

# THE EXAMINER.

VOL. 7.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, WEDNESDAY, JUNE 23, 1880.

NO. 28

## THE DAILY EXAMINER

Is Published every Evening.  
OFFICE:  
INGERS' 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

## WORTH'S LIVERY STABLES!

PRINCE STREET,  
Between Kent and Grafton Streets,  
Charlottetown, P. E. Island.  
June 17, 1880—3m cod pd

## Great Summer Resort PRINCE EDWARD ISLAND.

## LORNE HOTEL.

THIS New and Commodious House, situated 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.

## LORNE RESTAURANT!

## FRUIT DEPOT.

THIS First-class Establishment (situated on Grafton Street, one door east of Beales' corner) is now open for the accommodation of the public. Everything to be found in a first-class Oyster and Refreshment Saloon always on hand. Being conducted by an experienced person, satisfaction is guaranteed. Our up-stairs Lunch Rooms are neatly and tastefully arranged, and far exceed anything of the kind in the city. Call and see for yourselves.

A. McDONALD, Proprietor.  
June 3, '80—1m in th s

## 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.

FENTON T. NEWBERRY,  
Agent for P. E. Island.  
May 11, 1880.

## QUEEN INSURANCE COY. 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—

## E. G. HUNTER,

Manufacturer & Dealer in

## MONUMENTS Tablets, Headstones, &c.,

in variety, at LOWEST PRICES. BEST STOCK. Superior Workmanship.

SATISFACTION GUARANTEED TO PATRONS

N. B.—Farm Produce taken at market rates, in payment, during shipping season.

Kent Street, Charlottetown, P. E. I.

Please call and examine Designs & Prices.

Mar. 20, 1880.—w d—tu sa 6m

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

## SEASIDE HOTEL!

RUSTICO BEACH, PRINCE EDWARD ISLAND.  
(UNDER VICE-REGAL PATRONAGE.)

THIS Beautiful Watering Place will be open for the reception of Guests from the 24th June till the 15th September.

The above Hotel is situated in one of the most charming spots on the Island, having beautiful scenery, a bracing atmosphere, a beautiful beach, splendid surf-bathing, sea and river fishing, etc., etc. Good Tables. Moderate charges. Special arrangements made for Picnic and Dinner Parties, etc. Also the spacious Pavilion will be let for Picnic Parties, etc., at moderate charges.

Coach will leave Charlottetown every Wednesday and Saturday evening, calling for Guests; returning every Thursday and Monday morning, at 9 o'clock, a. m.

Also, arrangements have been made with Mr. Bagnall to meet trains from all points at Hunter River, for passage to Seaside—7 miles.

ADDRESS,  
JOHN NEWSON & CO., Proprietors,  
June 21, 1880. Charlottetown, P. E. Island.

## Encourage Home Manufactories.

For all kinds of Crackers, Biscuits, Navy Bread, &c.,

## "THE CITY STEAM BAKERY," PRINCE STREET.

10, 15, 20 and 30-lb. Boxes of  
**MIXED CRACKERS,**  
suitable for Housekeepers; put up and delivered in any part of the City. No charge made for boxes or cartage.  
**REMEMBER!**  
All Crackers, &c., manufactured by me must be Fresh, as they are made daily, which is a great advantage over the imported article, which is often otherwise.  
**I HAVE NOW IN STOCK**  
the following kinds of Ship's Bread:  
200 Barrels No. 1 Pilot,  
180 Barrels Navy Bread,  
50 Barrels Captain's Pilot,  
which shall be sold cheaper than ever  
**GOOD FAMILY FLOUR**  
Constantly on hand, and Cheap for Cash.

A Liberal Discount to Wholesale Buyers. Special prices offered to Committees of Church Parties, Picnics, &c. Catalogue and Price List mailed free to any address.

JOHN QUIRK,  
June 14, 1880. PROPRIETOR

## FRANKLIN HOUSE.

THIS Large New House, beautifully situated on the highest land, adjacent to the City, is now open for the reception of guests. This House has the advantages of freedom from dust and heat of a country residence, and is only 20 minutes walk from the Post Office. A neat Cab will run in connection with this House, connecting with Cars and Steamers. Guests will be driven to and from the House free of charge. Cab will run at regular intervals each day. TERMS MODERATE.

