THE EXAMINER

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The Examiner.

Charlottetown, August 16, 1875.

THE LICENSE QUESTION.

If the opinion of the Recorder be correct,—if the City Council has no power to fix the number of taverns which shall be in the town, nor to determine who shall, or who shall not, have a tavern license, it is high time it had; and to acquire the power is one of its first and most important duties. If some persons would but remember that it is the province of the Dominion Government to regulate the importation of liquors while it is the province of the Local Government to regulate their sale, they would talk less rubbish about the right of the Civic Government to give or withhold tavern licenses. True, it would be a difficult, perhaps an impossible task, to absolutely prevent the sale of liquors while the Dominion Government permits their importation; or, to go to the root of the matter, while men love strong drink. But, 'prohibition is not asked by our citizens. They merely demand and expect that the City Council shall regulate and control, as far as possible, the sale of liquors—shall dictate where they shall be sold, and who shall sell them—so that their sale and consumption may not become a nuisance in the town. We hope City Councillors will not attempt to shirk their duty. If they have not the power, let them obtain it.

RAILWAY MISMANAGEMENT.

On Tuesday last, a Baldwin Engine became disabled on the line between Charlottetown and Summerside; and a large number of passengers were delayed. This accident could not, perhaps, have been helped. But the next day, the same engine, half mended, was again attached to a train, and again broke down. The consequence was that forty or fifty passengers—among them some of the leading men of the province—anxious to get to the city on business, were delayed two or three hours—their plans frustrated, their engagements, perhaps, unmet.

On the 4th of August, five mowing machines were placed in a car at Summerside and despatched to Souris. They reached their destination on the evening of the 13th—having gone the rounds of Georgetown in the meantime.

These are but specimens of every day occurrences. Now, assuming that the general superintendent, the mechanical engineer, and many others, are men who understand their business, we conclude that the management of the Railway is either secretly controlled by a party desiring to restrict its usefulness, or that the staff of the Railway department badly needs "weeding out."

Just as we were going to press we received a letter, in which the writer says:

"The inefficiency of the engines of our Railroad cars protracted the journey from four o'clock p.m., to half-past nine p.m., from Charlottetown to Summerside, on the 12th inst., and it is said that some other journeys were very much longer. Officers all did their very best to better the situation, but to no purpose. Conductor Wood, than whom a more laborious, civil and obliging officer can scarcely be found, was very much dissatisfied, and passengers subjected to all the disappointment and loss of time consequent thereon, also tired, weary and hungry."

SOUTHPORT FERRY.

Although the management of Southport Ferry has, this season, been greatly improved, there is yet cause for complaints; and complaints are daily made. A notable instance occurred last Wednesday. A gentleman, on his way to New Brunswick, wishing to take the steamer for Shediac on Thursday morning, arrived at Southport wharf about nine o'clock on Wednesday evening. To his surprise and discomfiture be found that the boats had stopped running and were moored at the wharf for the night, although they were advertized to ply until eleven o'clock. After an annoying delay, he was obliged to contract with the boatman to take him across at an advance of nearly a hundred per cent over the ordinary ferriage rates. On enquiry, it was found that the *Elfin* was laid up for repairs, and that those in command refused to allow the *Southport* to take her place. In plain language, the former couldn't, and the latter wouldn't.

As a remedy for this unsatisfactory state of things, we beg to suggest to the Government, the propriety of making one of the Captains Commodore—placing the management of the ferry boats, and the responsibility of running them in such a manner that the public may be satisfactorily served, entirely upon his shoulders.

STEAM ON WEST RIVER.

One of the most popular acts of the present Government, during this summer, is the running of the *Southport* on West River. The Steamer is a great accommodation to people who travel for business or for pleasure. The high rates charged are, however, a grievance. We trust the Government will, as soon as possible, reduce them to a par with those charged on the East River. The *Times* notices another grievance. It says: "There are two public wharfs at Westville, yet the *Southport* touches at a private wharf covered with lumber, etc., while the public wharfs are unencumbered. We hear a good many complaints about the matter."

City Auditors.—Messrs. F. Hyndman and H. Wadman have been appointed City Auditors for the ensuing year.

THE FLOODS IN ENGLAND.

The extraordinary rain fall, this summer, has been the cause of many complaints and murmurings in this Island; but really our people have reason to be thankful. Considerable hay has, doubtless, been spoiled, but our losses have, so far, been *nil*, compared with the losses of farmers in Great Britain and Europe. For instance, in Coventry, "the inhabitants of Spon-end and other parts or the city, were awakened by serious inundations in the neighborhood, in consequence of the overflow of the Sherborne, a small river taking a winding course through the centre of the town. An incessant rain had fallen during the past two days, and it was noticed that the river had greatly swollen, although no damage was anticipated. During the previous night, however, it had risen as much as five or six feet, and, rushing over its banks, entered the dwelling-houses, the lower parts of which were quickly filled with water to the depth of two feet. The whole of the gardens, of which there are a great number in the neighborhood, were completely submerged, great damage being done to the crops. Several articles of furniture were washed down the river, and all out-buildings, such as pig-sties, fowl pens, etc., were carried away by the force of the water, and it was with great difficulty that any portion of the stock was saved. In some instances sheep and pigs were washed down the river, and a horse had a narrow escape. Several factories were stopped in consequence of the water getting into the fires, and it was some time before they could be started again. The rain subsided during the early part of the morning, and the river gradually lowered and the water went into its proper course, but not before great damage had been done both to property and crops. In the neighborhood of Coventry the rains have done great damage to standing field crops, and the farmers fear the consequence will be very serious. Large quantities of hay have been washed away, it having been cut but not gathered."

