

THE EXAMINER.

VOL. 7.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, MONDAY, AUGUST 30, 1880.

NO. 85

LONDON HOUSE.

JUST RECEIVED EX S. S. "HIBERNIAN,"

Black Cashmeres,
Black French Merinos,
Black Persian Cords,
White and Grey Cottons,
Velveteen Wincies,
New Stockinette Worsted Coatings.

EX S. S. "NESTORIAN,"

80 Packages Choice Teas,
3 Cases Linen and Cotton Thread.

G. DAVIES & CO.

Charlottetown, July 13, 1880.

JUST ARRIVED!
BRITISH
WAREHOUSE,

Ex S. S. "Hibernian,"

A LARGE ASSORTMENT OF

Black Silk Fringe,

Corsets,

Cashmeres,

Colored and Black Satins,

Pompadour Prints,

TOILET COVERS & QUILTS.

(in Plain and Fancy);

White, Scarlet, Grey & Fancy Flannels,

Cloths, Tweeds, &c.,

All of which are now opened, and will be sold at our usual low prices.

W. & A. BROWN & CO.

Ch'town, Aug. 24, 1880.

St. Dunstan's College,
CHARLOTTETOWN, P. E. I.

THIS College will be re-opened under the charge of the Fathers of the Society of Jesus,

Wednesday, September 15th.

Intending students should make immediate application.

For prospectus and further particulars address

REV. GEORGE B. KENNY, S. J.,

Ch'town, Aug. 6, '80—till sep. President.

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—

Great Summer Resort

PRINCE EDWARD ISLAND.

LORNE HOTEL.

THIS New and Commodious House, situate at North Shore, offers great attraction for Tourists who are wanting recreation, sea bathing, fishing, etc.

It is within easy access of the City, being only thirteen (13) miles by rail or carriage.

Charges moderate. For further particulars apply to the Manager, or address

LORNE HOTEL COMPANY,

Charlottetown, P. E. I.

June 12, 1880.

THE place to get your Printing done is at the EXAMINER PRINTING ROOMS.

APPLES

APPLES!

By Steamer Every Week,

FROM BOSTON,

DIFFERENT VARIETIES OF

APPLES!

CHEAP BY THE BARREL.

—ALSO FOR SALE—

Boxes Lemons & Pears.

BEER & COFF.

Ch'town, Aug. 11, 1880.

PACIFIC
Mutual Insurance Co.,

NEW YORK

MARINE.

Assets 31st Dec., 1879, - \$744,149.00

Insurance effected on CARGOES and FREIGHTS, covering \$15,000 and upwards on first-class risks.

Certificates issued payable in London at the office of Morton Rose & Co., Bankers, or in New York.

Risks taken and rates fixed without being referred to Head Office.

FENTON T. NEWBERRY,

Agent for P. E. Island.

May 11, 1880.

Nut Coal. Nut Coal.

FREE from Slate and Fire Clay. Also Round and Slack, at Albion Mines, Pictou, Nova Scotia. For orders apply to G. W. DEBLOIS, Sole Agent for P. E. Island.

Old Sydney Mines, Cape Breton.

Lingan Mines, Cape Breton.

ORDERS for Round Coal can be obtained on application to

Terms as usual. G. W. DEBLOIS, Sole Agent for P. E. Island.

Office, No. 35 Water Street, Charlottetown.

June 17, 1880—pat her sj kca tf

Flour and Meal.

ORDERS will be received for the following Brands of Flour and Meal:—

"Buda" (Patent), "Alabaster," "Golden Age," "Extra Family," "Warcup's Superior," "White Rose," "Florence," "Beaver," "Pastry" and "Amber," and choice K. D. Corn Meal—"Golden Star."

Quotations for the above Brands of Flour and Meal f. o. b. at Mills, or delivered at Charlottetown or Summerside.

J. R. FOSTER

Millers and Shippers' Agent,

Moncton, N. B.

May 6, 80.

WALTER A. WOODS' AMERICAN

Mowers and Reapers.



JUST ARRIVED, a car load of those Celebrated Machines.

IMPROVEMENTS.

From 1878 we have sold both sizes of this Reaper, with five Rakes instead of four, and our experience with the five Rake Reaper the past harvest, in all kinds of Grain, light and heavy, long and short, standing and lodged, has satisfied us that it is a very great improvement, and we shall, therefore, continue to sell the Five Rake Reaper only.

Also, Horse Rakes for hay and stubbles, and the patent grinding stone for mowing machine knives.

Farmers in want of a good Machine will do well by calling at our Warehouse, Upper Queen Street.

HORNE, PIERCE & CO.,

General Agents,

Charlottetown, July 21, 1880.—4w eod-wkly

GRAND

Dominion Exhibition,

TO BE HELD ON THE

Provincial Exhibition Grounds,

MOUNT ROYAL AVENUE, MONTREAL,

Opens Tuesday, Sept. 14th,

Closes Friday, Sept. 24th, at 2 p. m.

