

# THE EXAMINER.

VOL. 4. CHARLOTTETOWN, PRINCE EDWARD ISLAND, WEDNESDAY, FEBRUARY 19, 1879. NO. 521.

## THE DAILY EXAMINER

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

RATES OF SUBSCRIPTION:

Six Months,	\$2 50
Three Months,	1 25
One Month,	0 50
One Week,	0 12

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. II. Winter Arrangement.

ON AND AFTER  
MONDAY, DECEMBER 30th, 1878.

Trains Going West.

STATIONS.	No. 1. Express.	No. 3 Mixed.
Georgetown	Dp 8.10 am	
Cardigan	" 8.35 "	
M. Stew't Jun	ar 9.55 "	
Royalty Jun.	dp 10.05 "	
Ch'town	" 11.20 "	
Royalty Jun.	dp 8.00 am	Dp 3.30 pm
N. Wiltshire	" 8.20 "	" 3.50 "
Hunter River	" 9.12 "	" 4.45 "
Breadalbane	" 9.30 "	" 5.03 "
County Line	" 10.08 "	" 5.41 "
Kensington	" 10.18 "	" 5.51 "
Summerside	ar 11.30 "	ar 7.00 "
Wellington	dp 2.40 pm	
Port Hill	" 3.32 "	
O'Leary	" 4.16 "	
Alberton	ar 6.35 "	
Tignish	dp 6.40 "	
	ar 7.25 "	

Trains Going East.

STATIONS.	No. 2 Express.	No. 4 Mixed.
Tignish	Dp 7.00 am	
Alberton	" 7.45 "	
O'Leary	" 8.47 "	
Port Hill	" 10.05 "	
Wellington	" 10.48 "	
Summerside	ar 11.40 "	
Kensington	dp 2.30 pm	Dp 8.45 am
County Line	" 3.00 "	" 9.15 "
Breadalbane	" 3.40 "	" 9.57 "
Hunter River	" 3.50 "	" 10.08 "
N. Wiltshire	" 4.23 "	" 10.47 "
Royalty Jun.	" 4.45 "	" 11.02 "
Ch'town	ar 6.00 "	ar 12.15 pm
Royalty Jun.	dp 2.15 "	
Mt. Stewart	ar 4.30 "	
Cardigan	dp 4.40 "	
Georgetown	ar 6.00 "	
	ar 6.25 "	

### SOURIS BRANCH.

Going West.		Going East.	
STATIONS.	No. 5 Mixed.	STATIONS.	No. 6 Mixed.
Souris	A. M. Dp 7.00	Mt S'tw't Jnc	P. M. Dp 4.40
Harmony	" 7.23	Morell	" 5.22
St. Peters	" 8.42	St. Peters	" 5.54
Morell	" 9.13	Harmony	" 7.12
Mt S'tw't Jnc	ar 9.53	Souris	ar 7.35

C. J. BRYDGES, WM. McKECHNIE,  
Gen. Sup. Gov. Railways Sup't. P. E. I. R.  
Ch'town, Dec. 27, 1878.  
p ne ar h pres kea sp sj ap 6i

### 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., Windsor, Ont., Canada.

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

DR. CREAMER,  
PHYSICIAN AND SURGEON,  
Kent Street, Charlottetown.  
(Three doors from Dr. Johnson's).  
ENTRANCE BY SIDE DOOR.  
Oct. 15-3m

## H. W. Vinnicombe,

Resident Piano Tuner & Regulator,  
HAS adopted the Dollar system of Tuning six visits a year, at one dollar per visit. This system is much more economical and satisfactory than any other, as the cost is less, and the instrument is kept constantly in tune and repair.  
A visit will be made to all parts of the Island once a year, or oftener if desired. Pianos tuned by Hamilton's system of even temperament.  
Orders may be left at Mr. Fletcher's Music Store, or at Bremner Bros., Queen Street.  
Jan. 6, 1879-