THE LAND COMMISSION.

The arbitrators open their Court to-day. The estate of William Cundall, Esq., will be the first subject to their award; that of Miss Cundall will be second; and, we presume, others will, without delay, follow in rotation. We learn that the following proprietors have appointed Mr. Haliburton their Arbitrator: Miss Sullivan, Robert Bruce Stewart, Sir Graham Montgomery, Bart., Hon. Spencer Cecil Brabazon Posonby Fane, the Lord Viscount Melville, Maria Susanna Matilda Fanning, Lieut. Colonel Bentinck Harry Cumberland and Margaret William Tryon Cumberland, James F. Montgomery, and John Appolinarius MacDonnell. We are informed that all the proprietors—or, at least, all who are known—have been notified to appoint an arbitrator. Samuel R. Thompson, Esq., a leading member of the Bar of New Brunswick—is retained with L. H. Davies, Esq., on behalf of the public. E. J. Hodgson, Esq., appears for the Proprietors. It is, perhaps, consistent with the eternal fitness of things that the Land Question should be finally settled in the Legislative Assembly Room.

THE ARMY WORM.

This scourge has visited the sister Provinces of New Brunswick and Nova Scotia. The progress of the campaign has been eastward from the middle States of the Union. On Sunday, the 8th instant, the luxurant fields of Sussex Vale were attacked. The St. John *Telegraph* reports:—

"The first point of attack by the invading army was a barley field belonging to Hugh McMonagle, Esq. This field was about six acres in extent, and the creatures swarming in millions in every direction completely covered it in parts, and in an incredibly short space of time entirely destroyed the crop. Specimens of the barley have been left at this office, and show that the caterpillar attack the stalk in such a way as to completely destroy the vitality of the grain. The heads of the barley are thoroughly divested of the beard, and in some cases the grains of barley are stripped off from the stock. The destruction is complete, for the worm moves with such celerity and accomplishes its work in such a short time that it is useless to attempt to battle with it after it has once gained the scene of its depredations. A number of other fields in the vicinity of Sussex have been attacked, and the farmers are now endeavoring to save themselves by digging deep trenches in which it entrap their unwelcome visitors. It is doubtful if this will be of avail, for the worm appears to surmount all obstacles, and to pass with great determination every barrier in its path. The immense quantities of the creature enable it to defy the efforts to kill it, and the endeavors to this effect have no apparent benefical result. The numbers are beyond any attempt at computation, and, as the name implies, the caterpillars travel in close multitude, like a well organized army. They travel in one direction as if under the guidance of an unseen leader and separate only to make divisions to render their attacks more effectual. In Sussex they are moving in an easterly direction, rapidly passing over the ground they have devastated to seek some objects for destruction. In this way they will in a short time traverse a large extent of country, carrying victory before them. They appear to eat grains and grasses with equal avidity, and to reach these will cross roads, overrun houses, and never hesitate until they reach that for which they are in search."

A Dennysvill correspondent of the Eastport *Sentinel* says:—

"There is a worm that has made its appearance in some of the fields in this place, destroying all of the grass wherever it goes. It has been through three fields at present, and parts of them look as though the fire had gone over them. It is from one half to two inches long of a dark gray color, and looks something like the army worm we had here several years ago."

The St. John News of the 13th reports:—

"The army worm made its appearance yesterday in the fields in the vicinity of the Mahogney Road in great numbers but of a smaller size than noticed elsewhere and evidently a young fry. They were first seen in fields belonging to Mr. Sutton and Mr. Ellis, and several distinct bands were seen moving slowly, and appearing to emerge from the ground. Great numbers of them were killed by putting a little ammonia over them. In other sections of this Province they are causing much damage and alarm to the farmers. In St. Andrew's they attack the trees in some parts of the town and completely denuded them of leaves."

Halifax papers contain accounts of the ravages of the army worm in the vicinity of Halifax. It first made its appearance on the farm and field of Mr. Peter Kennedy, about three miles from Darmouth, and he had to cut his barley and oats in order to save them, and even then lost a portion of his crop. Advices from St. John, report that it appeared there on the 11th inst. We sympathise with our neighbors in their losses. The scourge has not, we are glad to report, made its appearance in this Island. We trust the Straits of Northumberland may prove a sufficient obstacle to their approach.

Whooping Cough is very prevalent in the city. We hear that three children died from it on Saturday last.

THE WATER QUESTION.

At the first meeting of the reorganized City Council, held on Tuesday evening ast. ex-Mayor Rankin submitted the following report:—

PICTOU, N. S., 8th July, 1875.

