

THE EXAMINER.

VOL. 3.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, TUESDAY, SEPTEMBER 10, 1878.

NO. 395.

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Charlottetown, P. E. I.

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PRINCE EDWARD ISLAND RAILWAY.

TIME TABLE NO. 9.

SUMMER ARRANGEMENT!

ON AND AFTER

MONDAY, APRIL 29th, 1878.

Trains Going West.

STATIONS.	No. 1 Express.	No. 3 Mixed.	No. 5 Mixed.
Georgetown	Dp 4.00 pm	Dp 7.30 am	
Cardigan	" 4.20 "	" 7.50 "	
M. Stewart Jun	ar 5.25 "	ar 9.20 "	
Royalty Jun.	dp 5.35 "	dp 9.30 "	
Ch'town	ar 6.32 "	ar 10.45 "	
Royalty Jun.	ar 6.50 "	ar 11.05 "	P. M.
N. Wiltshire	dp 6.25 am	dp 11.55 "	dp 5.25
Hunter River	" 6.43 "	" 11.55 "	" 5.45
Breadalbane	" 7.18 "	" 12.50 pm	" 6.42
County Line	" 7.30 "	" 1.07 "	" 7.00
Kensington	" 7.58 "	" 1.47 "	" 7.38
Summerside	" 8.05 "	" 1.57 "	" 7.48
Wellington	" 8.33 "	" 2.38 "	" 8.25
Port Hill	ar 9.00 "	ar 3.15 "	ar 9.00
O'Leary	dp 9.15 "	dp 3.45 "	
Alberton	" 9.52 "	" 4.20 "	
Tignish	" 10.22 "	" 5.27 "	
	" 11.18 "	" 6.54 "	
	" 12.00 "	" 8.00 "	
	ar 12.40 pm	ar 8.50 "	

Trains Going East.

STATIONS.	No. 2 Express.	No. 4 Mixed.	No. 6 mixed.
Tignish	Dp 1.50 pm	Dp 6.30 am	
Alberton	" 2.30 "	ar 7.20 "	
O'Leary	" 3.13 "	dp 7.50 "	
Port Hill	" 4.10 "	" 8.57 "	
Wellington	" 4.10 "	" 10.22 "	
Summerside	ar 5.15 "	ar 12.05 pm	A. M.
Kensington	dp 5.30 "	dp 12.40 "	dp 6.30
County Line	" 5.55 "	" 1.17 "	" 7.07
Breadalbane	" 6.23 "	" 1.57 "	" 7.46
Hunter River	" 6.32 "	" 2.07 "	" 7.58
N. Wiltshire	" 7.00 "	" 2.48 "	" 8.35
Royalty Jun.	" 7.12 "	" 3.05 "	" 8.52
Ch'town	ar 7.47 "	ar 4.00 "	ar 9.45
Royalty Jun.	ar 8.05 "	ar 4.30 "	ar 10.05
Mt. Stewart	dp 8.05 am	dp 3.40 "	
Cardigan	" 8.23 "	ar 4.10 "	
Georgetown	ar 9.20 "	ar 5.25 "	
	dp 9.40 "	dp 5.45 "	
	ar 10.43 "	" 7.06 "	
	ar 11.05 "	ar 7.35 "	

SOURIS BRANCH.

Trains Going West.

STATIONS.	No. 7 Mixed.	No. 9 Mixed.
Souris	dp 3.11 "	dp 6.30 a.m.
Harmony	" 3.31 "	" 6.52 "
St. Peter's	" 4.28 "	" 8.07 "
Morell	" 4.58 "	" 8.38 "
M. Stewart Jun.	ar 5.25 "	ar 9.20 "

Trains Going East.

STATIONS.	No. 8 Express.	No. 10 Mixed.
M. Stewart Jun	Dp 9.30 am.	Dp 5.35 p.m.
Morell	" 10.02 "	" 6.15 "
St. Peter's	" 10.25 "	" 6.47 "
Harmony	" 11.23 "	" 8.02 "
Souris	ar 11.40 "	ar 8.25 "

C. J. BRYDGES, WM. McKECHNIE,
Gen. Sup. Gov. Railways Supt. P. E. I. R.
Ch'town, April 20, 1878—

DR. WILLIAM GRAY'S SPECIFIC MEDICINE.
The Great English Remedy is an unfailing cure for Seminal Weakness, Spermatorrhoea, Impotency, and all diseases that follow as a consequence of Self-Abuse; as Loss of Memory, Universal Lassitude, Pain in the Back, Dimness of Vision, Before Taking, Premature Old Age, and After Taking, many other diseases that lead to Insanity or Consumption and a Premature Grave. Price, \$1 per package, or six packages for \$5, by mail free of postage. Full particulars in our pamphlet, which we desire to send free by mail to every one. Address **WM. GRAY & CO.,** Windsor, Ontario, Canada.

