

THE EXAMINER.

VOL. 7.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, MONDAY, MAY 31, 1880.

NO. 8.

THE DAILY EXAMINER

Is Published every Evening.
OFFICE:
KINGS' BUILDING, CORNER OF WATER
AND GREAT GEORGE STREETS,
Charlottetown, P. E. I.

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Advertising at most moderate rates.
Contracts may be made for monthly, quarterly, or half-yearly advertisements, on application.

W. L. COTTON, J. W. MITCHELL,
Manager. Office Sup't

Prince Edward Island RAILWAY.

TIME TABLE NO. 14.
Summer Arrangement.
To take effect on the 24th May, 1880.

TRAINS GOING WEST.

STATIONS.	EXPRESS.	MIXED.	MIXED.
Georgetown	Dp 7.20 am	Dp 3.25 pm	
Cardigan	" 7.40 "	" 3.54 "	
Mt Stewart	Ar 8.40 "	Ar 5.20 "	
Souris	Dp 6.30 am	Dp 2.30 pm	
Harmony	" 6.48 "	" 2.53 "	
St Peter's	" 7.45 "	" 4.09 "	
Morell	" 8.08 "	" 4.40 "	
Mt Stewart	" 8.40 "	Ar 5.20 "	
Mt Stewart	Dp 8.50 am	Dp 5.30 pm	
Royalty Jc	" 9.46 "	" 6.48 "	
Ch'town	Ar 10.04 "	Ar 7.10 "	
Ch'town	Dp 6.30 am	Dp 9.25 am	Dp 4.50 pm
Royalty Jc	" 6.46 "	" 9.36 "	" 5.13 "
N Wilts's	" 7.24 "	" 10.49 "	" 6.06 "
Hunter R'r	" 7.36 "	" 11.04 "	" 6.23 "
Bradalba's	" 8.05 "	" 11.45 "	" 7.00 "
Co'ty Line	" 8.12 "	" 11.54 "	" 7.11 "
Kensington	" 8.40 "	" 12.30 pm	" 7.50 "
Summ'side	Ar 9.05 "	Ar 1.05 "	Ar 8.25 "
Welling'tn	Dp 9.15 "	Dp 2.30 "	
Port Hill	" 9.52 "	" 3.23 "	
O'Leary	" 10.23 "	" 4.07 "	
Alberton	" 11.20 "	" 5.29 "	
Tignish	" 12.05 pm	" 6.33 "	
	Ar 12.45 "	Ar 7.30 "	

TRAINS GOING EAST.

STATIONS.	EXPRESS.	MIXED.	MIXED.
Tignish	Dp 1.45 pm	Dp 6.45 am	
Alberton	" 2.25 "	Ar 7.45 "	
O'Leary	" 3.10 "	Dp 8.00 "	
Port Hill	" 4.07 "	" 9.05 "	
Welling'tn	" 4.39 "	" 10.23 "	
Summ'side	Ar 5.15 "	Ar 12.00 m	
Kensington	Dp 6.00 "	Dp 1.05 pm	Dp 6.40 am
Co'ty Line	" 6.25 "	" 1.40 "	" 7.16 "
Bradalba's	" 6.54 "	" 2.19 "	" 7.54 "
Hunter R'r	" 7.00 "	" 2.29 "	" 8.05 "
N Wilts's	" 7.28 "	" 3.07 "	" 8.46 "
Royalty Jc	" 7.43 "	" 3.24 "	" 9.04 "
Ch'town	" 8.19 "	Ar 4.15 "	" 9.56 "
Ch'town	Ar 8.35 "	Dp 4.18 "	
Ch'town	Dp 4.00 pm	Dp 7.09 am	
Royalty Jc	" 4.18 "	" 7.22 "	
Mt Stewart	Ar 5.20 "	Ar 8.40 "	
Mt Stewart	Dp 5.25 pm	Dp 8.50 am	
Morell	" 5.57 "	" 9.39 "	
St Peter's	" 6.20 "	" 10.10 "	
Harmony	" 7.17 "	" 11.17 "	
Souris	Ar 7.35 "	Ar 11.40 "	
Mt Stewart	Dp 5.35 pm	Dp 8.55 am	
Cardigan	" 6.35 "	" 10.21 "	
Georgetown	Ar 6.55 "	Ar 10.50 "	