N. Rankin, Esq.,
Charlottetown.

Dear Sir:

When here the other day I was speaking to you about your city and its water supply.

I now write to see what your Council think about recommending the citizens to put down artesian wells. I have no doubt that by this method an abundant supply of water could be had, and it would be good.

These wells could be put down in any part of the city, and having each connected with a good brick reservoir—a circular one 25 ft. x 15 ft. would hold 500 puncheons, or 45,000 *Imp. Gns.*, an abundant supply would always be on hand for fire purposes.

The cost would principally be in the boring, and this would depend entirely on the distance, which could only be determined by the first hole. I do not imagine it would exceed 500 ft.—the greatest depth at the minimun cost—to which distance we would bore for the sum of $3 per foot. Further than this, the price would increase, for every hundred feet, 50c. per foot, and should the hole require 'tubing'—that is an iron pipe inserted—this would cost an additional one dollar per foot, for first 300 ft., and 50c a foot more for every 100 feet further. But this 'tubing' may not be required, as it is only done in cases of great leakage, and when the hole caves in from some unforseen cause. We have yet not been required to do it, but with the 'Diamond Drill Machine' the necessity is exactly known before-hand.

The 'circular brick tank' of the size mentioned, with a slated roof, cemented and furnished with a ventilator, can be built complete for $600, allowing it necessary to go 500 feet., which it may not, and tube the hole, each reservoir would cost $2,600. They could be placed in any locality desired, and easily kept supplied with a two and a half inch hole, the size of the one we would bore. If it did not require 'tubing' we would make it larger at a small advance, but would not advise putting down a larger hole until the quantity of water was known, as a fine stream in this hole might not rise in the larger one.

However, should it be decided to bore—and you give us a chance—we will do our best to give satisfaction.

Yours, truly,
ROBT. P. FRASER.

THE DOMINION FINANCES.

The other day we gave from Mr. James Young's article in the *Canadian Monthly*, some figures relating to the trade of Canada during the twelve months which ended on 30th June last. The *Monetary Times* has obtained some additional figures; and, if anything further were required, they place in a strong light the incompetency of Mr. Cartwright for the office of Finance Minister.

Mr. Cartwright, in foreshadowing the operations of the year in the session of 1874, estimated the expenditure at $24,549,080, and the revenue at $22 000 000. His estimate of revenue was based on the old tariff, and the apparent deficit was made the groundwork of the additional taxation. The actual results, as approximately ascertained are—

Revenue of 1874-5,	$23,648,801
Expenditure of 1874-5	20,093,511
Surplus,	$3,555,290

Here is a clear surplus of three millions and a half. We do the Government no injustice when we say that it was incumbent upon them to prove their case by making revenue and expenditure agree as nearly as possible, but notwithstanding all their efforts at expenditure they are compelled to show a surplus of half a million more than the amount which the Finance Minister declared would be produced by the increased taxation which he imposed in the session of 1874. At the end of eighteen months from the time he made his first Budget speech, he finds himself in possession of a surplus equal to that which he obtained by his meddlesome interference with the tariff and his cross disturbance of all trade matters. Mr. Cartwright does not require any one outside of the Finance Department to write him down.

The receipts of Consolidated Fund during 1874-'5, were derived from the following sources.—

Customs,	$14,965,975 24
Excise,	5 038,045 66
Post Office,	1,068,840 32
Revenue from Public Works, including Railway,	1,542,190 38
Bill stamps,	241,874 70
Miscellaneous,	791,875 19
Total	$23,648,801 49

In Customs there was an increase over last year of over $6 0,000, Excise, on the other hand, declined over half a million. There is also a decline in the Post Office receipts; and in the revenue from railways and other public works a small advance. The entire receipts of the previous fiscal year were $24,205,092; more than half a million in excess of those of the year which has just closed.—*Toronto Nation*.

PROGRESS OF THE ODD FELLOWS.

The Grand Lodge of the Independent Order of Odd Fellows in the Maritime Provinces met in Charlottetown on Tuesday last. About fifty delegates—from the various subordinate Lodges—were present. Judging by the reports submitted the Order is in a flourishing condition. Four hundred and sixty-three members were initiated last year, showing an increase on the previous year of fully fifty per cent. The total membership is 1363, an increase of thirty-four per cent over that given in the last return. The receipts of the subordinate Lodges amount to $8,929. During the past year the Order in those Provinces paid $1,479 for the relief of the sick and distressed, the burial of the dead and other charitable objects incidental to the principles of the Order. The receipts of the Grand Lodge for the year are $1,728. The balance in favor of the Grand Lodge is $786. The session is reported to have been a very harmonious one. The election of officers resulted as follows: Robert Hockin, Pictou, Grand Master. Gilbert Murdoch, St. John, Deputy Grand Master. William Williams, Halifax, Grand Warden. W. Kilby Dimock, Halifax, Grand Secretary. R. Radford Barnes and W. K. Dimock, G. Reps. Harris Van Blarcom G. M. L. M. Ledley, G. Con. John Pringle, G. Chap. Robert Willis, G. G. P. McG. Chisholm, G. H. The next session will be held in Fredericton.

