

Mr. Brecken's Speech at Clifton.

THE speech of the Hon. F. Brecken, delivered on Tuesday, at Clifton, is, by good judges, said to have been "undoubtedly the best of the lot." It is certain, at all events, that the electors of New London are convinced that Mr. Brecken is capable of representing them in the Commons of Canada in such a way as will reflect credit upon the Province and ensure a due regard to its wants and interests.

The Secret.

THE secret of the Patriot's virulence and malevolence is not so deep that it may not be fathomed. The Patriot is evidently vexed beyond measure. McKenzie has renounced a Free Trade Policy, and declared that he had "no idea of having a system of Free Trade." The Patriot's little game is spoiled. That such "miserable," "misguided," "traitorous" "Protectionists" as Joly, Jette, Norris, Glen, Workman, Fabre, etc., should have more influence with the "Leader of the Party"—whom Mr. Sinclair tells us the Party is bound to follow—than such enlightened Free Traders (?) as the editor of the Patriot and the Local Premier, must be galling as slavery and bitter as wormwood to the clique of officeholders and hangers-on in this Province who still bear allegiance to the "Organized Hypocrisy."

Amusing and Melancholy.

"It is amusing to see how our Island Protectionists rejoice as often as they see any chance of Joly being defeated, and their friends the railway schemers being again installed in office."—Patriot, June 20.

It is melancholy to see how our so-called Liberals and self-dubbed Free Traders rejoice when they see the Protectionist Joly sustained by the irresponsible power of a partizan Governor and the inconceivable perfidy of a weak-kneed Tur(n)otte!

The Trotting Match.

THE trotting match between Mr. A. N. Large's mare *Fairy* and Mr. Stephen McNeill's horse *French Sporter* took place at Upton Park yesterday. The match was for \$200 a side—mile heats—best three in five. Both horses are classed among the fastest at present on the Island, and as *Sporter* is considered to be the fastest in Prince county, double interest was, on that account, manifested in the contest. The day was fine and the track in excellent condition. At half-past one o'clock the steamer *Elfin* left Ferry wharf for the grounds. She had on board a very large number of excursionists who no doubt enjoyed a pleasant trip to the North River Bridge. Notwithstanding the excellent excursion the greater number went by way of the North River Road, on which could be seen all kinds of wheel vehicles from the mud sloven to the handsome barouch, making way towards the park at all rates of speed. On our arrival the park was "alive" with spectators, among whom we noted Hons. J. C. Pope, F. Brecken; R. R. Fitzgerald, C. C. Gardiner, John Brecken, S. W. Dodd, C. L. Strickland, Eaqs; the Judges—Messrs. James Currie, T. B. Hall and James Tuplin—and many prominent citizens of Summerside. At three o'clock the horses were "rung up" for the first heat; the drivers were weighed, and, after being instructed as to the rules governing the race, the drove down the track and commenced scoring. Both came up in splendid condition, looking finely, and got a splendid send off on the first score. *Sporter* led at the turn and kept it by two lengths. They passed down the back stretch trotting splendidly. *Fairy* appeared to gain rapidly, and, on her attempt to give *Sporter* the "go by," both broke, and *Sporter* still held the lead. He now showed much daylight between himself and *Fairy*, but at the home stretch she spurred lively, and was at *Sporter's* quarter on passing the mile pole.

The second heat was "rung up" at four o'clock. The horses came up and got a send off on the seventh score. *Fairy* led on the gallop, and took the pole from *Sporter*. She continued to gallop down the back stretch despite the efforts of her driver to bring her down to a square trot. As her driver was on the point of righting her on the track, *Sporter* brought up the rear at a desperate rate, and, on passing, fouled the right wheel, tearing the rim and spokes completely from the hub. The driver of *Fairy* endeavored to haul up, but was powerless to do so, as the shafts struck the mare's heels. She immediately abandoned the track, and galloped at a desperate pace through the midst of the spectators, causing a great commotion, but otherwise doing little damage. She stopped at the fence near the Judges stand. *Sporter* continued the lead, and trotted over the course at a slow pace, while *Fairy's* driver appeared before the Judges and claimed a foul. The excitement of the spectators arose to an almost boundless extent, and much bitter feeling existed between the backers and admirers of both horses. In the meantime the question of "the foul" was discussed by the Judges. The owner of the *Fairy* protested against trotting her again, owing to one of her hind legs being badly cut. The award was examined by the Judges, and they arrived at a decision to the effect that the second heat be abandoned and the race be proceeded with. One of the judges—Mr. Currie—disagreed with the decision of his associates, and, in a short and pointed speech, set forth many