Sold in Charlottetown by W. R. Watson, Dr. Dodd, C. D. Rankin, P. G. Fraser at Apothecaries Hall, and by all Druggists anywhere.

To Blacksmiths, Lime-burners, &c.

COAL! COAL!

ORDERS for ALBION MINES' (Picton) SMALL COAL can be obtained from the Subscriber until further notice.
G. W. DEBLOIS,
Sole Agent for P. E. Island
35 Water Street, Ch'town, July 31, '78, dy

DR. CONROY, Physician and Surgeon.

OFFICE:
City Hotel Building, opposite Roman Catholic Cathedral, Great George Street, Charlottetown,
Aug. 29, 1878—3m eod

Daniel W. Job & Co.,

—FORMERLY—
PERKINS & JOB, COMMISSION MERCHANTS

AND
SHIP BROKERS.
91 State Street, Boston.
August 23, 1878—3m

CHARLOTTETOWN Young Ladies' Institution,
Hillsborough Street.

THIS Institution will re-open on MONDAY, September 2nd, at 10 a. m. Prospectuses on application.

J. CUNNINGHAM DUNLOP,
Ch'town, Aug. 27, 1878—6i

PROFESSIONAL CARD.

A. A. McLEAN,

Barrister and Attorney-at-Law,
NEWSON'S BUILDING, OPPOSITE POST OFFICE,
South Side Queen Square,
CHARLOTTETOWN, - - P. E. I.
Aug. 13th, 1878—3m eod

E. G. HUNTER,

—IMPORTER OF—
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AND MANUFACTURER OF
Monuments, Tablets, Headstones,
Tomb Tables, &c., &c.

Also, Mantles, Centre Table Tops,
Bureau and Commode Tops,
Wash Bowl Slabs, Bracket
Shelves, &c., &c.
Granite, Freestone, and Soapstone
Work done in all its branches.
PRICES TO SUIT.

SATISFACTION GUARANTEED.
Designs furnished on application.
Next Door to Mark Butcher's Furniture Factory, Kent Street,
Charlottetown.
August 7, 1878.—3tw

General Insurance Office.

FIRE and MARINE, LIFE and ACCIDENT INSURANCE effected.
Office, opp. Post Office, South Side,
HORACE HASZARD.

SURVEYOR OF SHIPPING,
OPPOSITE POST OFFICE—SOUTH SIDE,
HORACE HASZARD,
Surveyor.
Ch'town; Aug. 2—

WAGSTAFF'S HOTEL.

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

Permanent and Transient Boarders.

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

Tinsmithing, Gasfitting, &c.

THE Subscriber thankful for past patronage, would inform his friends and the public generally, that he is still prepared to do all work in his line. **Tinsmithing, Gasfitting, and General Jobbing** punctually attended to.

On hand, a lot of Tinware, which will be sold very cheap, wholesale and retail.
Also wanted, a good steady man to peddle Tinware.

GEO. E. MILLNER,
Cor. Great George & Fitzroy Sts.
Ch'town, May 16—

P. E. I. Starch Manufacturing Co.,

CAPITAL . . \$25,000,
In Shares of \$25.00 each.

THIS COMPANY has been incorporated by Act of Parliament during the present session, and one-third of the Shares have been taken up by the leading men of Charlottetown. Farmers holding Stock in this Company will have the benefit of the preference in the large purchase of produce which the working of the Company entails.
Applications for Shares to be made to Messrs. **Hyndman Bros.**, until the Directors and Officers of the Company are appointed.
April 16, 1878—

1878.

THE
Weekly Examiner

FURNISHES MORE NEWS, FOR LESS MONEY THAN ANY OTHER PAPER IN THE PROVINCE.

It Contains Twenty-eight Columns,

nearly every one of which is in closely set READING MATTER.

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IN DULL TIMES

CHEAPEST AND BEST

The Weekly Examiner

is acknowledged to be ahead of any other paper in the Province in the item of

LOCAL NEWS

and is always well filled with

Political, Shipping, Commercial and General Information.

The debates of the Local Legislature will be carefully and impartially given. Special telegrams and letters from "Our Own Ottawa Correspondent" will contain everything of interest transpiring in the Dominion Parliament.

A Good Story will be made a specialty.

The Daily Examiner:

Will be sent to any part of the Province, the Dominion, United States or Great Britain on receipt of

For Six Months, \$2.50
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For One Month,50

ADDRESS,

W. L. COTTON,

Manager Examiner Printing and Publishing Company.
Ch'town, Dec. 1877.

A Mystery of the Gulf.