On Tuesday evening about two hundred excursionists arrived in the steamer *Albert* from Pictou; and, on Wednesday, there was an imposing procession through our streets, and a pic-nic at West River. The latter was under the auspices of St. Lawrence Lodge. It was a very pleasant affair.

Theft of a Gold Watch.—A man named William Craig—a native of the Island, but lately of the United States—was yesterday arrested on the charge of stealing a gold watch valued at $120, from Captain Sicard. It appears that Craig was too late to obtain admittance to his lodgings on Saturday night, and that he was accommodated by the Captain who gave him a bed in his cabin. On Sunday morning, after Craig had left, the Captain's watch was missing. Suspicion, of course, fell upon him, and he was forthwith arrested by Sergeant Richards.

Personal.—Mr. Finley—late of the firm af Weeks & Finley—returned from California last week. He was favorably impressed with the country.

PRINCE EDWARD ISLAND.

[*From the Toronto Leader.*]

Nothing could be found in proof, if proof were required, of the great advance the Colonies have made in the march of Empire, than a debate which recently took place in the House of Lords on the 25th ultimo. The subject was the sale of lands in Prince Edward Island. The difficulty is well known in the Dominion. Over a century ago the Island was "put up," by the Colonial mal-administration of the day, for a lottery. "In one day," said Lord Carnarvon, in his explanation "sixty-seven lots were raffled for, each containing 20,000 acres of land." It is not difficult to understand the complication that has ensued from this early political blackleg treatment of what is now an important Province of the Empire. We are, of course so familiar with the difficulty that, naturally, arose in the island, in consequence of the holding of the owners, that it is not necessary now to enlarge upon it. As a whole, the decision of the Canadian Houses of Parliament must be taken—as the Secretary of State said in the House of Lords—and, though not by any means perfect or satisfactory, should commend itself to the consideration and favour of the proprietors, and that the Governor-General has exercised a wise discretion in assenting to the measure. A continuance of the prevailing evil—for evil it was—would have inevitably produced disastrous consequences, and the wrong done by so monstrous a proceeding, as the distribution of the Island by a lottery, has very properly been righted. Full justice will, we have no doubt be meted out to the proprietors.

A TRAGEDY AT SEA.

A brief mention of this sad occurrence has already been made, but a fuller account appears in the London *Daily Telegraph* of July 20th. The *Telegraph* says:—

"A full-rigged ship, of 886 tons register—the glance, of London, owned by Mr. Pellier, of St. Heliers, Jersey—arrived in the Thames last Thursday, and in due course was docked at the Eastwood wharf, West India dock. The Glance left Adelaide, Australia, under the command of Captain Barrette, a Jersey man, with a crew of twenty-two, all told, including nine able bodies and three apprentices, on Friday March 12th, laden pretty deeply with a general Australian cargo, of which a portion was wool and flour. She was making her way by the Cape Verd Islands, when a trade wind took her from her north-eastward course and drove her up to the Azores, and beyond this group of islands to latitude between 40 deg. to 45., right facing, though a long way distant from the coast of Newfoundland. In the fine weather and under easy sail, the Glance, in these north western latitudes, relieved from the pressure of the trade wind, was tacking to steer an eastward, homeward course, when ahead of her but a short distance a flag of distress was seen hoisted on a vessel which turned out to be the Jessie Osborne, a ship of from 800 to 900 tons burden, which, as afterward appeared, was bound for Falmouth. This was on the morning of Sunday, June 27th, about three o'clock. The captain of the Glance at once had sail shortened, and his ship hove to. A boat, containing the mate and two seamen of the Jessie Osborne, put off from the vessel and came alongside the Glance. Having come on board, the mate, pointing to the fore cross-trees of the Jessie Osborne, called the attention of Capt. Barrette to the figure of a seaman, half-clothed, swaying to and fro upon them. The crew of the Glance could see that the sailor in question was hacking with some instrument at the rigging of the ship, and that blocks and pieces of ropes were falling on deck. The mate of the Jessie Osborne told Capt. Barrette that the man was an Italian, and that he had been very unwell during the whole passage from India. He had, in fact, been in his berth the entire time, but one day he jumped up, when they all thought he could scarcely move, and, armed with a knife, chisel, and some other tools, went aloft. For two or three days he remained in the cross-trees; and owing to the danger in which any one approaching him would have to place himself, no sailor would venture near him. He was asked to come down repeatedly, and the Italian's invariable answer was the cutting with the knife of a portion of the rigging. Before resorting to any actual violence, the captain of the Jessie Osborne awaited the influence of hunger; but while he thus temporized the madman had so cut away the rigging that all the sails, from the upper topsail to the royal, were loosened from their holdings. At last the captain fired at the man from the deck many times, seeing that the ship was placed in great jeopardy; and having expended his ammunition after wounding, but not killing him, he sent his mate to the Glance for ammunition. This was given by Capt. Barrette. In the meantime the mad sailor threw a heavy block upon the deck of the Jessie Osborne, which struck the boatswan and broke his arm. The mate and men of the Jessie Osborne having returned to their ship, the captain recommenced his attack with a revolver upon the lunatic, and in the meantime the Glance came so close to the Jessie Osborne that their yards almost fouled. After he had been wounded several times, and as two or three sailors of the Jessie Osborne were about to run up the rigging to bring down the appearantly dying man, the latter fell upon the deck a corpse. The body was disposed of after the usual custom of sliding it overboard, and the ships parted company.

