

THE EXAMINER.

VOL. 3.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, MONDAY, NOVEMBER 18, 1878.

NO. 44.

THE DAILY EXAMINER

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AND GREAT GEORGE STREETS,
Charlottetown, P. E. I.

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

P. E. I. RAILWAY.

Special Running Arrangement.

ON AND AFTER MONDAY, NOVEMBER 4th a SPECIAL STEAMBOAT MAIL TRAIN will run as follows:—

Going West. Going East.

Ch'town	Dp. 6.25	Summerside	Dp. 6.05
Royalty Jnc	" 6.40	Kensington	" 6.33
N. Wiltshire	" 7.20	County Line	" 6.58
Hunter River	" 7.32	Breadalbane	" 7.05
Elliotts	" 7.52	Hunter River	" 7.13
Breadalbane	" 8.00	N. Wiltshire	" 7.33
County Line	" 8.07	Royalty Jnc	" 7.45
Kensington	" 8.32	Ch'town	" 8.25
Summerside	ar 9.00	Ch'town	ar 8.40

C. J. BRYDGES, WM. McKECHNIE,
Gen. Sup. Gov't Railways. Supt. P. E. I. R.
Ch'town Oct. 30.—p ne ar h pres kea sp sj 3i

PRINCE EDWARD ISLAND RAILWAY.

TIME TABLE NO. 10.

Fall and Winter Arrangement.

ON AND AFTER
MONDAY, NOVEMBER 4th, 1878.

Trains Going West.

STATIONS.	No. 1 Express.	No. 3 Mixed.
Georgetown	Dp 9.10 am	
Cardigan	" 9.35 "	
M. Stewart Jun	ar 10.55 "	
Royalty Jun.	dp 11.05 "	
Ch'town	ar 12.40 "	
Royalty Jun.	dp 9.00 am	Dp 3.30 pm
N. Wiltshire	" 9.20 "	" 3.50 "
Hunter River	" 10.12 "	" 4.45 "
Breadalbane	" 10.23 "	" 5.03 "
County Line	" 11.07 "	" 5.41 "
Kensington	" 11.18 "	" 5.51 "
Summerside	" 12.00 "	" 6.30 "
Wellington	ar 12.30 pm	ar 7.00 "
Port Hill	dp 2.40 "	
O'Leary	" 3.32 "	
Alberton	" 4.16 "	
Tignish	" 5.35 "	

Trains Going East.

STATIONS.	No. 2 Express.	No. 4 Mixed.
Tignish	Dp 7.50 am	
Alberton	ar 8.35 "	
O'Leary	dp 8.55 "	
Port Hill	" 9.58 "	
Wellington	" 11.16 "	
Summerside	" 11.58 "	
Kensington	ar 12.50 pm	Dp 9.45 am
County Line	dp 2.30 "	" 10.15 "
Breadalbane	" 3.00 "	" 10.56 "
Hunter River	" 3.40 "	" 11.07 "
N. Wiltshire	" 3.50 "	" 11.46 "
Royalty Jun.	" 4.28 "	" 12.03 pm
Ch'town	" 4.45 "	" 12.55 "
Royalty Jun.	ar 6.00 "	ar 1.15 "
Mt. Stewart	dp 2.55 "	
Cardigan	" 3.15 "	
Georgetown	ar 4.30 "	
	dp 4.40 "	
	ar 6.00 "	
	ar 6.25 "	

SOURIS BRANCH.

Going West. Going East.

STATIONS.	No. 5 Mixed.	STATIONS.	No. 5 Mixed.
Souris	Dp 8.00	Mt S'tw't Jnc	Dp 4.40
Harmony	" 8.25	Morell	" 5.22
St. Peters	" 9.40	St. Peters	" 5.55
Morell	" 10.13	Harmony	" 7.12
Mt S'tw't Jnc	ar 10.55	Souris	ar 7.35

C. J. BRYDGES, WM. McKECHNIE,
Gen. Sup. Gov. Railways. Supt. P. E. I. R.
Ch'town, Oct 30, 1878.
p ne ar h pres kea sp sj 6i

BOARDERS—A few permanent and transient Boarders can be accommodated at reasonable terms at the **Quincy House**, next to Mr. John Seller's Grocery Store.—Good Stable accommodation can also be had in connection with this Hotel.
Oct. 14—21 law*

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November 6, 1878.

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HORACE HAZARD,
Agent for P. E. Island.

Ch'town, Oct. 19—pat tf

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W. L. COTTON,
EXAMINER OFFICE, Ch'town,
Oct. 17, 1878. } dy & wkly

DR. CREAMER,

PHYSICIAN AND SURGEON,

Kent Street, Charlottetown,

(Three doors from Dr. Johnson's).

ENTRANCE BY SIDE DOOR.

Oct. 15—3m

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

THE

Marine Insurance Co.

