

## THE FOUR SPANIARDS.

In 1828, I was second mate of the brig Isabel. We had been freighting for six or eight months among the West India Islands, and picked up a good deal of money. At last the hot weather came on, freighting grew dull, and we made ready to sail for home. In the meantime there came on board four Spaniards who wished to engage a passage to the North, and being able to accommodate just that number, we accepted them. They were all sinister looking fellows, and one in particular was so much so, that I wondered why Captain Hillman entertained so little distrust of him.

Neither myself nor the chief mate liked the arrangements; for in those days ever sailor had the dread of pirates pretty deeply upon his mind. And indeed, we had only a few months previous been chased by the murderous scoundrels off the Isle of Pines.

We set sail, and I must confess that I passed the first night in some uneasiness. The passengers spoke but little English, and their conversation was, therefore, mostly between themselves. During such colloquies, it seemed to me that I could detect in them the manner of guilty men—a constant look of distrust and watchfulness; but as the second day wore on I became accustomed to the appearance of their well-dressed figures at my side, my anxiety abated.

Toward the evening of this day, however, my attention was drawn to a slight altercation between the cook and the Spaniard, Bacalardo, the man whom I had remarked as the most villainous-looking of the four. Drawing near them, I asked what had happened.

"Why, sar," replied the negro cook "while I was out of the galley, dis Spanish gemmen' sprinkle something on de meat." I scrape it off de best way I could. I doesn't want no interference in de 'fairs ob my galley."

The faithful negro looked angry; nor was this all—his glance and tone told me that a grim and dreadful suspicion had entered his mind. The Spaniard, however, remarked that he had merely intended to season the meat with a kind of pepper highly esteemed in Cuba; but upon my expressing a curiosity to see it he regretted that he had none remaining. I was about to order the cook not to produce the meat at supper, when the captain approaching us, made light of the affair, laughing at the old negro's jealousy of the enroachment upon his peculiar province; and as the mysterious substance seemed to have been wholly removed by the cook's knife, I hoped that no harm might result.

The captain ate freely of the meat; the mate was evidently affected at what had transpired, yet his appetite prevailed. I avoided it entirely; and as to the Spaniards the circumstance of their leaving it untasted seemed not remarkable, as we had learned on the day previous that they were not in the habit of eating animal food at supper.

Shortly afterwards, the captain, mate, and three of the crew became dreadfully sick. I felt a terrible presentment of the worst yet what was I to do? The captain was helpless in his berth; the mate lay in agony upon the trampoline; the only foremast hand able to come on deck was at the wheel; the cook was paralyzed with fear; and my ideas of what could or ought to be done, were confused by the suddenness and appalling difficulties of my position.

Should I arm and attack the villains; whom should I arm, and how commence? Were the helmsman to stir from his station, a knife would be at his heart; and were the cook to leave his galley, he would not walk to the end of it.

I went to the cabin, where the captain and mate were vomiting in great distress; and while overhauling the medicine, more from the sense of restlessness which we all feel in the presence of sickness, than from any hope of affording relief, the companion doors were shut upon me, and the slide shoved to its place. And at the same moment there was a slight struggle on deck, a groan and a fall; and next came a heavy splash in the water under the stern. I had felt that I could as easily defend myself in the cabin as elsewhere, for upon deck I had been entirely at the mercy of the pirates, momentarily expecting them to strike; but the reason for their not doing so soon became evident.

Bacalardo came to the slide and ordered me to come on deck. I refused, and expressed a determination to defend myself.

"We no kill you," he said; "we want you for navigate."

"What did you do with the cook?" I then asked.

"We stab him; he is overboard; so is other man. All men in the fore-castle dead; we stab them all."

Then I knew the three villains had killed the three men whom the poison had rendered helpless, and that only myself and the two fearfully sick officers

remained. They were already on the point of death.

I told Bacalardo that I would come on deck when the captain and mate should have passed suffering. It seemed dreadful that the impatient wretches should murder them with knives; and hence I could not bear to leave them. My refusal to do so, however, availed nothing, for crowding into the cabin, the pirates at once despatched their victims, and passed the bodies out of the windows.

