

Naming the Baby.

They gather in solemn council
The chiefs in the household band;
They sit in the darkened chamber
A conclave proud and grand;
They peer in the curtained cradle
And each with one voice exclaim,
As they point to the new-found treasure,
"The baby must have a name!"

They bring forth the name by dozens.
With many an anxious look;
They scan all the tales and novels,
They search through the good Old Book;
Till the happy-voiced young mother
Now urging her prior claim,
Cries out in the fondest accents
"Oh give him a pretty name."

"His grandpa was Ebenezer—
Long buried and gone, dear soul,"
Says the trembling voice of grandma
As the quiet tear-drops roll.
"Oh! call him Eugene Augustus,"
Cries the youngest of the throng—
"Plain John," says the happy father,
"Is an honest name and strong."

And thus is the embryo statesman
Perhaps, or the soldier bold,
Respecting his future title
Left utterly out in the cold!
And yet, it can matter but little
To him who is heedless of fame—
For no name will honor the mortal,
If the mortal dishonors the name.

The Opposition Press and the Pacific Railway.

COMMENTING on the decision of the Government to adhere to Burrard Inlet as the western terminus of the Canada Pacific Railway, the St. John "Telegraph" adopts a very different tone to that of the "Patriot." The "Telegraph" says:—

"We hardly expected the Government would have done so well for the country, and we give them such credit as is due for working on this and other lines of their predecessors in pushing on a work which however prudently managed, will severely tax the financial resources of Canada to build it, and, perhaps, still more to run it.

The "Telegraph" says further: "The important fact is that the road is progressing as rapidly as the circumstances of the country will admit, and this at a time that the eyes of so many cultivators of land in the old country are turned towards Canada, and that, as lately pointed out in the "Telegraph," the members of the English Land Commission were on a visit to the Northwest and spoke warmly in regard to it. In an article which we published the other day on this subject, we referred to the urgent need of bringing Manitoba into communication with the rest of Canada by means of a railway having its terminus at Thunder Bay, on Lake Superior. That desirable consummation, it is expected, will be reached by the 1st July, 1882, and there is a possibility that it may be accomplished sooner."

The Toronto Mail says: The public recognize the fact that the Opposition have a bad time of it. To denounce the adoption of this route, and yet claim credit for Mr. McKenzie as its originator; to abuse Sir John for "neglecting and betraying his constituents," and yet to approve of that betrayal and neglect; to declare that the time is too short, knowing that if it had been longer they would have sworn it was too long—a role like that is too difficult even for such expert charlatans as our Grit contemporaries and the greater charlatans who inspire them.

The Montreal Gazette says:—"The action of the Government in fixing upon the Burrard Inlet route as that for the British Columbia section of the Canada Pacific Railway has had a depressing influence upon the Opposition press. As the best they can do they are claiming that the Minister of Railways has been compelled by their efforts to change his opinions. As a matter of fact, although it was attempted to be shown, both in Parliament and in the press, that the repeal of the order-in-council fixing Burrard Inlet as the terminus means the adoption of the Bute Inlet route, Sir Charles Tupper emphatically protested against such an interpretation being put upon his action: He repealed the order-in-council simply to leave the question open, because, although there were strong opinions in favor of the Burrard Inlet there were also strong opinions in favor of the other. As he had to take the responsibility of finally deciding the question, he resolved to get further information. That further information has been obtained and it has resulted in the Burrard Inlet route, for which Sir Charles, in his speech in Parliament, expressed his own preference, being adopted. That is the whole matter and it is difficult to see where the ground for the attacks upon the Government comes in.

A farmer a few miles from Toronto was last week boring on his farm for water. On reaching a depth of 110 feet, to his astonishment he tapped an oil deposit having apparently an abundant supply. The circumstance may prove of considerable importance. It seems to show that Ontario's oil resources are greatly more extended than has been supposed.

Park's cotton factory, at St. John, N. B. is running on night work.