### COMMERCIAL Union Assurance Company, OF LONDON, ENGLAND.

CAPITAL - - \$12,500,000.  
INSURANCE effected against Fire on all descriptions of Property throughout the Island.  
Low rates and prompt settlement of losses.  
HORACE HASZARD,  
Agent for P. E. Island.  
Ch'town, Dec. 20, 1878-

### 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-

### WAGSTAFF'S HOTEL.

THE Subscriber having fitted up the Hotel formerly known as THE RANKIN HOUSE, in first class style, is now prepared to give comfortable accommodation to Permanent and Transient Boarders. Tourists and others will receive every attention at the Wagstaff's Hotel.  
WM. WAGSTAFF.  
May 25, 1878.

### BROADWAY HOUSE, BY MACKENZIE.

THE former "City Hotel," now the Broadway House, Great George Street, opposite the Catholic Cathedral, is now open for Permanent and Transient Boarders.  
The rooms have been thoroughly renovated and newly furnished.  
The tables will be supplied with the best the market affords, and fares reasonable.  
A Suite of Rooms convenient for a small family, together with board &c., can be had in the Broadway House.  
Nov. 23, 1878-4f

### RANKIN HOUSE, CHARLOTTETOWN, P. E. I.

J. J. DAVIES - - Proprietor  
(Formerly of St. Lawrence Hotel, Pictou).  
THIS well-known Hotel is now open under the present management; and, having been newly furnished throughout, it offers every comfort to the travelling public. Suitable Sample Rooms for commercial gentlemen.  
Oct. 15, 1878-3m

### E. G. HUNTER, Italian and American Marble,

Monuments, Tablets, Headstones,  
MANTLES, CENTRE TABLE TOPS, BUREAU AND COMMODE TOPS, WASH BOWL SLABS, &c., &c.  
Prices to suit, and satisfaction guaranteed.  
Designs furnished on application.  
Corner Hillsborough and Kent Streets, Charlottetown.  
November 6, 1878.

### JAMES HOBBS, CABINET-MAKER, UPHOLSTERER, ETC.,

HAS REMOVED from McPhail's Corner to the premises just vacated by Mr. JOHN STUMBLER, Prince Street, where, with increased facilities, he is prepared to attend to the wants of his customers with punctuality and despatch, and on reasonable terms.  
CARPETS cut and laid.  
PAINTING and Repairing neatly done.  
PICTURE FRAMES and Mouldings constantly on hand, or made up to order.  
All kinds of Household Furniture made to order, cheap and good.  
New Pattern School Desks made at short notice. A first-class article.  
Don't forget the place: PRINCE STREET (near the new Baptist Church in course of erection).  
Charlottetown, Oct. 26, 1878-

## Examiner Office!

1879.

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Local News, Foreign News, Political News, Social News, Commercial News, Shipping News.

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Persons having relatives or friends abroad cannot do better than send them THE WEEKLY EXAMINER.

A few Advertisements only, received.  
J. W. MITCHELL, W. L. COTTON,  
Office Sup't. Manager.

## Correspondence.

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

To the Editor of the Examiner:

DEAR SIR,—How long have the travelling public to jeopardize their lives on the P. E. I. Railway, as they have been doing since the present incapable Train Dispatcher has been appointed? This is a question I heard asked to-day, and as I was unable to answer it, I now report it to you, knowing that it must soon be answered, or the consequences will be serious. The Grit ring under the (mis)management of Mr. McKechnie must soon be swept out. Public opinion calls for it; also the safety of the lives of the passengers, train men and section men are in imminent danger until something is done which will prevent a recurrence of such base negligence and stupidity as was manifested in the case of the collision near Lileford a short time ago.  
Another question: Why is it that Mr. McKechnie issued such a flattering circular of thanks to the train and engine men for their energy and perseverance in getting through the snow-drifts a few weeks ago? It must be that he is trying to curry favor with the men whom he accused of being drunk two winter's ago, when they did their utmost to get to Tignish on account of a blinding snow-storm, were completely blocked up before reaching Alberton. The efforts made on that occasion were superhuman. The conductor walked, or at least started, and lost his way several times. The two drivers were out all night, and next day when they got through they were accused of being drunk by the same man that now sends this famous circular abroad. The rashness of Mr. McKechnie and his noble and numerous army of Grits should be punished by their immediate removal, and capable officers appointed, whom the public can rely on for safely performing their duties.  
Yours, &c., PASSENGER.  
Charlottetown, Feb. 18, 1879.