N. B.—The Express Train from Souris and Georgetown connects at Royalty Junction with the Mixed Train from Charlottetown for the West, in the morning; and the Mixed Train from the West connects at Royalty Junction with the Express Train from Charlottetown for Georgetown and Souris, in the afternoon.

ALEX. MACNAB,
Supt. and Engineer.
Railway Office, Charlottetown, May 20, 1880.
pat pres her ar ne sp sj kea pio 6i

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. Hodgson & MacLeod Charlottetown.
Sept. 18, 1879.

Bones. Bones.

THE undersigned will pay fifty cents Cash per cwt. for all bones delivered at the Bone Mill, in the Royalty. No quantity less than one cwt. (112 lbs) taken.
FRED. W. HYNDMAN,
Agent.

Ch'town, Dec. 1, 1879

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 Messrs. Rose & Co., Bankers, or in New York.

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

PENTON T. NEWBERY,
Agent for P. E. Island.

May 11, 1880.

Charlottetown to Pictou HALIFAX.

Change of Time Leaving Charlottetown, until further Notice.

THE Steamers *St. Lawrence* and *Princess of Wales* will leave Charlottetown for Pictou Landing every MONDAY, WEDNESDAY, THURSDAY and SATURDAY MORNINGS at half past seven o'clock.

Returning from Pictou every TUESDAY, WEDNESDAY, FRIDAY and SATURDAY, after arrival of train from HALIFAX.

Daily trips between SUMMERSIDE and POINT DU CHENE, as heretofore, in connection with Railways.

By order,
F. W. HALES,
Secretary S. N. Co.
Ch'town, May 17, 1880.

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—

MACLEAN & MARTIN ATTORNEYS-AT-LAW,

Newson's Building, Opp. Post Office,
Charlottetown, P. E. I.
A. A. McLEAN. D. C. MARTIN.
June 18, 1879.—ex2aw

THE NORTH BRITISH & MERCANTILE FIRE AND LIFE INSURANCE CO.,

Of Edinburgh and London,
ESTABLISHED IN 1809

Subscribed Capital, \$9,735,332.00
Paid up Capital, 1,216,666.00

Transacts every description of Fire, Life and Annuity Business on the most favorable terms.

FIRE DEPARTMENT—Insurances may be effected at the lowest current rates.
Insurances upon Public and Private Buildings effected on especially favorable terms.
Losses settled with promptitude and liberality.

LIFE DEPARTMENT—New and Reduced premiums for Dominion of Canada.

G. W. DEBLOIS,
General Agent for P. E. Island.
Office, No. 35 Water Street, Charlottetown.
April 14, '80—pat her ne sj kea tf eod

A. McNEILL,
Auctioneer, Commission Merchant,
and Manufacturers' Agent.
AUCTION ROOMS (the largest in the City),
No. 11 Queen Street (Brick Building.)

STORAGE facilities for any quantity and all kinds of Merchandise, Frost-proof Cellar (capacity 1,000 Barrels); Real Estate, Bankrupt Stock and Furniture Sales attended to at reduced rates.

Sales of Horses, Carriages, Farm Implements, Stock, &c., on Market Days, at Market House. Auction Sales of Household Furniture at Residences, and of General Merchandise at Stores, Warehouses, Wharves, &c., conducted on moderate terms. Consignments of Goods of every description will receive prompt attention. Apples a specialty.

Advances made and proceeds guaranteed when required. Business solicited, correspondence answered promptly and in confidence.