Boschees German Syrup

can now be purchased right at home, it is the most successful preparation ever introduced to our people. It works like a charm in all cases of Consumption, Pneumonia, Hemorrhages, Asthma, severe Coughs, Croup and all other Throat and Lung Diseases. No person has ever used this medicine without getting immediate relief, yet there are a great many poor, suffering, skeptical persons going about our streets with a suspicious cough, and the voice of consumption coming from their lungs, that will not try it. If you die, it is your own fault, as you can go to your druggist and get a sample bottle and try it; three doses will relieve any case. Regular size only 75 cts.

PERKINS & STERNS.

DRY GOODS!

OPENING

OF THE

Fall Trade

By the S.S. "Alsatia" from London, S. S. "Prince Edward," from Liverpool, and S. S. "Scandinavian," from Glasgow,

Our First Shipments OF THIS SEASON'S GOODS

HAVE ARRIVED.

We are now showing the contents of 75 Cases and Bales of the

CHEAPEST GOODS

Ever offered to the people of P. E. Island.

From London we have an immense Stock of

The Newest Millinery,

Feathers, Flowers, Hats, Scarfs, Frillings, Gloves, Hosiery, &c., &c., &c.

From Manchester and Bradford, the

Newest Dress Materials, &c.

From Glasgow, a large Stock of

Winter Cloths,

Tweeds, Flannels, &c., &c.

Our usual supply of American and Canadian Manufactures.

Our Stock has been personally selected, and we can guarantee the very best value in Ch'town.

Perkins & Sterns.

Ch'town, Sept. 30, 1879.

COMMERCIAL.

NEW YORK PRODUCE MARKETS.

NEW YORK, Oct. 13.
Corn is firm—Sales 202,000 bush. Un-graded, 59c; No. 2, 55c@55½c.
Oats are steady—sales 70,000 bush. Mixed Western, 39½@40½; White Western, 41½@43c; White State, 38½@48c.
Sugar is firm—Fair to good Refining, 7@7½; prime, 7½@7 3/16c.
Lard is lower at \$3.30@3.40.
Beef is steady—Extra Mess, \$10.25@11.00. Molasses is firm.
Tallow at 6@6½c.
Flour is 5@15c higher and fairly active—No. 2, \$4.75@5.25.
Wheat is irregular and unsettled; closed with a firmer feeling—No. 2 Spring \$1.34@1.35.
Petroleum is quiet and firm. Crude, 7½c; Refined, 7½c.
Pork is about steady and less active—Mess, on the spot, \$9.90@9.95.
Freights are firm—Wheat per steamer 9d. Sterling Exchange is dull and weak—Long, \$4.80½@4.81½; short sight, \$4.82½@4.83½.

DOMINION EXPORTS.
The exports from the Dominion for the month of August are as follows: Produce of the mine, value \$125,582; produce of the fisheries, \$615,708; produce of the forest, value \$1,847,501; animals and their produce, value \$1,138,278; agricultural products, value \$2,525,487; manufactures, value \$292.68; miscellaneous articles, value \$34,408. Total produce of Canada, \$7,179,645; coin and bullion, \$412,579. Grand total, \$7,592,224.

SHIPMENTS TO ENGLAND.
A despatch from Toronto, dated October 14th, says:—"Mr. Robert Cummings, of Ottawa, has received a letter from Liverpool in reference to the exportation to England of horses, sheep and cattle. The writer strongly deprecates the idea of any further exportations from Canada this season as the market is over supplied. He suggests that persons should export geese and turkeys about the middle of November, as there will be an active demand for them. He also recommends the exportation of potatoes, as there has been quite a falling off in the potato crop in England this year."

FREIGHTS.
A further advance in leading produce prices has served to restrict business for trans-Atlantic ports, but with light arrivals and a limited supply of available tonnage the stronger rates current at the close of last week have been sustained, and some grain vessels have been taken to arrive for November loading at very nearly spot quotations. Long voyage tonnage continues exceedingly scarce and very much wanted to load oil, etc. for the far East at full rates. With this exception the petroleum trade is quiet, with rates steady, and for special cargoes very strong. There is very little inquiry here for cotton tonnage, but at the Southern ports there has been considerable business, especially by steam, at the quotations current in our last, say 7-16@16-32d. from Atlantic ports, and 1½d. from the Gulf to Liverpool by steam, and such charters as have transpired have been given during the past week. Naval store freights from the South remain quiet, the rates offered being relatively lower than or obtained for grain and other cargoes. Deal freights from the British Provinces also continue relatively low, and the season is so far advanced that no substantial improvement is now looked for. There has been a further advance in wheat freights from San Francisco to Europe 60s per ton having been paid for wooden ships and 65s for iron to direct ports, which are the highest paid for a long period. There has been a moderate business in short foreign freights, especially to the Windward Islands, and full rates have been paid, but the Brazil and River Plate trades continue quiet with quotations nominally as before. Coastwise rates remain substantially the same as for the past four months, if we except weaker rates on lumber, with an average business.