MR. PLIMSOLL'S PROTEST.

The following is a copy of the 'protest' made by Mr. Plimsoll in the House of Commons on the 22d ult.:—

"I protest in the name of God against any further delay in proceeding with the Shipping Bill. The bill itself is an atrocious sham, but there is enough humanity and knowledge in the House of Commons to change it into a good measure. At this moment there are 2,654 ships afloat which have run through their classes just like the Bard of Avon, and yet at this moment any of the owners, captain's mates, ship's husbands, and consignees of those ships may, without warrant, arrest British subjects who, having carelessly agreed to sail in them, find when too late that the only alternative before them is gaol or death. I charge the Government that they are, wittingly and unwittingly—for they are both—playing into the hands of the maritime murderers, inside the House and outside the House, to secure a further continuance of the present murderous system. What is demanded by humanity is that rotten ships should be broken up or repaired, that ships should not be overloaded; that grain cargoes should not be carried in bulk, so as to expose the lives of those on board to deadly peril; and deck cargoes, the source of unutterable agony to many and death to many more, should be put an end to. The Government bill provides for none of these things, it provides only heavier penalties and severer punishments against our unfortunate fellow-subjects, whose necessities take them to sea. I desire to unmask the villians who sit in the House, fit representatives of the more numerous, but not greater villains who are outside of the House, and in the name of our common humanity, I demand that this bill shall be proceeded with immediately, as the report on the Agricultural Holdings bill will send scores of county members out of town, members who, to a man, would support the cause of justice, humanity and mercy, and thus leave to the Government and the ship-owners, the power to prolong the horrible state of things which now exist. In the name of the God of all justice and of all mercy, I protest against any further delay. I demand that the Merchant Shipping bill be proceeded with from this hour *de die in diem* until through committee, and, failing this, I lay upon the head of the Prime Minister and his fellows the blood of all the men who shall perish next winter from preventable causes, and I denounce against him and against them the wrath of that God who has said, 'Ye shall not afflict any widow or fatherless child. If thou afflict them in any wise, and they cry at all unto Me, I will surely hear their cry, and My wrath shall wax hot, and I will kill you with the sword, and your wives shall be widows and your children fatherless.' How much hotter, then, shall be His indignation and wrath against those who reduce unhappy women and children to that deplorable condition, and who leave their own fellow-creatures guilty of no crime, to a violent and sudden death!"

LATEST NEWS SUMMARY.

Count Von Arnim is nearly restored to health.

The Merchantile shipping Bill has passed the House of Lords.

The town of Truro wants to borrow $25,000 for water purposes.

Agricultural returns from all parts of Australia are very favorable.

Two thousand Turkish troops have been despatched to Herzegovina.

Despatches from Central Asia report a revolution having broken out in Kokhand.

Thousands of acres of grain in Ontario have been damaged by heavy rains last week.

An additional $100,000 in specie has been recovered from the wreck of the Schiller.

A serious riot took place in Glasgow on Saturday between the Orangemen and Home Rulers.

A gentleman and lady were, last week, drowned at Niagara Falls while bathing near the 'Cave of the Winds.'

The Mark Lane Express says the corn crop has just been saved by the fine weather, and there are still good prospects of a moderate harvest.

C. S. Wood, the new Ontario Treasurer, was elected for South Victoria, defeating his opponent the opposition candidate by the small majority of 74.

Alexander Collie, the principal of the defaulting firm in London bearing his name, has absconded, and a heavy reward is offered for his apprehension.

Mr. Crosskill, proprietor of the Halifax *Reporter*, has been fortunate enough to draw a painting valued at £180 sterling in the Royal Association of Scotland.

A proposition to introduce compulsory vaccination in Montreal, was vigorously opposed by French Canadians on Monday night, who behaved in a riotous manner before the City Council.

Cholera is raging in Damascus; 400 cases are reported daily. The Christian quarter of the town is said to be entirely abandoned, and there are no physicians or medicine for the plague-stricken populace.

It is reported that the Carlists will shortly have to evacuate Leo D'Urgel unless relieved. The Alfonsists are awaiting the arrival of additional heavy guns to continue the prosecution of the seige with renewed vigor.

The Local Government of Nova Scotia have appointed Mr. FitzGerald Cochran to be Chief Game Keeper for the Province, under the Act of 1875 'to amend the law for the preservation of useful birds and animals.'

During the past week twelve commercial firms in Montreal, perfectly sound, as far as assets and liabilities are concerned, have been obliged to make special arrangements with their creditors to secure an extension of time.

In Montreal there is moderately active enquiry for flour on 'Change, but buyers had not sufficient confidence in the advanced rates, which were asked, sellers, in many instances, holding stocks in expectation of further improvement.

Unless the late flood destroyed the bright prospects of a couple of weeks ago, this year's crop in most of the Southern States will be the largest since the war. For ten years the Southern crops have been comparatively poor.