WHAT THE PHENOMENAL LIGHTS SEEN IN THE LOWER ST. LAWRENCE PORTEND TO THE CANADIAN FISHERS.

(Cor. N. Y. World.)

MIRAMICHI, N. B., Aug. 27.—The mysterious lights in the Gulf and the Lower St. Lawrence, those sure precursors of a tempestuous fall with grievous shipwrecks, have been unusually brilliant this season. The light off the Cape of Maria Caspédiac has blazed almost every night since May 15. In the Baie des Chaleurs, the Point Mizzenette light has been seen nightly by hundreds of people from the settlements of New Brandon, Grand Anse, Caraquette and Salmon Beach. The habitants say they are supernatural manifestations, marking scenes of wreck and murder, or warning the sailor of great tempests, while the English settlers think they are the Will-o'-the-wisps of the ocean. Whatever they may be, it is a fact established by the experience of a century that when they blaza brightly in the summer nights the fall is invariably marked by great storms. One would think on looking at these mysteries from the shore that a ship was on fire. The heavens behind are bright and the clouds above silvered by the reflection. The sea for half a mile is covered with a sheen as of phosphorus. The fire itself seems to consist of blue and yellow flames, now dancing high above the water, and then flickering, paling and dying out, only to spring up again with fresh brilliancy. If a boat approaches, it flits away, moving further out, and the bold visitor pursues in vain. At the first break of daylight it vanishes in the form of a mist, and is seen no more until darkness again sets in. These lights are brightest when there is a heavy dew, and are plainly visible from the shore from midnight until two in the morning. They appear to come in from the sea shoreward, and at dawn retire gradually, and are lost in the morning fog.

Paradio, the French pilot who took charge of the British fleet under Admiral Sir Hovenden Walker when it sailed up the St. Lawrence from Boston to seize Quebec in 1711, declared he saw one of these lights just before that armada was shattered on the 22nd August; in fact, he said it danced before his vessel the Neptune all the way up the Gulf. Walker's squadron comprised the flag-ship Edgar, 70 guns; the Windsor, 60 guns; the Montague, 60 guns; the Swiftsure, 70 guns; the Monmouth, 70 guns; the Dundkirk, 60 guns; the Humber, 80 guns; the Sunderland, 60 guns; the Devonshire, 80 guns; the Enterprise, 40 guns; the Sapphire 40 guns; the Kingston, 60 guns; the Leopard, 54 guns; and the Chester, 50 guns, with no less than 70 transports, of which the Despatch, Four Friends, Francis, John and Hannah, Henrietta, Blessing, Antelope, Hannah and Elizabeth, Friend's Adventure, Rebecca, Martha and Hannah, Johanna, Unity and Newcastle were from New England ports.

On leaving Boston Sir Hovenden drew from Governor Dudley rations for 9,385 Englishmen, seamen and soldiers, and 1,786 colonists on board the fleet. On the 20th August when they lay off Egg Island on the north shore of the St. Lawrence, having just cleared Gaspé Bay a dense fog fell upon them. The Admiral ordered the vessels to keep together, and soundings were taken every half hour, but the lead gave no bottom. On the night of the 22nd Paradis lost his head and signalled for the fleet to close upon the shore. While they were moving slowly a dreadful gale arose, and Sir Hovenden said in his journal which was published in London in 1720: "We soon found ourselves amongst rocks and small islands, fifteen leagues further than the fog gave, when the whole fleet had like to have been lost." "But by God's good providence," he goes on, "all the men-of-war, though with extreme hazard and difficulty, escaped. Eight transports were cast away, and had I not made the signals as I did, but continued sailing, it is a great question whether any ship or men had been saved."

After the wreck the roster showed only 8,878 survivors. The Labrador shore, says the historian Charlevoix, was strewn with the bodies of at least a thousand soldiers, including two complete companies of the Royal Guards, and many more of Marlborough's veterans, whose corpses were easily distinguishable by their scarlet coats. It was suspected that Paradis had wilfully cast the fleet away. In his defense, as found in the writings of Mere Juchereau, he pleaded that he saw the moving lights when they first made Gaspé Bay and told some of the high officers that heaven had ordained a terrible catastrophe, "so clearly and with such vividness did the celestial fires burn not only by night but often when there was a fog throughout the day."

The disaster saved Canada to France for the time being, and the pious colonists reared many churches in gratitude to Notre Dame des Victoires. The Court of Queen Anne went into mourning, and Sir Hovenden exiled himself to South Carolina where, as a French writer quaintly said, "he wrote numerous apologies for the disaster with which God had been pleased to visit the English fleet." The flagship Edgar, with 470 men, blew up at Portsmouth on her return from the Gulf, which was "further evidence of God's displeasure at the invasion of New France."