HENRY COOMBS,  
Charlottetown, May 22, 1880—pat tf PROPRIETOR.

## CANADA CORDAGE FACTORY.

ESTABLISHED 1825.  
JOHN A. CONVERSE, MONTREAL.

MANUFACTURER OF CORDAGE of Every Description, including all sizes Manilla Rope, Tanned Manilla Hawsers, Lobster Marlin, Tanned Hemp Rope, Houseline, Hambroline, &c., &c., equal in quality to the best American. Prices on application.  
Jan. 7, 1880.

## A Fact Worth Knowing!

HOW OFTEN do we hear men say, "I never can get clothes to fit." The reason is obvious. Few Tailors understand how to Cut the Garment to afford the evolutions of the body. Come to the right place and get suited. Mothers, bring your boys; wives, send your husbands.  
Cutting promptly executed. Good fits guaranteed.  
Equalled by few, excelled by none.  
Charges Moderate. Terms Cash.

THOMAS SMITH,  
Upper Gt. George Street,  
Ch'town, June 1, 1880.

SUBSCRIBE for the DAILY EXAMINER, the Cheapest and most Newsy Paper published in the Provinces.

## THE DAILY EXAMINER.

JUNE 23, 1880.

### Communication with Nova Scotia.

WHILE St. John is pressing for improved communications with the sister Province of Nova Scotia, we are glad to note that there are persons in this community alive to the expediency of having a daily steamer between Charlottetown and Pictou. Now that the steamers of the Steam Navigation Company are not required to go to Cape Breton, there ought to be no great difficulty about it. The boats might as well as not be employed all the time; and if the traffic will not warrant the comparatively small additional expense, the Government should, we think come to the rescue for a year or two, or until such time as the improved communication "draws" the additional revenue required to meet the additional expense. The Herald's correspondent puts the inconvenience of the present arrangement truly and forcibly. He says:—  
To the Editor of the Herald.

SIR,—The present is, in several respects, a suitable time to call attention to the great need of improved communication between Charlottetown and Halifax. The boats of the P. E. Island Steam Navigation Company do not this year run to Cape Breton. It was hoped that when this change was made there would be daily communication with Pictou, but so far, the boats run only as heretofore.

To give an example of the inconvenience of the present arrangements, I had, a short time ago, business in Halifax on a Wednesday afternoon, to which I wished to give personal attention. But to do so I must leave Charlottetown on Monday morning, for there is no boat across on Tuesday, and leaving on Wednesday morning, I should not have reached Halifax until late in the evening. Then, when my business was over on Wednesday, I must have remained all Thursday in Halifax, there being no return boat on that day, and should have got back on Friday evening. Had my business been in Boston on the same day, I could have come and gone in just the same time. I think, indeed, that I could have come and gone to New York and have some hours there on Wednesday.

There is a slight improvement this year. The boats do not leave as early as they did when they went on to Cape Breton, and consequently the delay at Pictou is somewhat lessened, though there is still a detention of about three hours there. But the communication is now, and has for a long time past been, imperfect and very inconvenient. The natural result has followed. I can quite remember when Halifax was the place to which the travel and business from here naturally turned, and when for one who went to St. John, ten went to Halifax; I do not think it would be too much to say that for one who now goes to Halifax, a hundred go to St. John. Yet Halifax is the nearer of the two, and certainly our exports have during these few years been more and more to England, and promise to go still more in that direction, so that had it not been for artificial hindrances our intercourse must have increased.

The Herald's correspondent, we fear, rather overstates the traffic between the Island and St. John; but there is a great deal of truth in what he says. The letter is a timely one; and we hope it will result in a "daily steamer" between Charlottetown and Pictou.

### Re-union of French Canadians.

A "re-union" of French Canadians will take place at Quebec on the 24th inst. The demonstration is to come off under the auspices of the Society of St. John the Baptist, a society founded at Montreal in 1734 by the French Canadians, for the purpose (says the society's constitution) of "promoting by every legitimate means the national, scientific, industrial, and social interests of the country in general, and of engaging in co-operation for the mutual improvement and advancement in particular of the children of our fatherland."

St. John the Baptist is to the French-Canadians what St. Andrew is to Scotchmen or St. Patrick to Irishmen. Last year the society conceived the idea of giving to their annual celebration a national character. Accordingly a committee was formed, and preparation and invitations have since been extended for a grand reunion of representatives of all the scattered sons of France, "from the rocks of Newfoundland to the plains of Louisiana."

