

THE EXAMINER.

VOL. 5. CHARLOTTETOWN, PRINCE EDWARD ISLAND, WEDNESDAY, NOVEMBER 12, 1879. NO. 130.

BRITISH WAREHOUSE.

As W. & A. BROWN are about making a change in their Firm, they are now selling their Large Stock of

FALL & WINTER GOODS,

At prices that defy competition.

New Mantles,
New Frillings,
New Ulsters,
New Cottons,
New Flannels,

New Cloths,
New Tweeds,
New Dress Goods,
New Clouds,
New Velveteens,

And a large line of **Woollen Goods**, of every description, all of which they intend to close out within the next five months. This is a bona fide sale. Come one, come all, and see for yourselves.

W. & A. BROWN.

Charlottetown, October 8, 1879.

QUEEN INSURANCE COY. 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—

SALT! SALT!

And Mackerel Barrels, FOR SALE.

DAVID SMALL, Queen Street

Charlottetown, Oct. 13, 1879—

NEW OPENINGS

Readymade Clothing

AT THE Glasgow House.

New Goods, New Styles

AND NEW PRICES.

WE have just received a large stock of Mens', Youths' and Boys' OVERCOATS, REEFERS, ULSTERS, SUITS, PANTS, SHIRTS, &c., &c., which we are offering at prices to suit the times.

F. LEPAGE & CO.

Oct 23, 1879—2aw3w at pat 3w

FURTHER REDUCTION IN PRICE OF

Albion Mines (Pictou, N. S.) SLACK COAL.

SLACK and ROUND COAL can now be obtained at the above-mentioned Mines. Slack Coal, only \$1.30 per ton; Round Coal, \$2.00.

For orders, apply to G. W. DEBLOIS, Sole Agent for P. E. Island. Office: No. 35 Water street. Ch'town, June 23, 1879—patsj kca h sp2m

Valuable Property for Sale.

TO BE SOLD, all that part of Town Lot No. 74, in the first hundred of Town Lots in Charlottetown; having a front of 67 feet, Dorchester Street, and running back 80 feet, together with the buildings thereon erected. For further particulars apply to Messrs. HONGSON & McLEOD Charlottetown. Sept. 18, 1879.

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 the One Dollar.

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

83.

NOVEMBER.

At this season 83 Queen Street may be relied upon as the best place at which to purchase good warm Clothing with economy.

Winter Dress Materials,

Suitings, &c., are giving great satisfaction.

NEW FURS!

MANTLES, MUFFS, BOAS, CAPS, &c.

FUR TRIMMINGS,
Mantles & Mantle Cloths,
ULSTERS & ULSTER CLOTHS,
SILKS, SATINS,
Velvets, Velveteens, plain and figured.

NEW OVERCOATS

Storm Coats, Reefers, &c. SPLENDID VALUE.

FELT HATS!

A NEW LOT.

New Linders and Drawers

WHITE SHIRTS, (Dressed and Undressed.)

CHEAP CARPETS
TAPESTRY, SCOTCH FELT, HEMP, &c.
Coaco Matting, & Door Mats,
Hearth Rugs, &c., cheaper than ever.

This month we shall give SPECIAL DISCOUNTS to parties purchasing large parcels FOR CASH.

Tremaine & Metcalf,

—SUCCESSORS TO—

JAMES DesBRISAY, 83 QUEEN STREET.

Ch'town, Oct. 30, 1879.

NEWS BY TELEGRAPH.

CANADIAN.

ST. STEPHEN, Nov. 10.

Sad news comes from Oak Hill this morning. About nine o'clock last night Mr. Hiram Jenkins' house and barn with their contents were burned to the ground. Mr. Jenkins' son, a boy fifteen years old, was upstairs when the fire broke out, and in getting out was so badly burned that he died this morning. The fire caught in the kitchen—probably from a defective flue—and spread so quickly that there was no time to save any furniture or clothing. Three cows were burned and all the farm produce and utensils. Mr. Wm. Christie had been threshing grain and his threshing machine, which was left on the premises, was destroyed. There was no insurance.