HAVE made arrangements with the Ocean Marine Insurance Co. of Halifax and the British American Assurance Co. of Toronto (both offices of undoubted standing), whereby they can effect insurance on Vessels, Cargoes or Freight in the above-named offices, in addition to the risks taken in their own office.

Risks taken daily at their Office, corner Great George and Lower Water Streets.

F. W. HALES, Sec'y.
Ch'town, Aug. 30, 1878—3m eod

DR. CONROY

Physician and Surgeon.

CITY HOTEL BUILDING, OPPOSITE ROMAN CATHOLIC CATHEDRAL, GREAT GEORGE STREET.

Charlottetown,
Aug. 29, 1878—3m eod

Daniel W. Job & Co.,

—FORMERLY—

PERKINS & JOB,

COMMISSION MERCHANTS

AND

SHIP BROKERS.

91 State Street, Boston.

August 23, 1878—3m

A. A. McLEAN,

Barrister and Attorney-at-Law,

NEWSON'S BUILDING, OPPOSITE POST OFFICE,

South Side Queen Square,

CHARLOTTETOWN, - - P. E. I.

Aug. 13th, 1878—3m eod

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.

1878.

THE

Weekly Examiner

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ADDRESS,

W. L. COTTON,
Manager Examiner Printing and Publishing Company.
Ch'town, Dec. 1877.

NEWS BY TELEGRAPH.

MONTREAL, Nov. 15.

Sir A. T. Galt will leave this evening for England in company with Hon. Mr. Tilley, Finance Minister. It is said that Sir Alexander will go in relation to the Fisheries matter, while the Minister of Finance goes on business connected with his department, the affairs of which are said to have been left in a rather unsatisfactory condition.

Mr. Chanteloup, of this city, has received contracts to light Bonaventure Station, Notre Dame Cathedral and the Harbor with electric lights.

HALIFAX, Nov. 15.

Notes of preparation for the reception of the Marquis of Lorne resound on every side. The three arches to be erected by the military authorities will be commenced at once. One will be across Brunswick street from the Garrison Chapel; the second across Hollis street, and the third across Spring Garden road from Bellevue House, formerly the General's residence, but now used as officers' quarters. The naval authorities have commenced work; the framework of the arch in the dockyard is already up, and the wharf which is to form the landing place for the vice-regal party has been tastefully painted. The barges in which the party will land have been completed and are very handsome.

LONDON, Nov. 15.

The St. Petersburg "Golos" has a strongly worded article on an event which it constitutes a clear violation of the neutrality of the Black Sea. "England may cut our sea communications at any moment. Does England wish to measure Russian forbearance? Who is now seeking for war?"

BOMBAY, Nov. 15.

A despatch to the *Times of India* from Koha says the Government at Simla has issued stringent orders to the military commander to supervise all press telegrams. It is believed that all civilian correspondents who attempt to report forbidden matters will be sent to the rear, and that any person attached to the army who offends in such manner will be court-martialled.

THE RAILWAY TRAGEDY.

A Correct Account of the Awful Disaster in New Brunswick.

The following account of the accident, from the *St. John Sun's* special correspondent on the spot, may be received as reliable:—

HARTLAND, Nov. 15.

The passenger car left the track south of the bridge which crosses Harmon's stream at Peel, about four miles above Hartland. It went safely over and for a distance of nearly one hundred and fifty yards on the ties, tearing up the rails and displacing the sleepers, when it upset and commenced its perilous voyage down a steep embankment to the water's edge. The sudden lurch also carried the baggage car, and, its connections being severed, it was soon sharing the same fate. The cars must have turned over half a dozen times ere they reached the beach. Some four or five persons, living convenient, were the first to reach the scene of the disaster—probably not over two minutes from the time the accident occurred. A scene of the wildest description presented itself. Cries, groans, prayers and entreaties reached their ears. Already the car had taken fire and added fresh horror to the scene. The men for a moment were horrified, but once aroused they fought manfully, dashing through blinding smoke and fiery flame to the rescue of the poor unfortunates. Some through their own exertions clambered through the windows and were borne by willing hands to a place of safety.

Four of the unfortunates, either from being stunned or blinded by the smoke, perished in frightful agony, the strongest hearts having to turn away as scream after scream rent the air about them. Mrs. Leslie, of Grand Falls, made a desperate attempt for her life, and when the strong arms of Mr. C. A. Harmon were outstretched to receive her she fled in the opposite direction into a very sea of fire, and was seen no more, only small portions of the skull being found of her remains. Neither Mr. Isaac Hacker, of Fort Fairfield, nor the newsboy, Beattie, were ever seen by anyone. Mr. Avard Harmon made an unsuccessful attempt to drag Mrs. Perry, of Presque Isle, through the window, he being a very large man, weighing upwards of two hundred and twenty-five pounds. He sunk back and was seen no more. Those who were injured were immediately transferred to houses near by, and messengers despatched for medical aid. Dr. Nevers, of Hartland, was the first to put in an appearance, and immediately relieved the sufferings of those who especially required it. Dr. Wiley, of Florenceville, came some time afterwards and rendered efficient service, and at 2 o'clock, a. m., the living were quite comfortable.