Murphy Wins the O'Leary Belt.

A New York despatch of the 11th says: The greatest enthusiasm was caused in the O'Leary walk about 8.30, when O'Leary strode along beside little Briordy, and had to run to keep up with him. Murphy went to his room at 8.37, having made 505 miles and one lap. At 8.45 he re-appeared wearing the O'Leary belt and rolling before him a wheelbarrow filled with bricks. The applause was deafening, Murphy retired at 8.51 with a record of 505½ miles. He was taken out quietly by a side door and went to his hotel. He was put to bed. Briordy, the plucky little Green Point man, struggled along until 10.21. He finished 475 miles; he was then taken off. The only man left on the track was Howard going for his 500 miles. The official and final score stood:—

	Miles.	H. M.
Murphy	505	8 51
Howard	500	10 42
Faber	488	10 20
Briordy	475	10 21
Mahoney	467	9 45
Allen	452	8 51
Russell	452	9 58
Curran	450	6 58
Walker	450	8 06
Pierce	343	10 16
McKee	302	7 55

Howard ran all his 60th mile in good style. Pierce, the colored man, persisted in staying on the track and running the last mile with Howard. The band played "Home, Sweet Home."

THE WEEKLY EXAMINER.—Persons having relatives or friends abroad, and desiring to keep them informed concerning P. E. Island, cannot do so in a better or cheaper way than by subscribing to THE WEEKLY EXAMINER. Sent, postpaid, to any address in Great Britain, the United States, or the Dominion, on receipt of One Dollar.

To Inventors and Mechanics.

PATENTS and how to obtain them. Pamphlet of 60 pages free upon receipt of stamps for postage. Address GILMORE, SMITH & CO., Solicitors of Patents, Washington, D.C.

SUBSCRIBE for the DAILY EXAMINER the Cheapest and most newsy Paper published the Province

NOTICE.

JOHN MCINTYRE, Shoemaker, wishes to inform his customers in town and country that he has REMOVED from his old stand to his new place, next to Mr. Snelgrove's, Grafton Street, where he will be glad to see all his old customers, and as many new ones as may give him a call. I work cheap for cash.

NO SECOND PRICE.

All work warranted. Repairing done with dispatch. Oct. 6, 1879—1m



"LORNE HIGHLAND WHISKY.—Sole proprietors, Greenlees Brothers, London and Argyleshire. This Whisky is a pure unadulterated spirit, very mellow, in quality excellent, and in our opinion perfectly wholesome. Where a stimulant is required, it is to be preferred to brandy."—London Medical Review.

Agents: MESSRS. OWEN CONNOLLY & CO., Charlottetown, P. E. I. June 24, 1879.—6m

DR. P. W. G. CANNING,

Licentiate Royal Colleges Physicians and Surgeons of Edinburgh. LICENTIATE MIDWIFERY. RESIDENCE: Upper Hillsborough St., corner Hillsborough and Euston Streets, Charlottetown. OFFICE HOURS: 8:30 to 11 a.m.; 7 to 9 p.m. Charlottetown, June 24, 1879.—eod

QUEEN INSURANCE CO'Y, 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, 1877—

CATARRH.

Constitutional Catarrh Remedy CURES CATARRH.

Hear what a Reverend Gentleman says of the Constitutional Remedy.

T. J. B. HARDING, Esq., Brockville, Ont.:—"DEAR SIR—It is now two years since your 'Constitutional Catarrh Remedy' was introduced to me. I have waited this long to see if the cure would remain permanent before doing this, my duty, to you, as at first the happy effects seemed to me to be 'too good to be true.'"