The Toronto abortionists, 'Dr.' Davis and his wife, have been committed for trial. The Toronto papers bring full reports of the horrible crime, and the evidence seems to point irresistibly to the accused as the guilty parties.

A fifteen-mile flume has just been completed in Nevada at a cost of a quarter of a million, which opens up a 12,000-acre tract of woodland at Truckee Meadows, and as wood out that way is some $12 a cord, it is a good investment.

Murder in Gloucester, Mass.—A fisherman named John Halley, belonging to the American fishing schooner 'Fred Garring,' and a native of Cape Breton, was fatally stabbed in a drinking saloon at Gloucecester, Mass., on Wednesday last.

The London *Post* publishes a report of a serious scuffle between Russia and frontier guards at Domfroun on the boundry line between Russia and Booka. The affair was provoked by Russians, who trespassed on German territory. Several guards were wounded.

The Alfonsists are vigonously at work upon the Carlists strongholds, and claims to have achieved several successes of late. The Carlists are concentrated at Navarre. The Government has ordered a levy of 100,000 additional men to finish the struggle.

Charles Bradlaugh in opposing the Prince of Wales visit to India, takes the ground that it is not a state visit but merely to enable H. R. H. to share in the exciting pastime of Indian Princes, viz., 'lion and tiger hunting, pigsticking and crocodile fishing.'

Hayti is on the European market for a loan of $16,000. The money thus to be secured is to be used in developing the internal resources of the country and in establishing a semi-monthly line of steamers between Hayti and New York, under the Haytian flag.

The native press in China and Japan is rapidly gaining in numbers and influence. Those hoary old empires will soon resound with editorial squibs, quarrels and sensations. The mandarine and Daimois will get stirred up, new ideas will be promulgated, and there will be music generally.

Yarmouth, N. S., has distinguished itself above its neighbors this year in the matter of picnics. About 4,000 persons connected with the Sunday Schools, last week journeyed about fifteen miles (to Brazil Lake), where they were met by another thousand, and spent a day of great enjoyment as a Union Sunday School Picnic—as enjoyable as it was unique.

It has transpired that the paragraph on Sir Arthur Helps, which followed the political editorials the day after the death of the clerk of the council, was written by the Queen herself. It ran as follows: "By the death of Sir Arthur Helps the Queen has sustained a loss which has caused Her Majesty great affliction. As a loyal subject, as a kind friend, he rendered Her Majesty very important service. He assisted with a delicacy of feeling and an amount of sympathy which Her Majesty can never forget, in the publication of her records of the Prince Consort's speeches and of her 'Life in the Highlands,' to which he willingly devoted the powers of his enlightened and accomplished mind. The Queen feels that in him she has lost a true and devoted friend."

An Enormous Peach Crop.—The estimates of the coming peach crop all point to the same being of remarkable magnitude, the aggregate number of baskets being fixed at from eight to ten millions from the Maryland and Delaware peninsula alone. Strenuous efforts are being made to find markets for the yield, and a degree of enterprise is manifesting itself among the fruit growers which can hardly fail to win merited remuneration. A special train will be despatched daily over the Baltimore and Ohio railroad to carry supplies to the cities of the West. 1,150 cars have been chartered to transport the fruit to New York and other eastern cities, and it is stated that the American Steamship Company of Philadelphia are fitting up huge refrigerators in their vessels, so that from 25,000 to 30,000 baskets may be carried to Liverpool at each trip.

By the arrival of the *Shannon* at Plymouth, England, some further particulars were furnished of the terrible earthquake on the borders of Columbia and Venezuela, by which it is now believed 5000 lives were lost at the ruins of Cucuta. Not one stone remained upon another in the city. The number of the dead was believed to include three-quarters of the entire population. The few families who escaped had been camping on what was the outskirts of the city, and living on what they could procure, but they would be obliged to remove; the putrefaction of the dead alone would not allow them to remain. It was heartrending to see the wounded, who could have no care given them, and who must shortly die from their helpless condition. Thieves from the surrounding country had swept down on the ill-fated city; pillage was general; 400 mules were killed in the street; and as there was no one to remove them the stench was becoming frightful. The storehouse, Puesto de Los Cochon, has been sacked and burnt by bandits. The town-hall at Palade Cuesta was destroyed. The Cathedral at Pamplora was in ruins. The Venezuala side of the border had suffered, if possible, more severely than the Columbia.

NEW ADVERTISEMENTS.

REGULAR TRADERS.

FALL 1875.

The celebrated A 1 extreme Clipper Ship

"JAMES DUNCAN,"

Lawrence Kickham, Commander,

756 tons Register, classed 8 years at English Lloyd's, and coppered, will sail from this port for Liverpool

On the 11th instant,

AND RETURNING

Will leave Liverpool about the 10th of September.

This favorite ship has proved herself to be one of the fastest vessels afloat, and offers unsurpassed inducements to shippers, her cargoes having been invariably delivered in good order.

Also, the fine new Clipper Barque

'MINERVA,'

Philip Mercier, Commander,

392 tons Register, classed for 8 years at English Lloyd's and coppered, now at London, will be despatched thence direct for this Port about the

1st September next.