To the Editor of the Examiner:

DEAR SIR,—In these times of irregular mail service this little community of ours is somewhat devoid of news, and I have, therefore, taken the liberty of begging you to allow me a short space in your valuable columns to ask a few questions pertaining to the Railway, which several of us here are desirous of being enlightened upon. We are very anxious to know what has been the result of the investigations with respect to the accident which occurred at or near York Station the other night.  
We, of course, presume that inquiries have been instituted; for we could not for a moment dare to imagine that the thoroughly business-like Nabobs at the head of affairs on the Railway would, in the interests of the travelling public, allow such a case of apparently gross neglect, on the part of the employees, to go uninvestigated. We have seen the complimentary order issued by Mr. McKechnie to the employees expressing unbounded satisfaction at the wonderful ability and promptitude they displayed in contending with snow drifts and other natural molestias; and, as we did not see a like order issued complimenting them on the great facility with which they appear to be able to charge into and smash up cars, we begin to seriously hope that a straightforward, impartial inquiry has taken, or is about to take place, and that we shall see the result published.  
We ought not to be surprised that such accidents should occur, if we are to believe what we hear. Dame Rumor has it that, on the 8th of this month, the Conductor of the train from Souris to Charlottetown left this train at Marie and remained to indulge in the piscatorial art; that on the return of the cars at night the "hands" were particularly "festive," not to say intoxicated; that the train was stopped close here, and although within a short distance of two stations, the conductor, whoever he might have been, did not think it necessary to send notice of the delay to either station agent. Consequently the train with the mails remained where she had stopped until Sunday afternoon, without our being able to assign any cause for the non-arrival of the mails, and it not been for the report of a passenger there appeared to be a likelihood of the whereabouts of the cars. Had there happened to have been another train on the line there would have been a great possibility of another accident similar to the one at York occurring, and what can persons, who have seen how railways are conducted in other parts of the world think of the management? These questions are naturally asked because we are sometimes in the habit of recklessly (but I can scarcely now say fearlessly) risking our lives and those of our wives and families by travelling on this railway, and we should like to know that in the event of our being suddenly ushered into eternity by the performance of one of those little dramas if there would be any investigation as to the cause of our leaving this world, or shall posterity look back with kind remembrance to the fact that we had the honor of being thoroughly dissected in an accident on the P. E. I. Railway through the playfulness and sublime negligence of the employees, and that no inquiry was thought necessary after the above mentioned honor had been conferred upon us.  
Some time ago explosive rail signals for use in stormy weather were in vogue; but in these times it is thought sufficient to send a man with a square foot of red blunting a few yards from a disabled train in a snowstorm, just to keep up appearances, and to comply with the stringent bye-laws (?) laid down for such emergencies, and the other preventive to accident is not used; but, on the other hand, trains are allowed to charge into each other in order that some of the large surplus fund of public money now in the Exchequer may be expended for the repairs of cars, engines, etc., etc.  
We don't mind paying for the innocent amusements of the Railway employees, but we should like to see them indulge in less expensive sport (both to our limbs and our pockets), and will very respectfully suggest fishing, as the conductors seem to enjoy it, and it has the

merit of being inexpensive. If they will take kindly to this we can keep them at it, and employ other means of getting our mails a little more regularly delivered than they are at present.  
Apologizing for troubling you thus far, I beg to be, Dear Sir,  
Yours, etc., F. D. W.