(To be continued.)

## TO THE PUBLIC.

THE Subscriber having moved to the building lately occupied by Messrs. Coombs & Worth, 51 Water Street, is prepared to furnish his customers and a generous public with his usual Stock and Wares kept at the Union House before the fire.

A good Hairdresser in constant attendance. A call respectfully solicited.

CHARLES OTTO WINKLER.  
Sept. 25, 1878—1m eod

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Head Hillsborough Street.  
Ch'town, Aug. 27, 8178—pat 3 aw

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May 18—2aw

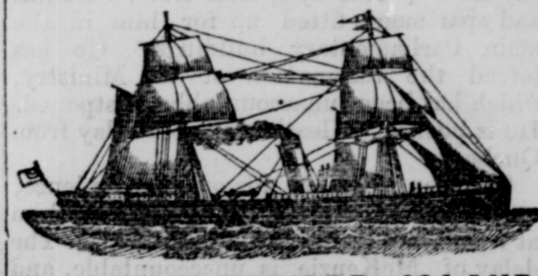
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THE Subscriber having fitted up the Hotel formerly known as  
**THE RANKIN HOUSE,**  
in first class style, is now prepared to give comfortable accommodation to

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Tourists and others will receive every attention at the Wagstaff's Hotel.  
WM. WAGSTAFF.  
May 25, 1878.

1878. 1878.

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The First-Class Iron Screw Steamship

"Prince Edward,"  
1364 tons Register, classed 100 A 1, which is the highest class at Lloyd's,

Robert Fraser, Commander,  
Will be on the berth at Liverpool to receive cargo about the 20th AUGUST, next,  
Sailing From Liverpool for Charlottetown not later than the 5th September.

Returning, will be on the berth at Glasgow, to receive cargo, about the 20th October, and proceed from thence to Liverpool about the 25th OCTOBER.

Leaving Liverpool for Charlottetown  
ABOUT THE FIRST NOVEMBER

Carrying freight at through rates from London and Glasgow, deliverable at Charlottetown, Pictou, Georgetown, Summerside, Souris, Alberton and Shediac.

For freight, apply in London, to JOHN PITCAIRN & SONS, 69 Cornhill; in Glasgow, to JAMES KELSO, 134 St. Vincent street; in Liverpool, to PITCAIRN BROTHERS, Brockley Buildings, 51 South John street; in Pictou, N. S., to NOONAN & DAVIES; or here, to

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MANAGERS.  
Ch'town, Aug. 24, 1878.—tf 3taw

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John Morris,  
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Ch'town, Sept. 21—tf

## PIANOFORTES, DIRECT FROM THE FACTORY, BELOW COST PRICES, on view and for sale at

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No. 11 Queen St., Sept. 19—tf

## PRINCE EDWARD ISLAND. In Chancery.

SAMUEL NELSON ROBINSON,  
JOSEPH ROBINSON and  
GEORGE FREDERICK ROBINSON,—  
Complainants

AND  
MARGARET McCRAITH,  
JAMES REDDIN,  
PIERCE GAUL,  
MARGARET McCRAITH, Guardian of  
James Barry McCraith, Arthur Edgworth McCraith, Mary Louisa McCraith, Augustine McCraith, Margaret McCraith, Ellen McCraith and Beatrice Marion McCraith,  
Defendants.