Both these vessels will take Goods for Pictou, Shediac' Georgetown and Summerside, at through rates, and as they will sail early, shippers will please have their Goods alongside without delay.

For Freight or passage, (having superior accommodation) apply in Liverpool to Sir James Malcolm, Bart., 69 South John Street, and in London to Messrs. Taylor, Bethel, & Roberts, 112 Fenchurch Street, or here to the owners,

JAMES DUNCAN & CO.

Ch'town, Aug. 16, 1875.—4in

Union Bank of P. E. Island.

SALE OF NEW STOCK.

By order of the Directors of the Union Bank of P. E. Island, the subscriber will sell at public Auction, at his Salesroom, Queen Square, on WEDNESDAY, 22nd day of September, next, at 11 o'clock, a. m.,

Five Hundred Shares,

of Ten Pounds each, late Currency of this Island, being new or increased Stock of the Union Bank of P. E. Island—to be offered in Lots of Five Shares each as provided by the act of Incorporation. The premium or advance over par value of said shares, along with half the principal, to be paid in Cash on day of Sale, and the balance on or before the 16th day of November next, at the office of the said Bank in Charlottetown.

Dated at Charlottetown, 19th May, 1875.

WILLIAM DODD, Auctioneer.

August 16, 1875.

Flour. Flour.

Received this day, Saturday, 900 bbls. FLOUR, (assorted brands.)

CARVELL BROS.

Ch'town, Aug. 16, 1875. 2in

Apprentice Wanted.

Wanted a smart well-educated Boy to learn the Printing Business. Apply immediately at the

Examiner Office.

Aug. 16, 1875.

10 Men Wanted.

Good, reliable, honest men, to sell Cucumber Wood Pumps. Terms liberal. Call at once.

G. C. CARMAN, 11 Queen St.

Aug. 16, 1875. 1m

EDUCATION.

St. Peter's Girl's School.

This School will be opened early in September. All the branches of a first-class education will be taught. An English lady, a trained and experienced Teacher, has been engaged as Governess. Only a limited number of pupils will be taken. For terms and further particulars, apply to

GEORGE W. HODGSON,
St. Peter's Clergy House.

N. B.—The Boy's School will re-open on Monday, 30th August. There will be a few vacancies.

Aug. 16, 1875.

GEORGETOWN

TEA PARTY.

The Congregation of the Catholic Church, Georgetown, will have their Tea on

Wednesday, 18th August,

on the Ferguson Farm, a beautiful place half a mile from the town, near the residence of Dr. Kaye, and fronting on the Brudenell River.

As this is the first Tea held in Georgetown since the opening of the railway, the ladies intend having everything in grand style.

A large and well supplied refreshment saloon will be prepared on the grounds.

Highland games with a lot of other new amusements, will be introduced for the first time. Dancing platforms will be erected, and plenty good music in attendance.

A boat race will take place on the Brudenell River, fronting the grounds, between the hours of 10 and 12 o'clock, a. m., and handsome prizes awarded for the fastest rowing and sailing boats.

Arrangements have been made with the railway to land the passengers by the morning train on the grounds, and to carry passengers from Charlottetown, Souris, and all intermediate stations at one half the usual fares.

The Cardigan and Montague river ferries will be supplied with extra boats, and will convey passengers to and from the Tea, for the whole day, free.

Tea on the tables at 1 o'clock, p. m. Tickets 25 cents each.

The Committee intend to have everything nicely arranged, and, if the day proves favorable, will make this Tea surpass anything of the kind ever before held on the Island.

By order of the committee.

J. A. MACDONALD, Sec'y.

August 9, 1875.—till tea

Best English White Wine VINEGAR.

Only 60 Cents per Gallon!!

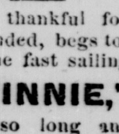
AT THE

"Prince Street Grocery,"

Opposite St. Paul's Church.

R. WRIGHT.

Aug. 9, 1875.—4in



CASCUMPEC PACKET.

The subscriber thankful for patronage hitherto extended, begs to intimate to the public that the fast sailing schooner

"WINNIE,"

David Arthur, (so long and favorably known) Master, having been subsidized by the Dominion Government, is again on the route between Charlottetown, Shediac and the above port, making fortnightly trips until close of navigation. Shippers will effect a saving of about one hundred per cent by shipping by the above vessel.

For freight apply to either of the undersigned agents.

Carvell Bros., Charlottetown, J. B. Foster, Esq., Shediac, Hon. G. W. Howlan, Alberton, or to the owner.

THOMAS COSTAIN.

Alberton, August 9, 1875.

NEW ADVERTISEMENTS.

Salmon and Lobsters.

200 cases Canned SALMON,
150 cases Canned LOBSTERS,
For sale low..

HASZARD BROS.,
61 Water Street.

Ch'town, Aug. 16, 1875. 3in

Currants and Cheese.

Just Received—

20 bbls CURRANTS,
20 boxes CHEESE.
All nice, fresh and cheap.

CARVELL BROS.

Ch'town, Aug. 16, 1875.—a pa 2ins

Advances on Mackerel.