A. McNEILL, Auctioneer,
Charlottetown, Prince Edward Island.
N. B.—All kinds of P. E. Island products bought and shipped to order.
April 29, '80—3ia

NEW GOODS.

We have Just Received our first instalment of

NEW Spring Goods

Ex S. S. "California," from London.
" " "Restorian," from Glasgow.
" " "Polynesian," from Liverpool,

and in a few days, on arrival of other Steamers via Halifax, and

'Prince Edward' Direct to this Port, will have the Balance of our New Stock of

Staple and Fancy DRY GOODS.

As our Buyer purchased our Stock at OLD PRICES and in anticipation of large advances in the price of all kinds of DRY GOODS, bought a much larger Stock than usual. Therefore, we are in a position to give our customers the benefit of

CHEAP GOODS DURING THIS SEASON.

With our extended premises giving us greater facilities for doing business, and our very large Stock well bought in the best

English, American and Canadian markets,

we expect to add to our present large number of customers.

It is only necessary to give us a call, examine our Goods, and you will be satisfied they are right in

Price, Quality and Style.

We give patterns of every kind of Goods, and take pleasure in showing them whether you purchase or not.

Perkins & Sterns.

April 27, 1880.

NOTES OF THE MONTH.

By An Observer.

GREAT BRITAIN.

So it turns out, after all, that the delay in the formation of the New Ministry arose from the conflicting claims of the various shades of Liberalism composing the majority, and not from any "views" held by the Crown. This was a great loss to Radical penny-a-liners. It is the Liberals of milder hue themselves who have the most dread of their more deeply-colored colleagues. One can easily understand this. If you are going to oppose a man's views, their degree is a matter of little consequence. But if you have to work with him, it becomes a question of great interest. However, the aristocratic portion of the majority are not without comfort. In French History there is a cabinet known as "the Cabinet of Dukes," from the large number of dukes it contained. The new English Government almost deserves the name. One that numbers among its members the Dukes of Argyll, Westminster, and the heir apparent to the Dukedom of Devonshire has certainly given hostages to the landed interest.

Most people will be glad to learn from Mr. Gladstone's letter to the Austrian Ambassador that he has imposed a self-denying ordinance upon himself, and does not now intend to defend language which he acknowledges to have been offensive. This declaration of his will meet with very general approval.

Sir Charles Dilke has already distinguished himself in his office. When the account of his conversation with the French interviewer first appeared in the papers, probably most persons thought it wholly imaginary. But it actually turned out to be true. The interviewer further says that the effusive Under-Secretary forced upon him a portrait of himself. The scene only wants one more touch. Once, Garibaldi, being greatly delighted with the bravery of a regiment of patriots, sent to them, after the action, the following characteristic message: "You are all heroes.—You all deserve to be embraced." Sir Charles Dilke deserved to be embraced by the French newspaper reporter.

Parliament seems as yet unable to resolve what to do with Mr. Bradlaugh. It is now a good while since Parliament decided that it had no right to make enquiries about the religious belief, disbelief or unbelief of any man. To make this decision effective, it became necessary to have oaths or formulas which would not exclude any persons; and with this in view, from time to time, the required oaths were modified to suit special circumstances. The words, "on the true faith of a Christian," are not required from the Jews who do not believe in Christ. Mr. Bradlaugh claims that as he does not believe that there is a God, he should not be required to say, "So help me God." And certainly his claim is a logical one. About the most sensible remark on the subject is that of Spurgeon—that it is a matter of regret that there is a constituency to choose Mr. Bradlaugh; but that they have as much right to their choice as have any others. It is a pity so much is being said about the affair; it gives a wholly undeserved importance to the new member. In some ways it is a good thing for such a man to get into Parliament. So long as he is out, his friends will imagine his influence enormous. The best way to convince them of its insignificance is to let him in. For this reason it is to be hoped that he will soon be enabled to take his seat.

It is very unusual for a Cabinet Minister to be opposed when offering himself for reelection, still more unusual for him to be defeated, as has been Sir W. Harcourt's lot. The Government has already met with other election misfortunes; but of course such accidents do not show any real change of feeling.