Morell, Feb. 14, 1879.

To the Editor of the Examiner:

SIR,—Being a chequer by trade, I do not deem it necessary to check me from my innocent amusement and nice habit of chewing in church. I have chewed tobacco for the last forty years, without stopping (excepting meal time), and although it is offensive to my neighbors, I think they might put up with the echo, stench and disagreeableness of my spitting on any board in my own pew. (I forgot to mention that I attend St. James.) My bad habit was hinted to, both by the members and the minister; but my brains are so muddled by the long use of black strap and nigger head that I do not know how to act. Do you think it right or advisable for me to remove to some retired part of the church, invest in five shingles and some sawdust, or continue my pastime to the annoyance of my church neighbors? Kindly insert this in your popular sheet, and excuse lengthy enquiry, as this is a matter of great importance to myself and especially others.  
Yours, etc., SCRAP.  
Ch'town, Feb. 18, 1879.

### Learning to Save.

The first thing to be learned by a boy or young man, or anybody else having the least ambition to become a useful member of society, is the habit of saving. No matter if a boy or girl has wealthy parents, each should learn to save, if for no other reason than that riches are well known to "take to themselves wings and fly away." Few are so well to do as to be secure against poverty and want. The children of the wealthy classes are often miserably poor; while men of large means have commenced life without other advantages than habits of industry coupled with the disposition to save. It is especially important that the children of people in moderate circumstances and of the poor should learn to take care of the money they get. A boy who is earning 2s., 3s., or more a day, should manage to save a portion of it if possible. If he can lay by only 1s. a week, let man save that. It doesn't amount to much it is true, but it is worth saving; it is better saved than wasted—better saved than thrown away for tobacco or beer or any other worthless or useless article or object. But the best thing about it is that the boy who saves 52s. a year on a very meagre salary acquires a habit of taking care of his money which will be of the utmost value to him. The reason why working men, as a class do not get ahead faster, are not more independent, is that they have never learned to save their earnings. It matters not a great deal whether a man receives a salary of five shillings a day or a pound, if he gets rid of it all during the week, so that there is nothing left on Saturday night, he will not get rich very rapidly. He will never have much ahead. But the individual who receives five shillings per day and is able to save a shilling, or the one getting a pound who is careful to lay by five shillings, is laying up something for a rainy day. Young people who expect to labor with their hands for what they may have of this world's goods, who have no ambition or wish to become professional men, office-holders, or speculators, should by all means acquire habits of economy—learn to save. So surely as they do this, so surely will they be able to accumulate, so surely will they be in a situation to ask no special favors. Every man wants to learn to look out for himself and rely upon himself. Every man needs to feel that he is the peer of every other man, and he cannot do it if he is penniless. Money is power, and those who have it exert a wider influence than the destitute. They are more independent. Hence it should be the ambition of every young man to acquire, and to this he must learn to save. This is the first lesson to be learned, and the youth who cannot master it will never have anything. He will be a dependent.

A case has occurred in the Episcopal Church of Canada which seems to be exciting some comment because it is not understood. According to the old arrangement for the election of Bishop for the See of Montreal, that See enjoyed the dignity of being the Metropolitan See of the Dominion. Under the new arrangement, in virtue of which Dean Bond was elected Bishop by the Synod of Montreal, the diocese agreed to forego the Metropolitan honor, and the Provincial Synod determined by Canon that the House of Bishops should elect one from among themselves to be Metropolitan. This honor has fallen upon the Bishop of Fredericton, as the senior bishop of the country, and the whole proceeding has been in strict accordance with the law enacted for that purpose. There is no conflict between the Royal patent and the ecclesiastical prerogative, and, therefore, nothing to go to law about. The whole proceeding is that of a purely voluntary Church, invested with the power of self-government.

We sell the best Silk Hats that can be made here at J. Hobbs' Factory. Otter and Mink Skins bought.