HALIFAX, Nov. 10.

The most disastrous fire ever known in Yarmouth County, occurred at Tusket Village, ten miles from Yarmouth, on Sunday morning at 2 o'clock, when the extensive steam saw mills and lumber yards, owned by H. W. Blethen & Co., were burned, with dwelling houses, outhouses, etc., occupied by R. H. VanNorden and Asa Robbins, together with 1,000,000 feet of lumber. The destruction was complete. H. W. Blethen's loss is \$50,000. The total insurance is \$35,000, divided among the Queen, Imperial, Phoenix, and Northern companies. The fire is supposed to have been of incendiary origin. These mills were the most complete in the Maritime Provinces. Their annual turnout was 4,000,000 feet of lumber.

HALIFAX, Nov. 10.

Despatches received here show that the steamship Arizona, of the Williams & Guion Line, had a narrow escape from destruction on Friday night while crossing the Great Banks. The steamer is the newest on the line and her time in running is claimed to be the best on record, namely, about seven days. She was regarded as one of the best appointed vessels in the world, and on Tuesday sailed from New York for Liverpool, having on board 109 cabin passengers, among them many prominent people in the States. Everything went well until about nine o'clock on Friday evening. The night was dark but not foggy. The steamer was in charge of the second officer, and keeping a proper course under full speed, when suddenly and without warning there was a terrible crash. Every timber in the vessel seemed to quiver, while, almost at the same instant, the deck became strewn with broken ice. It quickly dawned upon the minds of Captain Jones and crew, by the presence of a huge white floating object ahead, that the vessel had run into an iceberg. An examination of the vessel proved such to be the case. The bows were found broken into a thousand splinters, while the forward compartment had been crushed in. In this compartment were two sailors who were almost buried alive in their berths, but who were rescued somewhat injured by their comrades. The greatest consternation existed for a time among the passengers who, startled by the tremendous shock sustained by the vessel, rushed on deck. Through the coolness of Captain Jones and crew, aided by Mr. S. E. Guion, one of the owners of the vessel, who was on board with his daughter, a panic was prevented. The damage was found to be of a nature not to immediately imperil the safety of the vessel in ordinary weather, and it was decided to put into St. John's N. F., which was reached early this morning. It will be a month before the steamer will be in a condition to be able to resume her place on the line. The passengers are being well cared for by the company at St. John's, and all express their gratitude and appreciation for the Captain and crew. They will resume their trip across during the week on the steamers Caspian and Nevada, which will call at St. John's on their voyages. The captain, crew and passengers all agree that they had a very narrow escape, which was in a measure due to the strength and seaworthiness of the vessel.

THE AFGHAN WAR.

CALCUTTA, Nov. 10.

The principal event of the past week has been the junction of the Cabul and Jellala. This junction having been effected the Khyber and Jagdalak route will become the sole line of communication with Cabul. Everything is going on quietly at Cabul. The English troops are housed in Shierpur cantonments which are very comfortable. Winter is setting in early. The suspicion which rested on Yakoub Khan and which was temporarily removed is again settling on him.

AGITATION IN IRELAND.

NEW YORK, Nov. 10.

In an interview with Parnell in Dublin, he told an American that just now their aim is to keep the Irish people from starvation and from emigration, but ultimately "we aim at establishing actual tillers of Irish soil on land as its owners, not as tenants." He leaves for America about the 15th November.

LONDON, Nov. 10.

The Irish Local Government Board's report says that the potato crop everywhere is deficient and inferior, and this with the absence of peat fuel, owing to the rain, are regarded as the leading causes of the distress expected to culminate during the winter and spring.

Correspondence.

We do not hold ourselves responsible for the statements or opinions of our correspondents.

To the Editor of the Examiner.