reasons why the heat should be given to the *Fairy*; and he quoted the rules of the National Association to give weight to his reasons. He was followed by Mr. Hall, who gave his interpretation of the rules, which was altogether to the contrary of Mr. Currie's. Latterly the matter was left in the hands of the owners; and at six o'clock they agreed to finish the race, on condition that they each drive their own horse.

Two heats were then trotted. In the first *Fairy* led, but became fractious and excited. She was passed on the back stretch by *Sporter*, who kept the lead till the finish, passing the wire with *Fairy* at his wheel. In the next heat *Sporter* led and trotted the course in splendid style, and came in a few lengths ahead. *Fairy*, in this heat, appeared more fractious.

The Cardigan Election.

THE *Herald* says: "It is a fair criterion of the strength of a government to take its success in filling up, or attempting to fill up, the vacancies which may occur in the House of Assembly. Most certainly our present Local Government is not popular, but we were scarcely prepared to see them make such an open confession of weakness, as to let their deadly opponent Mr. Donald Ferguson, go into Parliament from Cardigan without opposition. The *Patriot* gave one or two growls of dissatisfaction, but did not dare to bring anyone forward to contest the seat in the interests of the Paternal Government that now tramples the people under foot.

Terrific Cyclone in China.

TEN THOUSAND LIVES LOST IN CANTON.

Correspondence of the Hong Kong Daily Press, dated Canton, China, April 14, gives the following particulars of the terrible tornado, which visited Canton and its suburbs on the 11th of April:—

"Passing over the Shamsen settlement the storm crossed the canal to the city, carrying away in its course the balustrading of the East bridge. A native police station opposite was also completely destroyed. The storm levelled all the houses in its course, making a clean sweep of everything for a width of about 600 feet. The mortality has been variously estimated at from 5,000 to 10,000, and probably the latter number is nearer the mark. Nine thousand houses (speaking in round numbers) are known to have been destroyed, and although many of the inmates had notice of the impending disaster, by hearing the noise caused by other houses falling, and made their escape, there were other cases in which great numbers of people were killed by the fall of a single house. For instance, there was an eating house in which fifty-two assistants were engaged. In this house there were at the time over 100 people taking refreshments, and none, either assistants or guests, are known to have escaped. In another case twenty-four persons were killed by the destruction of a family house. There was also great destruction of boats and life on the water. Allowing, therefore, for there being no one in many of the houses at the time of their fall, and on the other hand, allowing for there being great numbers in some of those that fell, and 1,000 lives on the water. In most of the houses blown down fire was probably being used, either for cooking or other purposes, and kerosene is now so universally burned and stored in Chinese houses that it would have been no cause for surprise had the conflagrations been much more extensive than they were. As to the clearing away of the dead bodies, the Chinese authorities seem to have acted with most commendable promptitude. Almost immediately after the catastrophe orders for 4,000 coffins were issued by the Ol Yank Tong Hospital, and up to the time the steamer left yesterday afternoon 3,000 bodies had been recovered from the ruins and buried without delay. The work of clearing away the debris was proceeding rapidly, but the stench in some places was unmistakable evidence that there were dead bodies still to be extricated. The violence of the wind for the few minutes it lasted was as great as that of the severest typhoon. Granite blocks were lifted from their places and hurled a considerable distance; thick trees snapped in twain like twigs; roofs were lifted bodily and boats carried far on shore. In one case a small boat was actually blown on to the roof of a house in the Tenth Ward. A row of houses, forming one line of a short lane in the city, was the scene of one notable catastrophe. The other side of the lane is formed by the side wall of Nam Cheong Temple, which is some thirty feet high. This wall gave way to the force of the tornado, and fell, crushing in upon the opposite houses, the inmates of which, about 100 in number, were all killed, most of them being crushed to death and the remainder suffocated. There was no means of exit at the back, and no one attempted to dig the bodies out of the ruins. The narrow creek is still partially choked up with debris, consisting of broken boats and other wreckage, in which are numbers of dead bodies. In too many instances whole families have been crushed to death in one boat. The supply of coffins is nearly exhausted, and the undertakers are now, I am told, charging double price. The villages of Pah Hin Hock and Pah Hock Tang, two or three miles to the north, outside the walls, were caught in the storm and suffered great damage, many dwelling houses and other buildings being destroyed and numbers of lives lost. The village across the water opposite to Shameen came in for its share of the disaster also, being partially destroyed. I hear that, though the whirlwind did not affect so much damage at Fatsan as in this port, it has made severe havoc. It is stated by Chinese who have come from there, that no less than 200 houses have been laid prostrate, while about half the boats in the river there have been wrecked. The loss of life is put down at several hundred. A passage boat coming from Fatsan to this city was, when a short distance off, caught in the tornado and in-