I was afflicted in my head for years before I suspected it to be Catarrh. In reading your Circular I saw my case described in many particulars. The inward "drop" from the head had become very disagreeable, and a choking sensation often preventing me from lying long. I would feel like smothering and be compelled to sit up in the bed. My health and spirits were seriously affected. When your agent came to Walkertown in August, 1876, I secured three bottles. Before I had used a quarter of the contents of one bottle I found decided relief, and when I had used two bottles and a third, I quit taking it, feeling quite cured of that ailment, and have not used any since until of late I have taken some for a cold in my head. A sense of duty to sufferers from that loathsome disease, Catarrh, prompts me to send you this Certificate, unsolicited, with leave to make what use of it you may see proper Yours truly,

W. TINDALL, Methodist Minister. Port Elgin, Ont., Aug. 24, 1878.

Ask for Littlefield's Constitutional Catarrh Remedy and take no other. T. J. B. HARDING, Dominion Agent, Brockville, Ont. For sale by all Druggists at only one Dollar per bottle.

BUY IT . . . TRY IT.

TO THE SICK.

DR. D. MACRAE,

FORMERLY SURGEON and PHYSICIAN in the United States Army, late of St. Louis, Mo., respectfully announces to the citizens of Charlottetown and Prince Edward Island that he will be at the "Rocklin House," in Charlottetown, every TUESDAY and FRIDAY throughout the year, where those who are suffering with any form of disease can call and receive medical advice and treatment; especially persons suffering from diseases and deformities of the eyes, deafness and ulcerations of the ears, catarrh, asthma, consumption, diseases of the heart, liver, stomach, kidneys, rheumatism, paralysis, scrofula, malignant ulcerations, tumors, piles, fistula, cancer cured without the use of the knife. Particular attention given to diseases peculiar to females. All forms of fevers, diphtheria and other malignant diseases successfully treated and cured by him. Prominent Office, HUNTER RIVER STATION, Prince Edward Island. DUNCAN MACRAE, M. D. April 18, 1879.—d&w 1y

NOTICE.

HAVING ADOPTED THE CASH SYSTEM of doing business, we are offering extra value in all classes of goods. F. LePAGE & Co., Glasgow House, Ang. 30,—1moaw wkly arg 1m

Prince Edward Island RAILWAY.

TIME TABLE NO. 12.

Summer Arrangement.

ON AND AFTER TUESDAY, MAY 27th, 1879.

TRAINS GOING WEST.

STATIONS.	No. 1 & 3, Express.	No. 5, Mixed.	No. 7, Mixed.
Georgetown	Dep. 7.10am	Dep. 3.45pm	
Cardigan	Ar. 7.30 "	Ar. 4.14 "	
Mt Stw't Jc	" 8.30 "	" 5.40 "	
Royalty Jc	Dep. 8.40 "	Dep. 6.00 "	
Ch'town	Ar. 9.55 "	Ar. 7.40 "	
Royalty Jc	Dep. 6.20am	Dep. 10.05am	Dep. 5.25pm
Royalty Jc	" 6.37 "	Ar. 10.25 "	Ar. 10.25 "
NWiltsh're	" 7.13 "	" 11.25 "	" 5.47 "
Hunter R'r	" 7.25 "	" 11.40am "	" 6.40 "
Breadal'n	" 7.53 "	" 12.23pm "	" 7.35 "
C'ty Line	" 8.00 "	" 12.34 "	" 7.45 "
Kensington	" 8.28 "	" 1.16 "	" 8.25 "
S'mm'side	Ar. 8.55 "	Ar. 1.50 "	Ar. 9.00 "
Wellington	Dep. 9.10 "	Dep. 2.25 "	
Port Hill	Ar. 9.48 "	" 3.20 "	
O'Leary	" 10.20 "	" 4.07 "	
Alberton	" 11.17 "	" 5.31 "	
Tignish	" 12.00pm "	" 6.40 "	
	" 12.40 "	Ar. 7.40pm "	

TRAINS GOING EAST.