The programme of processions, banquets and speeches will extend through three days, and the Committee anticipate that 6000 visitors will take part in the celebration.

The delegates from this Island include Hon. Jos. O. Arsenault, Hon. S. F. Perry and Rev. Mr. Chaisson, and others.

U. S. Marshal Payne, of New York, says he will be able to get plenty of men to act as deputy marshals at the election and run the risk of getting paid.

### Cattle Plague in Manitoba.

LATEST advices state that a destructive disease among horned cattle has broken out in Manitoba and the surrounding territory. It is said to be the "black quarter," which carries off animals attacked by it in about twelve hours. The local authorities have taken measures to stay its progress if possible.

### St. John.

SINCE the great fire two years ago, St. John has built 3,354 edifices—including 1,529 dwellings, 718 shops, and 1,107 other buildings, at a total cost of about \$7,000,000. Only \$1,600,000 of this amount is borrowed money. The energy displayed by the people of St. John in repairing what was thought to be an irreparable loss, is as worthy of remark as it is of the highest commendation.

### The International Boat Race.

DESCRIPTIONS of the great boat race at Providence tend to show that the signal victory of the St. John oarsman was a bona fide one. The struggle in the first two miles of the race is described as the finest on record; and Handan seems not to have been seized with pain until Ross had obtained a leading position. Those most intimate with Handan have no doubt that the champion rowed to win if he could. It is believed that but for a squall which struck the boats just after the turn was made, the race would have been the fastest on record.

### Correspondence.

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

### Letter from the Collector of Customs in Reply to "Fair Dealer."

To the Editor of the Examiner.

SIR,—My attention was directed to a letter in your issue of the 17th inst., signed "Fair Dealer." I have but very lately been appointed Collector of Customs at Charlottetown, and have but barely entered on the duties of my office, when "Fair Dealer" makes his attack. I may here remark that my determination is that those functions will be discharged impartially, without fear, favor or affection,—irrespective of persons. There is quite sufficient in the way of duty to occupy the mind of the Collector, as well as that of his fellow officials, without replying to every or any anonymous scribbler who fancies he has a grievance to ventilate.

"Fair Dealer" has made six grand charges against "some ports in this Province," which in justice to myself and the officers connected with the Customs I will not allow to go unchallenged, provided he publishes his real name and the "Ports in this Province" where the "Egg Case Fraud" he alludes to is being carried on, and answers the six following questions based on the subject matter of his letter:—

Name the party or parties who entered No. 1, 30 dozen cases at an invoice value of 70 cents each, and the party or parties who enter the same class of goods at a bogus valuation of their own?

Name the parties who are appraisers of their own goods?

Name the parties who, after getting their cases through the Custom House, stamped—as the law provides—either sell them or send them back and forth between the Dominion of Canada and other foreign countries to evade the duties?

Name the parties who have used egg cases for smuggling liquors, tea, tobacco, sugar, &c., into the Dominion, and what part of it?

Name the "unprincipled and interested parties" who are allowed to become appraisers of their own goods, and enter them at half value?

Who is that Customs official, who has become a tool in the hands of an importunate or any other individual?

In conclusion, permit me to remark, sir, that your correspondent, if he desires any heed to be given his letter, will first publish his name, the particular ports he refers to, and answer fully the six questions propounded above and founded on his own letter.

Yours respectfully,  
JAS. CURRIE, Collector  
Ch'town, 22nd June.

### A Question of History.

To the Editor of the Examiner.

SIR,—In common, I am sure, with many of your readers, I have perused with a great deal of pleasure several communications of your genial correspondent, "Vich Dhonn-nuil Nan Ord," which have been, with very few exceptions, such as would tend to our edification.

One of the exceptions is contained in his letter in your issue of the 18th inst., in which he acknowledges a photograph of the tomb of "James the Third, King of Great Britain, Ireland and France." In historical matters it is better, in all cases, to be accurate, and it may well be considered a matter of surprise that one so well informed as your correspondent, was not aware that James the Second was the last of the Jameses, and that English history knows no such Monarch as James the Third, King of Great Britain, Ireland and France.

Yours truly,  
ISLANDER.  
June 22, 1880.