DEAR SIR:—You will do many of your readers and myself a very great favor by allowing space in the EXAMINER for a reply in answer to a letter which appeared therein in October last, over the signature of Edwin Crew, in which he attempted to convince the "friends of Wheatley River and vicinity" that he was anxious to give "a correct statement" regarding the suit between us. He says "various rumors have been set about since he (Yelland) left for Ontario, all of which are untrue. One of them is as follows: that Crew paid his (Yelland's) expenses." On the 23rd of August a friend wrote me from the Island, stating that Mr. Crew declared that he made no apology, neither knew the suit was ended until told by Mr. Wm. Hichox some time after I had left the Province. On receiving the above I sent a note to Mr. Crew telling him what I had heard and asked him if the report was true.

He admits that I asked him "a few questions in a gentleman-like manner," but failed to tell the public he had not the dignity or manliness to reply, and the reason is obvious. I wish your readers to understand that what Mr. Crew professes to have taken from a letter sent by me to Mr. Wm. Hichox and inserted in his letter, within quotation-points, is not mine. He never took from my letter what he says he did. Mr. Crew would like for the public to believe that I was afraid to meet him in the Supreme Court. After the matter was put in the hands of my attorney I never asked Crew to settle the case. He wrote me once, twice and again with a view of stopping the suit, at the same time acknowledging it was in my power to injure him. I always gave him to understand that I would not accept any of his proposals, and that I wanted an apology, and that nothing less would prevent it from being taken to Court. Mr. Crew is certainly to be pitied, seeing he has had to do with men who have made glaring mistakes. No less personages than Judge Alley and the Hon. N. McLeod are among the number who have made mistakes, so says Mr. Crew. The former did not take down my statement as given; the latter dated Crew's apology 23rd day of May, 1879, instead of Dec., 1878. Crew, with a view to injure my reputation, circulated through the neighborhood of Wheatley River that he signed no apology. In doing so he virtually charged his attorney with having forged his name. In his letter of the 8th ult. he says I have been informed that my attorney signed it for me. Does he still insinuate that the honorable gentleman did so on his own responsibility. In a letter kindly sent me by Crew's attorney in answer to a question asked by me relative to the suit, I take the following: "This is the character of the apology by me, submitted to Crew, and approved of by him before the same was signed by me." Crew says the paper I hold, "at any rate, is no retraction." He denies having charged me with perjury; but I declare he did. The charge is in my possession in his own handwriting. The public will see whether he retracted or not. His apology contains the following: In the matter of the suit pending between me and the Reverend John Gibbs Yelland for slander, I hereby state that I did not charge him with telling lies; if I did so state it was in the heat of passion (which I deny) I retract the charge." Crew says he has nothing to do with the expense Yelland has incurred. Perhaps the person who offered to fee a lawyer for him, provided the suit went to work, has been generous enough to share the burden. The suit has not cost me one cent. Some one must bear the expenses. Those who know more about law than myself, can form their own opinion as to who foots the bill in a case of this kind. Crew, in his letter, asks your readers to compare what I had written my friends with what I had written him &c., and asks "Is it a vice or a virtue?" The reason of the disparity between what I wrote Mr. Crew, and what I wrote Mr. Hichox must be attributed to the fact that during the six days which elapsed between them, I had received additional information as to what Crew was saying about me, hence in the face of clear, convincing demonstrative evidence, I could no longer hope the malicious man to be innocent. A gentleman told him many months ago that Yelland had shown him great mercy, otherwise he would have been in jail for a time. He appeared to show signs of repentance and appreciation of my forbearance, but I had no sooner left your beautiful Island when he began to say I had left with a lie in my mouth, &c., &c.

He must repent and turn to God before he can possibly rise in the estimation of persons who have known him from a boy, even though he seek to injure one so generally known to thousands of different churches on the Island, as is

JOHN G. YELLAND. Campbellford, Nov. 9, 1879.

Bismarck is gradually getting affairs in Germany under the complete control of the State. A Berlin correspondent of the Paris Globe says that that statesman is now intent on getting all railroads into the hands of the State, and contemplates that as soon as possible the State shall become grand insurer—life, fire, and marine. He has directed minute inquiries into the business.