

# The Examiner.

VOL. 1. W. L. COTTON, Manager & Editor. TUESDAY MORNING. - - - AUGUST 14, 1877. NO. 76

**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.

**JOHN F. MCKAY,**  
WATCHMAKER & JEWELLER,  
NORTH SIDE QUEEN SQUARE,

HAVING fitted up his Store in first class Style, will keep constantly on hand a very nice assortment of Watches, Clocks, Jewelry, etc.  
Also, all kinds of Watches, Clocks and Jewelry Cleaned and Repaired.  
N. B.—Having had nine years' experience with two first-class workmen, I feel confident of giving perfect satisfaction to all who may favor me with their patronage.  
All work warranted.  
Ch'town July 12th 12in

**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 **COMPTON**, and—thoroughly renovated—renewed its name, making it, as the **ROYAL** always had the reputation of being, one of the best Hotels in the Province.  
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

**TO PLEASURE SEEKERS!**

A FIRST-CLASS PLEASURE BOAT, of about Eight Tons Capacity, suitable for Pleasure Parties, Picnics, Fishing or Moonlight Excursions (capable of seating 50 persons) can be engaged by the day or hour, with or without man in charge, by applying to **GEO. COOMBS,**  
July 13—1m Lord's Wharf.

**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 —

**Molasses, Sugar & Salt**  
TO ARRIVE.

BRIGHT FLEETWOOD will be due here about the 5th of August, from Barbadoes, via St. Martin's, with

50 Puns. Bright Barbadoes Molasses,  
25 Hhds. Grocery Sugar,  
15 Tierces do. do.,  
5,000 Bushels Ground St. Martin's Salt, suitable for mackerel, which will be sold low on arrival.  
LONGWORTH & CO.,  
Water Street.  
Ch'town, July 27—

**WANTED,**

The Highest Cash price paid for

Calf Skins and Sheep Skins.

ROBERT BRIDGES,  
June 26—tu&fr tf

**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 SHEDIAC 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 SHEDIAC 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; HANRED, BROS., St. John.  
F. W. HALE.

**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 25, 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. Macmarsters

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 after, namely from PICTOU (after arrival of Monday Afternoon Train from Halifax) every Monday Midnight; SHEDIAC (after arrival of Tuesday Train from St. John and Halifax) every Tuesday Afternoon; CHARLOTTETOWN, every Tuesday Morning; SUMMERSIDE every Tuesday

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

LOW RATES. QUICK TIME

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

**Parks' Cotton Yarns.**

AWARDED the only Medal, given for COTTON YARNS of Canadian Manufacture at the

**CEN. ENNIAL 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 23 77  
St. John, N. B.

**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

THE PREMIER AT SOURIS.

The Grit papers are making much over a public demonstration to the Premier in the village of Souris. There was a large turn-out of carriages, some flags were flying, and a triple arch was thrown across the street. The account telegraphed to the St. John papers satisfactorily explains the demonstration. It was a "no party" affair. Whenever the Opposition in P. E. Island, who now number an overwhelming majority of the people, join in paying respect to the Premier, we may calculate on the turn-out being on a large scale; and whenever the Opposition obtain from assisting, the demonstration will be of limited proportions. The Souris people have substantial reasons or motives for wishing to conciliate the stony-hearted Premier, who is also Minister of Public Works. They are pretty unanimous in wishing to have the site of their railway station changed, and if they can secure this by the exhibition of an arch, some carriages and flags, they will be making a satisfactory investment. We don't hear the Grit papers saying much about the "demonstration" in Summerside or the Premier's meeting there. The reason is obvious.—*Moncton Times.*

THE PREMIER IN PRINCE EDWARD ISLAND.

(From the Toronto Mail.)

Though overwhelmed with the work of his Department (as we are so frequently told) Mr. Mackenzie finds abundant time to wander almost from the Dan to the Beersheba of Canada, and enlighten a benighted people as to the beauties of his reign in Canada. We had thought that when he wended his way eastward he would have taken with him his sweet-smelling Minister of Inland Revenue, a gem in his cabinet of curiosities too precious to be exhibited to the people of Ontario. But we were mistaken. No such luck was in store for the good people of Prince Edward Island, who, we feel confident, would have flocked in thousands to see him of whom the *Montreal Herald* once said he should have been hung by the neck until he was dead—dead! Mr. Mackenzie made the mistake of supposing that his own comely person and classic speech would be enough to draw admiring crowds around him. He made a serious mistake; egregiously he erred. He went, he saw, but he did not conquer. He failed to "draw." And among the hardy Islanders there was a plentiful lack of enthusiasm. In fact even the natural curiosity to see the head of the Government of the Dominion did not bring them from their homes. In a popular sense, and from a Party point of view, Mr. Mackenzie's visit to Prince Edward Island has been a dead failure.