Every great wreck that has taken place since Sir Hovenden's calamity has been preceded, if tradition is to be believed, by these mysterious lights; or rather they have warned the mariner of the fatal storm.

When the Gulf gives up its dead there will be a vast muster. In 1797 the French war ship La Tribune was lost, with 300 souls. In 1805 the British transport Nacas went down, with 800. In 1831 the emigrant ship Lady Sherbrooke, from Derry to Quebec, was lost, only 32 out of 273 passengers being saved. In 1847 nearly 200 Irish emigrants were lost with the brig Carrick, and 240 more on the Exmouth. Two hundred and twenty-five souls perished in the wreck of the Hungarian on the 19th February, 1860; 35 on the Canadian on the 4th June, 1861, and 237 when the Anglo-Saxon was lost in a fog off Cape Race on the 27th April, 1863. How many fishing boats and coasters have gone down with all hands, leaving no sign, it is not safe even to guess. This fall, if the lights are to be believed—and the Gulf fishermen say they cannot lie—storms of unexampled fierceness will rage from the autumnal equinox until the winter is past. Should this augury be fulfilled perhaps it may be worth while for meteorologists and seafaring men to inquire into the source and origin of these strange watchmen of the deep.

THE Ministerial policy is as follows:—

TORONTO, Aug. 15, 1872.

Hon. John Simpson, President Ontario Bank.

"MY DEAR SIR,—The fight goes bravely on. We have expended our strength in aiding outlying counties and helping our city candidates. But a BIG PUSH has to be made on Saturday and Monday for the East and West divisions. We, therefore, make our GRAND STAND on Saturday. There are but a half-dozen people that can COME DOWN HAND-SOMELY, and we have done all we possibly can do, and we have to ask a few outsiders to help us. WILL YOU BE ONE? I have been urged to write you, and comply accordingly. Things look well all over the Province. Things look bright in Quebec!

Faithfully yours,
"GEORGE BROWN."

"My duty is to protect the great body of the consumers.—Hon. Alexander MacKenzie."

He performs the duty by placing:

- A tax of 5 cents a pound on Black Tea.
- A tax of 6 cents a pound on Green Tea.
- A tax of 210 per cent. on Tobacco.
- A tax of 55 per cent. on Porto Rico Sugar.
- A tax of 40 per cent. on Crushed Sugar.
- A tax of 50 per cent. on Rice.
- A tax of 50 per cent. on Starch.
- A tax of 6 cents a gallon on Kerosene.
- A tax of 10 per cent. on Ship Materials.

A VERY melancholy accident occurred at Lot 48, yesterday evening. Mr. Robert Lund, a respected farmer of that vicinity, was returning from this city with a team. He was sitting on the side of the cart, and when passing the residence of Mr. Alex. Stewart, he was seen by his daughters to fall headlong from the cart. They immediately proceeded to the scene of the accident and found their father lying insensible on the roadside. He was removed to the residence of Mr. John Driscoll, where every effort was made to revive him. Shortly after he fell he said, "Send for Dr. Jenkins." These were his last and only words. Dr. Jenkins was sent for, but before he arrived Mr. Lund expired. There was no inquest held on the body. It is the opinion of Dr. Jenkins that his neck was broken by the fall. We deeply sympathise with the bereaved wife and family of the deceased.

THE SEA SERPENT AGAIN.—The following story is from the Windsor (N. S.) Mail: "Captain Reagh, of the Windsor Packet, reports that on coming out of St. John harbor, on Wednesday of last week, he sighted a sea serpent. It had a tremendous head, at least two feet high above the water, with a body of between 25 and 30 feet. It was making headway through the water at about ten knots, and leaving in its wake a large swell, divided into two ripples, one on each side, the same as a paddle-wheel steamboat would make. A man ascended the masts and describes that it had the appearance of a large serpent. The sea serpent was crossing between the headlands at the mouths of the harbor.

This is the way Mr. King, of St. John, corners the unintelligible Alexander:—

"Mr. McKenzie says three things, no two of which can be true without the other being wrong. He says that in the making of American goods manufacturers are being ruined by the low prices which they get for their goods, while the American consumers are being ruined by the high prices they pay for these goods; and that we in Canada will be ruined unless we are allowed to buy these wonderful goods, which ruin everybody that has anything to do with them."

ANOTHER proof of the value of our present American policy to the United States is found in the Dominion Press, which is published in Oakland, California. It says:—"There are 700 persons in San Francisco who formerly were residents of the Dominion that voted at the last local election. It may be stated in this connection that it is estimated that there are ten to fifteen thousand Canadians in that city."

ELECTORS who formerly opposed us are coming over every day, and giving their allegiance to the Liberal-Conservatives.

How is it that the burdens of the people increase, and the country becomes impoverished under a pure and economical Grit Government?