stantly capsized. About seventy of the passengers were drowned. The tornado, it appears, came from a direction quite contrary to that in which the clouds had been travelling immediately preceding it.

The Inman Steamship Company

(From the New York Traveller.)

No period could be more appropriate for a somewhat extended review of the career of the Inman Steamship Company, its boats and belongings, than that at which it removes from the office for so many years occupied by it on Broadway, to new and more commodious quarters on the same street, and at no considerable distance. We confess to being of those to whom the past has a certain sacredness; and we are also of those who recognize something more of what may be called the "romance of business" in the vessels and appliances of a transatlantic steamship company, than many may be able to find in the same objects. As we may have early occasion to show, we have only the warmest congratulations for the Company, on the aspects in their business making the late change desirable; and yet we have not yet brought ourselves to cast a glance into the empty windows of the old office, without feeling that the rooms are a trifle haunted by the faces and forms that for so many years have moved through them. While the feeling is fresh, let us look for a few moments at the origin and progress of one of the most notable and most successful of all the lines crossing the Atlantic.

Something less than thirty years have gone by since the first ideas were suggested and movements made, leading eventually to the development of this enterprise, so intimately connected with transatlantic travel and traffic, and so large a factor in carrying out the great system of intercourse between the two continents. It must have been indeed, about the score-and-a-half of years ago, when, in conferences between the late Mr. David Tod, of the firm of Tod & Macgregor, iron ship-builders and engineers, of Glasgow, and Mr. Willman Inman, of Liverpool, now for so many years identified with the heaviest transatlantic shipping interests, the project was broached of substituting for the paddle-wheel steamers of the limited Atlantic service boats fitted with the screw, then virtually in its infancy, both in actual power and in the knowledge of what it could be brought to do. Later years have made all the world aware that William Inman is one of the readiest of men to recognize the benefits of invention, while one of the most careful in applying it; and if the suggestion came from Mr. Tod, as seems probable, it fell upon the most fertile ground. The iron screw steamer "City of Glasgow" was the first tangible fruit of this conference and suggestion, and after she had made one or two successful voyages across the Atlantic she passed into the hands of Mr. Inman, and became the pioneer screw ship of the Inman line, making her first voyage from Liverpool, under the flag of that line, on the 11th December, 1850, and following with a second trip on the 12th February, 1851.

Before the advent of the *City of Glasgow*, the Atlantic had never been crossed in winter by a screw steamer; and no vessel of that build had been employed by any of the great lines then existing in ocean mail service. After this successful experiment, the change from the wooden side wheels to the iron screws was somewhat rapid, though it was even then considered that the side wheel must be retained for all ships intended to show great power and speed. The *City of Manchester*, *City of Washington* and *City of Baltimore* were among the earliest sister ships supplied to the pioneer vessel by the Liverpool, New York and Philadelphia Steamship Company, which organization, with Mr. William Inman always at its head, had gradually grown out of the original enterprise, to meet one of the great wants of the world, and to prove that personal enterprise could even combat successfully with government patronage and the subsidies of favoritism.

For a time the operations of this company, as indeed of all others, were more or less crippled by the Crimean war, which demanded so many of the best bottoms for other uses. During that war the three latter ships already named—the *Manchester*, *Washington* and *Baltimore*—were engaged in conveying French troops and horses to the East, while the *Kangaroo*, another ship of the line, was affording similar service to the less liberal English government. In this single instance was shown what had before been only an idea, that in the fleet of merchant screw steamers carrying her flag, any nation was the possessor of a noble fleet of transports, ready at any moment, without waiting the motion of the builder; and in the development of that idea it is not too much to say that a great problem for statesmen was at once and finally solved for all future time.

