy beach and its sea-bathing. The railway is a narrow-gauge, like the Nipissing, and the cars are handsomely upholstered. The drive for nine miles and back is one of the most enjoyable parts of the whole excursion. The Island is a perfect garden—it is the gem of the Dominion, and will charm and delight all who visit it. The bright verdure, the gentle rolling fields, cleared of stumps, the rows of trees in many places growing like hedges, strongly resembled south of England scenery. The land is wonderfully fertile naturally, or is made so by the application of a rich muck taken from the numerous ocean inlets, and of which there are inexhaustible quantities. The afternoon at Rustico is devoted to sea-bathing and other sports entered into with abandon by all. A substantial dinner is served by Mr. Newson, whose well-kept hotel is evidently a favorite resort for those who desire to spend a few weeks pleasantly and get the benefit of sea-bathing. The enjoyment of the occasion is heightened by a few felicitous words of welcome by the Hon. Mr. Brecken, ex-Attorney-General, who is one of the best speakers on the Island, and who is to make his voice heard at Ottawa ere long, according to popular report. We reach the train in good time, and away to Charlottetown as the "shades of evening are falling fast," and after a hurried walk through the provincial building we get to our hotels and to bed, in order to have a good rest so that on the morrow we may carry out to the letter the injunction of our humorous Secretary—"behave yourselves and go to church." How this was done and all subsequent adventures must be left for another letter.

General Sir Hastings Doyle has been offered the military command at Metz, but but that the gallant officer, who needs rest from active service, has declined the appointment for the present.

Sir John Rose presided at a meeting on Wednesday of the Committee of Relief, organized for aiding the sufferers by the fire in St. John. Upwards of £6,000 were subscribed, and it was decided to forward £3,800 at once to New Brunswick for distribution.

The Agricultural Gazette says that 1877 will prove an exception to the succession of unfortunate harvests.

In Lackawanna region the desperation of idle miners cannot be described. Fully 50,000 men are striking, and great trouble is feared next winter.

SPECULATION IN OATS.

About the most disastrous speculation growing out of the European war was that in oats. About three months ago a clique in New York purchased 750,000 bushels and on the first month succeeding the speculation, prices declined on an average of 5c. on the bushel, and in the second month the decline averaged 11c. per bushel. In July the prospect of an abundant harvest, still further depressed the market, and the past two months' sales will average a loss of nearly 20c. a bushel. Nor is the bottom apparently yet reached, and with a fine new crop, the old that is left over must sell at a marked discount to move them. This makes an average loss of 15 cents per bushel for the four months as follows: 750,000 bushels at 15 cents; loss \$172,500. To this add storage, interest, and insurance, and it will foot up to a much larger sum. This should be a salutary lesson to speculators.—Quebec Chronicle.

THE WHEAT PROSPECTS.

The Chicago Tribune summarises the returns of the wheat crop from four of the great States for the past two years and compares it with the return for the present year:—

	1875.	1876.	1877.
Minnesota,	27,000,000	16,000,000	35,000,000
Iowa,	23,000,000	18,000,000	37,000,000
Wisconsin,	25,000,000	15,000,000	25,000,000
Kansas,	12,000,000	12,000,000	20,000,000
Total	93,000,000	61,000,000	117,000,000

In addition to this the Tribune declares that it has evidence to substantiate the statement that the aggregate wheat crop of Michigan, Indiana, Ohio, Kentucky and Tennessee will be 35,000,000 to 40,000,000 bushels greater than that of last year. There will be a falling off of twelve millions in California. In all the states enumerated, however, and these include all the great grain raising States with a surplus for exportation—there will eighty millions more bushels available this year than there was last year.

MR. CORDEN'S POWER AS A PUBLIC SPEAKER.

Mr. Foster, in his speech at Bradford recently, said—I consider it one of my greatest advantages to have had some intimacy with Mr. Cobden when he was late in life, and I must say this, with regard to his power of speech and eloquence, that he was the only speaker in Parliament or out of it that I always saw get up with some degree of fear, the fear being this, that I was not sure that I should have full control over my opinions while he was speaking. There have been men more eloquent as regards moving the passions and exciting indignation—my hon. friend Mr. Bright for one—but, of all the men I have heard, Cobden was the one man who most fettered your intellect and reason. I used to feel, "whatever you say you will make it appear absolutely certain that you are right, and I shall feel so foolish for not agreeing with you that I doubt whether you will not change my opinions while you are speaking"—[laughter]—and no man likes that—[laughter.] That was a great power, a wonderful power, and it might have done great harm but for the objects of the man. As it was, it made his name imperishable in the history of England—[cheers.]

MR. MACKENZIE AND THE MARITIME PROVINCES.

(From the Montreal Gazette.)

The people of the Maritime Provinces have not forgotten the career of Mr. Mackenzie and his party from the date of Confederation down to the time that, by an accident, he was called upon to form an administration. They remember that the proclamation uniting the Provinces had hardly been issued when the Grit party of Ontario commenced their sectional agitation. Recognizing the importance of the Province of Ontario—and certainly no one could doubt it—feeling that from it must largely go out the active political controversy which would govern the politics of the Dominion, the Grits commenced their attacks upon the Maritime Provinces and upon the Conservative Government as pandering too much to those Provinces. The rearrangement of the financial basis of union was denounced as a bribe to Nova Scotia. The arrangements with New Brunswick, arising out of the Washington Treaty, were denounced as a bribe to that Province. The terms with Prince Edward Island, on its entrance into the Union, were described as extravagant and monstrous. And all this in a wretched sectional spirit designed to array Ontario against these Maritime Provinces. Since he accepted office, Mr. Mackenzie has, it is true, preached a different gospel, but the people by the sea are not to be thus deceived. Mr. Mackenzie is to be judged by his conduct in opposition as well as in the Government. For six years he presented himself as a bitter unrelenting enemy of the smaller Provinces, and they have not forgotten those years. He is paying the penalty of former want of patriotism, in the merited dislike in which he is held by the people of the Maritime Provinces.