We do not wonder at this. It would be strange if it had been otherwise. Whether the people of this Island be little or well versed in Canadian politics, in those questions which are the immediate shuttlecocks of Party, they deeply remember the great wrong done them by Mr. Mackenzie. In the anxious days of October, 1873, when the member for Lambton for the first time in his life saw the Premiership almost within his grasp, he basely bartered away a seat in the Cabinet for the support of Prince Edward Island, whose members had been elected to sustain the Government of Sir John Macdonald. The whole story was told very circumstantially last session by Mr. Sinclair, one of the members from the Island. Mr. David Laird got a promise of office in the new Cabinet, the Prince Edward Island contingent went over to the enemy, and Sir John Macdonald resigned. All went well for a while. But in his own good time, snatching at an opening in the North-West, and afraid to meet his constituents once more, Mr. Laird went out of the Cabinet, and Prince Edward Island was deprived of her representation in the Government. The end Mr. Mackenzie desired had been gained, why consider the Island any longer? Mr. Blake was anxious to bring in the "schoolmaster" as a colleague, and in this way sting a man he dare not strike, and before whose League lash he is ever ready to cinge. The bargain made with the Island representatives was of no further account. If they all kicked over the traces, the Premier had still a large majority in Parliament. It is chiefly the keen and bitter recollection of these events which has made Mr. Mackenzie so unacceptable to the people of Prince Edward Island. In the extreme coolness of his reception we see the strength of the popular indignation at the sacrifice of the Islanders' interest to his own party and personal necessities. The same feeling, we have reason to believe, prevails largely in all of the Maritime Provinces. Mr. Mackenzie's foothold in them has grown small by degrees and beautifully less.

THE TELEPHONE—A preliminary trial of this wonderful instrument was made Monday at No. 3 station, St. Gabriel Street. The experiment lasted about a quarter of an hour, during which a conversation was kept up with the office of the District Telegraph, St. James Street. The operator at No. 3 station read from a newspaper, putting his mouth to the instrument, and when he was done the message came that the listener at the other end of the line had heard every word. Further experiments will follow.—*Montreal Star.*

HAYTI.

The Insurgents are in force about ten miles from Port au Prince. A Haytien steamer is looking for a schooner laden with arms and ammunition for the insurgents. Port au Prince is in a state of siege. A large portion of the city has been fired. The conflagration continued two days, and was not extinguished when the steamer left. President Caval is unpopular with the native element from his known feelings of cordiality with the foreign element, who cannot protect him from assassination. General Soloman, a black man, formerly Minister to England, under the Imperial rule of Solouque, is at present an aspirant to office, and says when he gets into power the colored man and white man may both look out, as the Black Republic will make the streets of Port au Prince as rivers with the blood of both. The southern side of the island is equally disaffected, and at Jacmel the newspapers are openly at variance with the Administration. Numerous arrests have been made by the Government. A long and important dispatch from Bassett, the United States Minister, has been sent to the State Department on the subject of American interests in the present crisis.

**News of the World.**

EUROPEAN.

English papers publish the statement of Capt. Crapo, who made the voyage from New Bedford to Cornwall in a one and a half ton boat. From this it appears that he and his wife were thoroughly disgusted with the voyage, and very glad when they got to land. At one time during the voyage the Captain was for seventy hours steering without relief, the weather being so frightful; and at another time he was eighteen hours consecutively attending to the drogue. He said he could not have stood another fifteen days; indeed, he had not slept for seventy hours when he landed. His average sleep crossing was under four hours a day.

UNITED STATES.

James Clark, of St. John, N. B., was fatally injured at Bangor on the 10th, being struck by a falling shore during the launch of a ship.

On the St. Joseph and Western Railroad, Kansas, on the 10th, the coach jumped the track and went over an embankment. Twenty-five persons were wounded, several fatally.

The N. Y. *World* says: "There is not a woman in the land who will not think Pittsburg cheaply let off with a fine of \$10,000,000 for the shame it has brought upon the American character. It lowers the value of American citizenship perceptibly to know that in an American city a mob of men could be gathered together capable of carrying a coffin to the house of an unprotected woman, at night, with savage threats that her absent husband should be brought home to her in it before morning."

The above refers to the fiendish act of the villainous mob that went to the dwelling of General Pearson on the night of the riot. Mr. Pearson retired to rest (?) that night with dark brown hair and rose next morning with silvery locks. What a night of anguish she must have suffered?

CANADIAN.

Wm. Blake, aged sixty-one, an obscure clerk at Kingston Springs, has fallen heir to \$50,000 in England.

The verdict in the Norfolk Poor House burning disaster is that the fire was caused by a defect in the flue. The matron and female assistants did all they possibly could, but the male assistants did not render efficient service in rescuing the victims from the flames.

Lumber to the value of \$186,000 was shipped from Ottawa to the United States during the month of July. The number of large shipments is constantly falling off. A few years ago single shipments of the value of \$20,000 were made to the United States, but this year the largest was \$8,000, and the general run only about \$3,000. The lumber trade between St. John and the United States has dwindled down to small proportions.

A curious incident occurred at a marriage at St. Mary's parish church, Dover. A French couple, from Calais, having been staying in the town a sufficient length of time to have the banns published in this church, came up this morning to be married, and the ceremony proceeded satisfactorily until the joining of hands and the putting on of the ring, when it was discovered that the Frenchman had no ring. There was an awkward pause. No one in the company could lend a ring for the occasion; whereupon the officiating clergyman (the Rev. Mr. Finley) sent the verger for the church door-key, the eye of which had been used in other places in similar emergencies. It was found, however, that the eye was not sufficiently large to admit the bride's finger. The bridegroom searched his pockets again, and brought out a bunch of keys attached to a ring. This ring, with its appendages, was placed on the book, from thence it was transferred to the bride's finger, and with the steel ring of the bunch of keys the ceremony was duly completed.