At the close of the Crimean war, the Liverpool, New York and Philadelphia Company recommenced the full Atlantic service, which now for more than twenty years has continued without interruption. The *City of Baltimore*, one of the speediest vessels of her time, was the first vessel of the re-establishment; and very soon the line fell into the mail contract as well as the sailing days formerly belonging to the Collins Company. Among the vessels rapidly following those already named, came the *City of New York*, *City of Antwerp*, *City of Paris*, *City of Brooklyn*, &c., with several others, minor; and in many of those vessels the speed of mail-carrying was happily engrafted on the regularity which made its first requirement. Later, still larger, and, in some instances, still more rapid vessels have followed in the *City of Chester*, *City of Montreal*, *City of Richmond*, and the end and crown of all, to this time, the Commodore's ship, the *City of Berlin*, probably the very fastest ship afloat, while following next after the *Great Eastern* in immense capacity of tonnage. For many years they have formed one of the noblest fleets on the globe, performing immense service, meeting a great need,

literally become indispensable, and meeting with so few mishaps as to command the fullest confidence of the travelling world. There are passages set down to the credit of the *City of Paris*, the *City of Richmond*, the *City of Brussels*, and yet more than all, to the colossal *City of Berlin*, subjects of legitimate pride to all concerned, and yet not reflecting more credit than the able seamanship once and again displayed under occasional trying circumstances.

Some three years ago the old organization of the Company was changed, the "L. N. Y. and Phila. S. S. Company" ceasing to exist, and the "Inman Steamship Company" taking its formal place, as it had long supplied the popular appellation. With the first of May, of this year, another and most important change has taken place, in the removal of the New York offices of the Company from the time-honored 15 Broadway to elegant and spacious rooms at 31 and 33 Broadway—really to-day the noblest and most commodious occupied by any steamship company in the world. Of so noble a fleet of ships so splendid an office is only worthy; and the business omens are most happy which, in a time of still lingering depression, finds such accommodation both necessary and practicable.

With the single exception of Mr. William Inman, no other name has so far been mentioned in connection with the worthy success of the line. The notice would, however, be signally defective which did not pay due tribute to the American management in the hands of Mr. John G. Dale. And of the commanders who have made and kept the line popular at sea, who of the world of transatlantic passengers fails to remember instantaneously the favorite names of Commodore Kennedy; Captains Leitch, Brooks, Tibbits, Watkins, Lochead, Fulton and Land.

Messrs. F. T. NEWBERRY & Co. are agents of the Inman Line in this City.

NEW ADVERTISEMENTS.

To Health & Pleasure Seekers AND SPORTSMEN.

SEASIDE HOTEL, RUSTICO, - - P. E. I., will be open for the season On the 25th of June, inst., for the accommodation of visitors and guests.

THE above beautiful and popular watering place has been further improved this season in lawns and grounds, generally—as well as an important extension of 100 yards to wharf, for the better boating and bathing accommodation.

TERMS—\$2.00 to \$2.50 per day. Special arrangements made for permanent guests and families. Coach leaves Charlottetown for the "Seaside" every Wednesday and Saturday evening at 6 p. m., returning every Saturday and Monday morning at 9 a. m.; fare, \$1.25 each way.

Arrangements have also been made with Mr. Bagnall to make coach connections with trains to and from all points in the Island between Hunter River Station and the Seaside Hotel, carrying passengers and luggage at moderate rates—and with promptness.

JOHN N EWSON & CO., Proprietors.

June 20, 1878—3m

NOTICE.

UNTIL further notice, the publication of the *Tonahawk* will be discontinued.

F. DOUGAN.

June 20—pat pio li

"THE LAW SOCIETY."

THE Annual Meeting of "The Law Society of Prince Edward Island" will be held at the Law Library in the new Law Courts Building, in Charlottetown, on TUESDAY, the 25th day of June, instant, at the hour of eleven o'clock, a. m.

F. L. HASZARD, Sec'y.

Charlottetown, June 20, 1878—

MASONIC PIC-NIC!