\$20,000 OFFERED IN PREMIUMS.

Entries must be made with the Secretaries in Montreal, on or before the undermentioned dates, viz: Horses, Cattle, Sheep, Swine, Poultry, Agricultural Implements and Dairy Products, to

Saturday, September 4th.

Fine Arts, Manufactures, Implements, Machinery, Stoves, &c.,

Saturday, August 28th.

Prize Lists and Blank Forms of Entry can be obtained of the Secretaries.

For further particulars apply to

S. C. STEVENSON,

Sec'y Council of Arts and Manuf's, or to

GEO. LECLERE,

Sec'y Council of Agriculture.

August 14, 1880—wkly

BOSTON STEAMERS.

IN consequence of the delay at Pictou of Steamer "CARROLL," there will be no Boat leaving Boston on SATURDAY NEXT, 28th inst.

SAILINGS ARE:

WORCESTER, from Charlottetown, . . .

Thursday, 26th Aug. 5 p. m.

CARROLL, do. Thursday, 2nd Sept. "

WORCESTER, from Boston.

Saturday, 4th Sept., Noon.

CARROLL, do. Saturday, 11th Sept. "

And weekly each way as usual.

CARVELL BROS.

Ch'town, 24th Aug., 1880. pat 2i ex 1w

The New Merchant Shipping Act.

It will be remembered that at the urgent request of the Minister of Marine and Fisheries, the Deputy Port Warden of Montreal, Mr. Shaw, was sent to England, to give evidence before a commission on the subject of the Canadian method of loading, generally known as the Montreal plan. Mr. Shaw returned by the last steamer, and the Montreal Gazette learns that his evidence was regarded as most valuable, a fact which is perhaps best attested by reference to the bill.

The Bill provides that: Where a grain cargo is laden on any British ship bound for the United Kingdom, all necessary and reasonable precautions (whether prescribed by this Act or not) shall be taken in order to prevent the grain cargo from shifting.

If such precautions have not been taken in the case of any such ship, the master of the ship, and any agent of the owner who was charged with the loading of the ship or the sending her to sea, shall each be liable to a penalty not exceeding three hundred pounds, and the owner of the ship shall also be liable to the same penalty, unless he shows that he took all reasonable means to enforce the observance of this section, and was not privy to the breach thereof.

4. When a British ship laden with a grain cargo at any port in the Mediterranean or Black Sea, or on the east coast of North America, is bound to the United Kingdom, the following precautions to prevent the grain cargo from shifting shall be adopted, that is to say:

(a) There shall not be carried between the decks, or, if the ship has more than two decks, between the main and upper decks, any grain in bulk, except such as may be necessary for feeding the cargo in the hold, and is carried in properly constructed feeders.

(b) Where grain (except such as may be carried in properly constructed feeders) is carried in bulk in any hold or compartment and proper provision for filling up the same by feeders is not made, not less than one-fourth of the grain carried in the hold or compartment (as the case may be) shall be in bags supported on suitable platforms laid upon the grain in bulk; provided that this regulation with respect to bags shall not apply—

(i) To oats, or cotton seed; nor,

(ii) To a ship which is a sailing ship of less than four hundred tons registered tonnage, and is not engaged in the Atlantic trade; nor

(iii) To a ship laden at a port in the Mediterranean or Black Sea if the Ship is divided into compartments which are formed by permanent transverse partitions, and are fitted with longitudinal bulkheads or such shifting boards as hereafter in this section mentioned, and if the ship does not carry more than one-fourth of the grain cargo in any or such compartment; nor

(iv) To a ship in which the grain cargo does not exceed one half of the whole cargo of the ship, and the rest of the cargo consists of cotton, wool, flax, barrels of flour, or other suitable cargo so stowed as to prevent the grain from shifting.

(c) Where grain is carried in the hold or between the decks, whether in bags or bulk the hold or the space between the decks shall be divided by a longitudinal bulkhead or by sufficient shifting boards which extend from deck to deck, or from the deck to the keelson, and are properly secured, and if the grain is in bulk are fitted grain-tight with proper fillings between the beams.

(d) In loading, the grain shall be properly stowed, trimmed and secured.

In the event of the contravention of this section in the case of any ship, reasonable precautions to prevent the grain cargo of that ship from shifting shall be deemed not to have been taken, and the owner and master of the ship and any agent charged with loading her or sending her to sea shall be liable accordingly to a penalty under this Act.

Provided that nothing in this section shall exempt a person from any liability, civil or criminal, to which he would otherwise be subject for failing to adopt any reasonable precautions which, although not mentioned in this section, are reasonably required to prevent grain cargo from shifting.

5. The precautions required by this Act to be adopted by ships laden with a grain cargo at a port in the Mediterranean or Black Sea, or on the east coast of North America, shall not apply to ships loaded in accordance with regulations for the time being approved by the Board of Trade; nor to any ship constructed and loaded in accordance with any plan approved by the Board of Trade.