In pursuance of a decree made in this suit by His Honor the Vice Chancellor, bearing date the twenty-ninth day of August, instant, A. D. 1878, there will be sold by Public Auction, on WEDNESDAY, the eleventh day of December next, ensuing, at twelve o'clock, noon, in the Supreme Court House, in Charlottetown, in Queen's County,—

ALL that Tract or Piece of Land situate, lying and being in Charlottetown, aforesaid, being part or parcel of Town Lots Number Four and Five, in the second hundred of Town Lots in the said Town, bounded and described as follows, that is to say: Commencing at the southeastern corner of the dwelling-house and store now occupied by Henry J. Calbeck, in the northern edge or side of Sydney Street, and running thence along the edge or side of Sydney Street, parallel with the line of said Street for the distance of forty feet; thence at right angles to said Street, northwardly, for the distance of seventy-nine feet; thence at right angles westwardly, along the boundary line of the late John McGill's land, forty (40) feet, or until it meets the boundary line of land occupied by the said Henry J. Calbeck; thence at right angles southwardly along the said last mentioned line seventy-nine (79) feet, to the place of commencement, together with the buildings and improvements thereon, and the appurtenances thereunto belonging.

Dated this 31st day of August, A. D. 1878.  
J. LONGWORTH,  
Master in Chancery.

E. J. HODGSON,  
Solicitor for Complainants. } Aug

**FURNITURE!**  
A FEW ELEGANT BEDROOM SETS,  
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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 or upwards can obtain Return Tickets at Charlottetown Office to Pictou and back same day, for \$1 each.

Returning to Charlottetown.  
Leave Pictou every TUESDAY, WEDNESDAY, FRIDAY and SATURDAY, about 2 p. m., on arrival of morning 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.

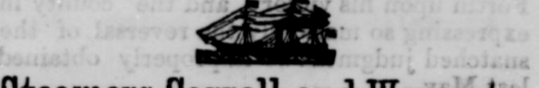
Leave Summerside every day (Sunday except ed) on arrival of morning train from Charlottetown, connecting at Shediac with trains for each of the above named places, and at St. John with Steamers of International Co. for Portland and Boston. Also, leaves Charlottetown for Summerside every Monday Morning, about 3 o'clock.

Returning, leaves Shediac every day (Sunday excepted) on arrival of day train from St. John, for Summerside; connect there without delay, with train for Charlottetown. Also, leave Summerside for Charlottetown every Saturday evening, about 6 o'clock.

AGENTS: Almon & MacIntosh, Halifax, Noonan & Davies, Pictou; A. Grant and Co., Hawkesbury; Hanford Bros., St. John.

F. W. HALES,  
Charlottetown, May 9, 1878.

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CARVELL, BROS.,  
AGENTS.  
Ch'town, May 9, 1878.—1 a w arg pat

## Mortgage Sale.

To be sold by PUBLIC AUCTION, on THURSDAY, the Twelfth day of December next, A. D. 1878, at twelve o'clock, noon, at the Court House, in Charlottetown, under and by virtue of a Power of Sale contained in an Indenture of Mortgage, bearing date the fifteenth day of March, A. D. 1876, and made between Donald McLeod, of Cardigan River, in King's County, farmer, and Hannah, his wife, of the one part, and Edward Jarvis Hodgson and Neil McLeod, of Charlottetown, in Queen's County, Barristers-at-Law, of the other part (and which said Mortgage was duly assigned by the said Edward Jarvis Hodgson and Neil McLeod to Edward Jarvis Hodgson and John Ball, Trustees of the Estate of David Stuart Rennie, by assignment dated 30th March, 1878)—

ALL that Tract, Piece and Parcel of Land situate, lying and being in Cardigan, on Township Number Fifty-three, and bounded on the south by Cardigan River; on the west by land formerly in the possession of John Weatherbie, but now in possession of James Davies; on the north by the "rear line," and on the east by land in possession of Malcolm Campbell, containing, by estimation, one hundred and thirty and a half acres of land, a little more or less— together with all rights, members and appurtenances thereto being long.

For further particulars apply to Messrs. Hodgson & McLeod, Solicitors, Charlottetown.

Dated this 6th day of September, 1878.  
EDWARD J. HODGSON,  
JOHN BALL,  
Assignees of Mortgagees.  
Sept. 6, 1878—law t s

EMPLOYMENT.—In every village and township of P. E. Island not yet occupied, ONE ACTIVE, intelligent Lady or Gentleman can obtain a most respectable and very profitable engagement. Address, with full particulars, D. DOWNIE & CO.,  
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May 25, 1878—