Few sadder things have occurred than the loss of the *Atalanta*. The ship (a training one for naval cadets) left Bermuda on the 11th January, with 300 lads on board who were receiving naval instruction. All hope of seeing her must now be given up. It is easy to write a few commonplace words of regret, but it is hard even to imagine the dreary waiting and the bitter grief in hundreds of homes.

GERMANY.

Prince Bismarck seems to find the Reichstag getting unmanageable. It is, however, to be remembered that some years ago when the Prussian Chambers were in

direct opposition to his policy, he simply did without them—and did very successfully. He has almost hinted that the same thing may be again necessary, or rather he gives a practical hint of it by withdrawing himself more and more from Parliament, and confining himself to his office. His strongest card, hitherto, has been a threat of resignation, but the other day though he played it he lost the trick. The speech he made on that occasion is curious reading to one accustomed to the English style of debating. The subject had reference to levying taxes. Almost the whole of the speech was taken up with assertions that if he did not get his way he must retire, as he could not consent to be the Minister of a falling State. There was scarcely any argument to show a reason for the passage of the bill, so the members took his threats in the true spirit of philosophical Germans and refused to be frightened.

The threatened interference with the rights of Hamburg sends us back to the Middle Ages to find the origin of those privileges of the free towns—a few of which have continued, down to the present day. The three free towns of Hamburg, Lubeck and Bremen are all that now hold together of the Great Hanseatic League which, springing up in the 13th century, grew to be the greatest trades union ever known. When at the height of its power in the 15th century, the League (which had been formed by the commercial towns for their mutual protection) included eighty five (85) cities, had its own fleets and armies, supported by taxes levied by its own Diet or Parliament. This Diet also passed laws and regulations, to which each member of the League had to submit. After many vicissitudes of fortune, and not a few wars,—in 1630, most of the cities except the three above named, withdrew from the League. Napoleon incorporated these little republics into the French Empire. But upon his downfall they were again free; and so lately as 1870 their privileges were confirmed to them. Among the most important of these privileges is the right to levy their own customs duties; and it is with this right that Bismarck has interfered by including in the German Zollverein one of the suburbs of Hamburg, which is really part of the city itself. That Hamburg has lately sent to Parliament a Socialist Deputy is probably not the only reason for this action. Germany is now strongly protectionist; and these free trade towns must be greatly in the way. But the German Empire is composed of various states, many with special privileges (of which they are as jealous as any province in the Dominion is of its rights) and all weaker than Prussia. It is easy to understand the alarm they feel when they see the rights of the weakest members deliberately violated on no other ground than that the interests of the Empire must be paramount.

ITALY.

An advocate of party Government may find a good deal to support his view in the present state of Italy, though an opponent would probably say that the difficulties arise from the attempt to govern by parties, when there are no strongly marked lines, nor any venerable traditions of party struggles in the past which, as in England, may, for a time, serve the purpose of live issues. But, whatever the cause, it is plain that the Italians find it difficult to get a government with a sufficiently strong parliamentary support. From the establishment of the Italian monarchy up to 1876, the Right or Conservatives were in power. In 1876 the first Left or Liberal administration was formed under Depretis. It was not a success. Parliament became almost disorganized. Every one wanted to be a leader. No one wished to follow. A crisis came in 1878. Depretis resigned; and the young King called upon Cairoli to form a government. His administration was also a Liberal one. But it has existed only on sufferance. The right lent it some support; but there was a considerable part of the Left, friends of the Depretis ministry, who viewed it with no favor. The fact was that no one party in the House had a clear majority over the others. A short time ago the Government were defeated by an alliance of the Right and the malcontents of the Left. But, as is known, the King refused to accept Cairoli's proffered resignation, and dissolved Parliament. The results of the election do not promise a much better state of things. The Government majority is so small that if they can exist, it will be by not much more than their own votes. And though they