A special train arrived from Gibson about 4.30 a. m., with Dr. Atherton, of Fredericton, who examined the patients and found them being well cared for. Hundreds of people visited the scene of disaster and hundreds of comments were made on the accident. When your correspondent arrived sufficient of the burning car remained to light up the scene, which was rendered more ghastly and sickening by the removal of the remains

of the victims, which were a shapeless and charred mass almost unrecognizable as that of human beings.

The friends of the victims came down on the early train and were obliged to identify them by small bits of clothing which, fortunately, remained.

Coroner Tompkins ordered an inquest. Superintendent Hoben came early in the morning, and rendered all the aid he could. The names of the wounded are Mrs. Cushman, Auburn, Me.; A. A. Phillips, Bath, Me.; Alexander Yerxa, Keswick; Lev Sears and James Turner, Florenceville, were the most seriously injured. Conductor Young has his spine badly injured, jaw dislocated, and is still in danger. Mr. Phillips was severely crushed, and remains in a dangerous state. Mr. James Montgomery, Dan and Albert Kearney, of Florenceville, received some wounds and contusions about the head and shoulders. A niece of Mrs. Cushman, Mr. R. D. Clark, express agent, of Houlton, Mr. John Lovely, of East Florenceville, R. Raymond, of Carleton, and the brakeman, R. M. Dow, of Gibson, got off with slight injuries. The wounded are all doing as well as could be expected.

Mr. Gladstone on Political Probabilities.

Mr. Gladstone has an article in the "Nineteenth Century," in which he discusses the relative strength of parties, and the probability that at the next general election the Liberals will return to power. He reproaches the "sects" within the Liberal party with having committed *felio de se* by their "rampant and erratic individualism." In many cases it occurred that because the Liberals could only get a candidate who agreed with them on nine out of ten points, they handed over the seat to a Tory who differed from them on all ten points. The right hon. gentleman defends the Birmingham organization, and avers that the bye-elections have shown the edifice of Conservative power to be frail, giddy, and insecure.

Ten Rules for Young Men.

Always pick up a hot poker by the cold end.

Never pay to-day the man you can put off till to-morrow.

Never spend your money when you can get things for nothing.

Nothing is troublesome to you that other people do for you willingly.

Do not poltice your own elbow for the boil on another man's neck.

When angry, be sure you can handle your man before you call him a liar.

Never trouble yourself to do for another what he can do just as well for himself.

Never buy what you don't want simply because the man says he is just out of it.

Do not despise a 20 cent cigar or a \$2 dinner because another man pays for it.

No, don't learn a trade, young man. You might soil your hands, wilt your shirt collar, and spoil your complexion sweating. Go hang your chin over a counter; learn to talk twaddle to the ladies; part your hair in the middle; make an ass of yourself generally—just because it's a little more genteel in the eyes of the people, whose pride prevents them from pounding stone or heaving wood, and whose poverty pinches worse than one of those patent cross-legged clothes pins, if the truth were only told.

Impressions of America.

FROM DEAN STANLEY'S SPEECH AT THE CENTURY CLUB BREAKFAST.

If there is any criticism I would make it is that the manifestations of kindness and friendliness have been too many and too strong. The two months which I have spent on these shores have been two years in actual work, or two centuries rather, since I have lived through all American history. In Virginia I saw the era of the cavaliers, or of the earlier settlers, and, as it were, I met Smith and Pocahontas, and witnessed over again the drama of the struggle in the great central State among the States. In Massachusetts I saw the work and sacrifices of the pilgrims, and in Philadelphia—well, I lived in a way which would have shocked the simple soul of William Penn. (Laughter.) There are two impressions which are fixed upon my mind as to the leading characteristics of the people among whom I have passed, as the almanac informs me, but two short months. Everything seems to be fermenting and growing, and yet I have been no further west than Niagara. As I stood in the moonlight at that great work and ceaseless labour of nature and saw it for the first time, it looked to me like the incessant activity and tireless, restless, beating whirlpool of life and existence here. In the everlasting tumult of the abyss I saw the undying push and activity of America. In the mist cloud that rose in the moonlight I saw images somehow of American destiny. In the silver column that rose silent into the night I saw the watchful power that should be the pillar of light to the prosperity of each nation. The other impression I have had very strongly forced upon me is the ever present hopefulness and buoyancy of the people. Ready ever to step forward and try again what had been abandoned as beyond the grasp of the older people of Europe, they work night and day to supersede these progressions by new devices and new methods.

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