The Subscriber will make liberal advances on MACKEREL consigned to his correspondents,—Messrs. KIMBALL & BATES, Boston.

FENTON T. NEWBERY.

Aug. 16, 1875.—pa h 3in

GENERAL HOLIDAY!

The Caledonia Club having appointed

Thursday, the 19th inst.,

For the Gathering of the Clans and the Sons of the Heather, and the Exhibition of their

National Games,

ON

GOVERNMENT HOUSE GROUNDS,

His Worship the Mayor invites his Fellow Citizens to celebrate the occasion by a GENERAL HOLIDAY.

By order,
P. MACGOWAN,
City Clerk.

Aug. 16, 1875

THE Annual Exhibition

OF

Agriculture and Local Industry,

For King's County,

will be held at

GEORGETOWN,

ON

WEDNESDAY,

October 6, 1875.

Prize List Pamphlets may be had from any of the Commissioners, and at the Secretary's office.

Galbraith's Brass Band will be in attendance.

Return Tickets will be issued at one fare from Charlottetown, and all Stations in King's County, holding good till end of October 7. Cattle, Sheep, Pigs, &c., will be conveyed to Georgetown at half the usual charges. By order of the board of Commissioners.

FRED. M. CAMPBELL,
Secretary.

Aug. 16, 1875.—4in

QUEEN'S COUNTY!

ANNUAL EXHIBITION OF

Agricultural and Local Industry.

FOR THE YEAR 1875, WILL BE HELD AS FOLLOWS:—

The CATTLE SHOW, including Farm Implements, at HOLLAND GROVE, Charlottetown, on

Friday, 1st October, next,

and the EXHIBITION at the DRILL SHED on

FRIDAY 22nd OCTOBER, next.

For full particulars see prize list.

By order,
A. McNEILL, Secretary.

Aug. 2, 1875.—tf.

Famous Brands,

In sparkling and still Wines, Ports, Sherries Brandies, Whiskies, Stout, Ale, etc., etc.

MACEACHERN & CO.

August 9, 1875.—Im

Milk Dishes.

4 CRATES, just received, each containing 18 doz. assorted sizes.

CARVELL BROS.

Ch'town, Aug. 9, 1875.

Prince Edward Island Railway.

CHANGE of TIME!

On and after MONDAY, July 26, trains will run as follows:—

TRAINS GOING WEST.

STATIONS.	No. 1. Steamboat Express.	No. 3. Mixed.	No. 5. Tignish Mixed.
Georgetown	Dpt. 6.45 p.m.	8.00 a.m	
Cardigan	" 7.07 "	8.30 "	
Mount Stewart	" 8.10 "	9.55 "	
Royalty Junction	" 9.11 "	11.08 "	
Charlottetown	ar. 9.30 " / dp. 6.00 a.m	11.30 " / 4.15 p.m	
Royalty Junction	" 6.19 "	4.35 "	
North Wiltshire	" 7.00 "	5.24 "	
Hunter River	" 7.12 "	5.38 "	
Kensington	" 8.21 "	7.00 "	
Summerside	" 8.50 "	7.45 "	3.45 p.m
Port Hill			5.13 "
O'Leary			6.29 "
Alberton	Arrive / Depart		7.30 " / 8.00 "
Tiginsh			9.00 "

TRAINS GOING EAST.

STATIONS.	No. 2. Steamboat Express.	No. 4. Mixed.	No. 6. Tignish Mixed.
Tignish	Depart		6.30 a.m
Alberton	Arrive / Depart		7.30 " / 8.00 "
O'Leary			9.00 "
Port Hill			10.15 "
Summerside	" 6.30 p. m	6.00 a.m	11.45 "
Kensington	" 7.00 "	6.37 "	
Hunter River	" 8.09 "	8.04 "	
North Wiltshire	" 8.21 "	8.19 "	
Royalty Junction	" 9.02 "	9.08 "	
Charlottetown	ar. 9.20 " / dp. 8.30 a.m	9.30 " / 4.00 p.m	
Royalty Junction	" 8.50 "	4.22 "	
Mount Stewart	" 9.55 "	5.42 "	
Cardigan	" 11.07 "	7.07 "	
Georgetown	Ar. 11.30 "	7.30 "	

Souris Branch.

Trains going West.		Trains going East.	
STATIONS.	No. 7. Souris Mxd.	STATIONS.	No. 8. Souris Mxd.
Souris	dp. 7.15 a.m	Mt. Stewart	dp. 5.45 p.m
Harmony	" 7.35 "	Morell	" 6.16 "
St. Peter's	" 8.42 "	St. Peter's	" 6.50 "
Morell	" 9.16 "	Harmony	" 7.56 "
Mt. Stewart	ar. 9.45 "	Souris	ar. 8.15 "

Connecting at Summerside with Shediac Mail Steamboat, and at Georgetown with Steamboat to and from Pictou.

WM. McKECHNIE
Superintendent.

August 2, 1875.—6in

CHEESE. CHEESE.

A Nice Lot Fresh,

Just received by

CARVELL BROS.

Ch'town, July 19, 1875.

Get your handbills and Posters printed at the Examiner office.