Under the Auspices of St. John's Victoria, and King Solomon Lodges,

ON MONDAY, JUNE 24.

Hunter River.

SPECIAL TRAIN will leave Charlottetown at 10 a. m.; returning, leave Hunter River at 7 p. m., arriving at Charlottetown at 8 p. m.

TICKETS for Return Trip, 60 cents—to be had at Railway Ticket Office.

AMUSEMENTS of various kinds will be provided.

Favorable arrangements have been made with Mr. John Bagnall to provide Refreshments at reasonable rates.

The Brethren and friends from the western parts of the Island will join us at Hunter River.

No pains will be spared to make the day enjoyable to all.

SIMON W. CRABBE, Chairman. J. McKECHNIE, Secretary.

Ch'town, June 18, 1878—

Lime Fruit Juice, Imported direct in original package (thereby avoiding adulteration), warranted pure, At the Apothecaries' Hall (DesBrisay's Corner). Ch'town, June 10—dy pat 2w 2aw

THE place to get your Printing done is at the EXAMINER Printing Rooms

NEW ADVERTISEMENTS.

RECEIVED TO-DAY NEW Worsted Coatings (CHOICE PATTERNS)

KING SQUARE HOUSE Tailoring Department

BEER & SONS. Ch'town, June 18, 1878.

A GRAND Temperance Demonstration

PUBLIC TEA

On the Beautiful Grounds of VICTORIA PARK

MONDAY, JULY 1st.

ALL the Temperance Societies throughout the Island are invited to attend. Tea on the tables at 2.30 p. m. Tickets, 25 cents; children under 12 years, 15 cents.

ENTERTAINMENT in the Market Hall at 8 o'clock, p. m.—Admission, 15 cents; reserved seats, 25 cents.

Railway Fares for the day will be 1 cent a mile.

W. W. BEER, Ch. of Com. J. W. HODGSON, Sec'y.

Ch'town, June 18, 1878—

Bremner Bros.

HAVE RECEIVED THE FOLLOWING

New Stock!

—NAMELY— CHROMOS & ENGRAVINGS, from 5 cents \$1.50.

FANS! FANS! entirely new styles.

WALLETS & POCKET-BOOKS a choice variety.

BASE BALLS & BATS, RUBBER BALLS, very handsome.

PHOTO FRAMES, and a choice stock of other goods in the Stationery & Fancy Goods' Lines.

BREMNER BROS.

June 18—pat 1w 3aw ne li

THE FANCY SALE

St. Peter's Church Sewing Society will be held in the

Y. M. C. A. HALL,

WEDNESDAY, the 10th JULY.

STRAWBERRIES, ICES, &c. Music and Readings in the evening.—Doors open at 2 p. m. Admission 25 cents; children 10 cents.

Ch'town, June 17—sw pat.

TENDERS.

TENDERS will be received by the Subscriber, until the

First Day of July next, for the erection of a STORE and WAREHOUSE at Cardigan Bridge, and also a WAREHOUSE at Montague Bridge, according to the plans and specifications, to be seen on application at the Stores of Owen Connolly & Co., at the above places, or at the Subscriber's office in Charlottetown—the Subscriber to find all materials for said buildings.

The names of two sufficient sureties for the performance of the contract are required to accompany each Tender. The Subscriber does not bind himself to accept the lowest or any Tender.

OWEN CONNOLLY.

Ch'town, June 17, 1878—dy pat 2 aw t date

TO BOARDERS.

THE Subscriber, to suit the dull times, will board men working at a distance of two or three miles from town, at reasonable rates, and bring them to and from their work with express wagon, free of charge.

T. S. MORROW.

Richmond House, Richmond Street, just around London House Corner.

Ch'town, June 17—

For Sale or to Let

A NEW COTTAGE, situated on Pleasant Street, containing eight rooms, with Stable and Coach-house attached. For particulars, apply to

P. C. KELLY, 127 Upper Queen St. Ch'town, June 17—3i ood

To be Let,

A SHOP on Queen Street, adjoining the Drug Store of P. G. Fraser. Also, two Good OFFICES on the second flat. Possession given about 25th July. Apply to

P. G. FRASER.

Ch'town, June 13, 1878—3i*