STATIONS.	Nos. 2 & 4, Express.	No. 6, Mixed.	No. 8, Mixed.
Tignish	Dep. 5.15 am	Dep. 6.20am	
Alberton	" 5.55 "	Ar. 7.15 "	
O'Leary	" 6.41 "	" 8.54 "	
Port Hill	" 7.38 "	" 10.20 "	
Wellington	" 8.09 "	" 11.08 "	
S'mm'side	Ar. 8.45 "	Ar. 12.05pm "	
S'mm'side	Dep. 5.30pm	Dep. 12.40 "	Dep. 9.05 am
Kensington	" 5.52 "	" 1.16 "	" 9.41 "
C'ty Line	" 6.24 "	" 1.55 "	" 10.20 "
Breadal'n	" 6.31 "	" 2.05 "	" 10.31 "
Hunter R'r	" 6.57 "	" 2.44 "	" 11.07 "
NWiltsh're	" 7.12 "	" 3.01 "	" 11.25 "
Royalty Jc	" 7.49 "	Ar. 3.50 "	" 12.18pm "
Royalty Jc	Ar. 8.05 "	Ar. 4.15 "	
Ch'town	Dep. 4.30pm	Dep. 6.50am	Ar. 12.40 "
Royalty Jc	" 4.49 "	" 7.13 "	
M. Stw't Jc	Ar. 5.45 "	Ar. 8.30 "	
Cardigan	Dep. 6.00 "	Ar. 8.50 "	
Ch'town	" 7.03 "	" 10.16 "	
	Ar. 7.25 "	Ar. 10.45 "	

SOURIS BRANCH.

Trains Going West.

STATIONS.	No. 9 Express	No. 11 Mixed.
Souris	Dep. 6.15 a. m.	Dep. 2.50 p. m.
Harmony	" 6.33 "	" 3.13 "
St. Peter's	" 7.30 "	" 4.29 "
Morell	" 7.53 "	" 5.00 "
Mt. Stw't Jc.	Ar. 8.25 "	Ar. 5.40 p. m.

Trains Going East.

STATIONS.	No. 10 Express	No. 12, Mixed
Mt. Stw't Junc.	Dep. 5.55 p. m.	Dep. 8.45 a. m.
Morell	" 6.27 "	" 9.25 "
St. Peter's	" 6.50 "	" 9.56 "
Harmony	" 7.47 "	" 11.12 "
Souris	Ar. 8.05 "	Ar. 11.35 "

ALEX. MACNAB,

Sup't and Engineer. Railway Office, Ch'town, May 22, 1879. —pat pres h a ne sp sj kca 6i

Steam Navigation Co. Steamers

MAY, 1879.

UNTIL FURTHER NOTICE the Steamers "St. Lawrence" and "Prince of Wales" will leave as under:—

NOVA SCOTIA. From Charlottetown to Pictou, every MONDAY, WEDNESDAY, THURSDAY and SATURDAY mornings, at five o'clock. Returning from Pictou every TUESDAY, WEDNESDAY, FRIDAY and SATURDAY, 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.

FOR CANADA AND UNITED STATES. Leave Summerside for Point Du Chene EVERY DAY about 9 a. m., on arrival of morning train from Charlottetown. Returning to Summerside EVERY NOON, on arrival of morning train from St. John. By order,

F. W. HALES.

Charlottetown, May 6, 1879.

GRAY'S SPECIFIC MEDICINE

TRADE MARK. The Great English Remedy, an unfailing cure for Seminal Weakness, Spermatorrhea, Impotency, and all diseases that

Before Taking follow as a se-After Taking, quence of self-abuse; as loss of Memory, Universal Lassitude, Pain in the Back, Dimness of Vision, Premature Old Age, and many other Diseases that lead to Insanity or Consumption. Full particulars in our pamphlet, which we desire to send free by mail to every one. The Specific Medicine is sold by all druggists at \$1 per package, or six packages for \$5, or will be sent free, by mail, on receipt of the money, by addressing

The Gray Medicine Co., Toronto, Ont., Canada.

N. B.—The demands of our business have necessitated our removing to Toronto, to which place please address all future communications.

Sold in Charlottetown by all Druggists, and by all wholesale and retail Druggists in the United States and Canada. January 24, 1879.