6. Before a British ship laden with grain cargo at any port in the Mediterranean or Black Sea, or on the east coast of North America, and bound to the United Kingdom, leaves her final port of loading, the master shall deliver to the British consular officer, or, if it is in Her Majesty's dominions, to the principal officer of Customs at that port, a notice stating—

(1) The draught of water and clear side, as defined by section five of the Merchant Shipping Act, 1873, of the said ship after the loading of her cargo has been completed at the said last port of loading;

(2) And also stating the following particulars in respect to the grain cargo, namely:

(a) The kind of grain and the quantity thereof, which quantity may be stated in

cubic feet, or in quarters, or bushels, or in tons weight; and

(b) The mode in which the grain cargo is stowed; and

(c) The precautions taken against shifting.

The master shall also deliver a similar notice to the principal collector or other proper officer of Customs in the United Kingdom, together with the report required to be made by the Customs Consolidation Act of 1876, on the arrival of the ship in the United Kingdom.

Every such notice shall be sent to the Board of Trade as soon as practicable by the officer receiving the same.

If the master fails to deliver any notice required by this section he shall be liable to a penalty not exceeding one hundred pounds.

7. Any master of a ship, who in any notice required by this Act wilfully makes any false statement or wilfully omits any material particular, shall be liable to a penalty not exceeding one hundred pounds.

8. For the purpose of securing the observance of this Act, any officer having authority in that behalf from the Board of Trade, either general or special, shall have the same power as an inspector appointed under the Merchant Shipping Act, 1854, and shall also have power to inspect any grain cargo, and the mode in which the same is stowed.

9. Every offence punishable under this Act may be prosecuted summarily, and every penalty under this Act may be recovered summarily in like manner as offences and penalties under the Merchant Shipping Act, 1854, and the Acts amending the same.

The Act goes into operation on the 1st day of January, 1881.

Chained in a Dungeon.

JACOB ZECHLER'S CRUEL TREATMENT OF HIS LUNATIC BROTHER.

A shocking case of barbarity has just been discovered in Reading, Pa., through the investigations of the Board of Poor Directors. A few days ago it was reported to them that a man was receiving cruel and inhuman treatment in the backwoods country, some twenty miles from the city. John H. Bower, James Sallade, and J. W. Knorr, of the almshouse, went to the farm of Jacob Zechler, at the foot of the Blue Mountains, and there they found a small hut built of heavy logs. The narrow door was barred on the outside by a heavy piece of oak. The roof was covered with thatch. Under the hut was a rough fireplace, built of boulders. The floor of the hut was of heavy slabs, with wide cracks to admit the heat from the fireplace below. As the officials approached they heard wild shrieks in the hut. Taking down the bar and opening the door, they saw crouched on a pile of filthy straw, the form of what first seemed to be an animal. When they became accustomed to the darkness inside, they saw that it was the form of a man. He was entirely nude, his gray and shaggy beard extended to his hips, and his hair was long and matted. His skin was black as that of a negro. In the centre of the floor was a heavy iron staple, attached to which was a chain. The other end was clasped tightly about the man's ankle. The prisoner showed fight, and there was a violent struggle before he could be handcuffed and bound. The chain was heavy and rusty, and it required a blow from a sledge to break it. The man was then carried into the open air. For the first time in twenty-seven years the light of heaven shone upon him. For over a quarter of a century he had occupied that pen.

The prisoner's name is Benjamin Zechler. Thirty years ago he was a robust, hearty man, aged 28 years. He worked on his father's farm in Albany township. One day while greatly overheated, he jumped into a cold mountain stream to bathe. The sudden plunge into cold water had a bad effect. In time he became demented. Then his father died, leaving his property to his two sons, Jacob and Benjamin. Jacob did not wish to have his brother taken to an insane asylum, so he determined to keep him on the farm. In a few months Benj. became very violent. Jacob then determined to build the hut at the foot of the mountains, into which Benjamin was placed and chained. For twenty-seven years he was kept there, until the case was reported and enquired into. The hut is in a mountainous backwoods country, which is rarely visited by strangers.

It is believed that he can be cured sufficiently to give the story of his terrible sufferings. His brother claims that he fed him well. This is apparently true, because the lunatic was powerful and it required the strength of four men to overcome him in his filthy cell. This evening the man is reported to be resting well, and he has become quiet and orderly. Jacob Zechler has always been recognized as a peaceful, law-abiding citizen, but the barbarous treatment of his brother has changed public opinion against him. As yet no arrest has been made.

Rev. Wm. Ballentyne Hodgson, professor of economic science in the University of Edinburgh, and an eminent educational writer, is dead.

A Russian engineer has been commissioned to go to Ismael to assist in the consultation on the most practical course for constructing a railway from Ismael to Beni. The strategical advantages to Russians is obvious.