

The Examiner.

VOL. 1.

W. L. COTTON
Editor & Manager.

SATURDAY MORNING

NOVEMBER 10 1877. NO. 153

A. McNEILL,
Auctioneer and Commission Merchant
NO. 1 QUEEN STREET,
CHARLOTTETOWN, P. E. ISLAND

AUCTION SALES, of all descriptions, attended to in city and country at moderate rates.
May 21, 1877.

ROYAL HOTEL,
King Square, Saint John.

I HAVE much pleasure in informing my numerous friends and the public generally, that have leased the Hotel formerly known as the CONTINENTAL, and thoroughly renovated the same, making it, as the ROYAL always had the reputation of being, one of the best Hotels in the Province.
Excellent Bill of Fare, First-class Wines, Liquors and Cigars, and superior accommodations.
Blackhall's Livery Stable attached.
THOS. F. RAYMOND.
July 3, 1877—6m

QUEEN INSURANCE CO.,
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

H. VINNICOMBE,
PIANO FORTE REGULATOR

ALL parties leaving their orders for Tuning at Bremner Bros. will receive the best attention.

All who have Pianos in Charlottetown would do well to have them tuned by the year, keeping their instruments in perfect order all the time.

A visit once a year at least will be made all parts of the Island, or often if required Ch'town, July 18, 1877.

American & Foreign Patents.

Gilmore, Smith & Co., Successors to Chipman, Hosmer & Co.

PATENTS procured in all countries. No fees in advance. No charge for services until the patent is granted. Preliminary examinations free. Our valuable pamphlet sent free upon receipt of stamp.

Address, GILMORE, SMITH & CO.,
Washington, D. C.

ARREARS OF PAY, BOUNTY, ETC.

FEDERAL Officers, Soldiers and Sailors of the late war, or their heirs, are in many cases entitled to money from the Government, which has been found to be due since final payment. Write full history of service and state amount of pay and bounty received.

Certificates of Adjutant General U. S. A. showing service and honorable discharge therefrom, in place of discharge lost, procured for a small fee.

Enclose stamp to Gilmore & Co., and full reply, with blanks, will be sent free.

PENSIONS. PENSIONS.

ALL Federal Officers, Soldiers and Sailors, wounded, ruptured, or injured, in the line of duty in the late war, and disabled thereby, are entitled to a pension.

Widows, and minor children of Officers, Soldiers and Sailors, who have died since discharge of disease contracted or wounds and injuries received in the service and in the line of duty, can procure pensions by addressing Gilmore & Co.

Increased rates for pensioners obtained. Bounty Land Warrants procured for service in wars prior to March 3, 1855. There are no warrants granted for service in the late rebellion.

Send stamp to Gilmore & Co., Washington D. C., full instructions.
July 21 1877.

COAL VASES,
Handsome and Cheap!

—AT—
BEER & SONS
Oct 25, 1877.

Prince Edward Island
STEAMERS.

SUMMER ARRANGEMENT.

Nova Scotia.

Leave Charlottetown for Pictou every MONDAY, WEDNESDAY, THURSDAY, & SATURDAY mornings, at 5 o'clock, connecting there at 10 a. m., with train for Halifax. Fare to Halifax, \$4.10. Picnic Parties of Twenty and upwards can obtain Return Tickets at Charlottetown Office to Pictou and back same day \$1.00 each.

Returning to Charlottetown.

Leave Pictou every TUESDAY, WEDNESDAY, FRIDAY and SATURDAY, about 2.30 p.m. on arrival of evening train from Halifax.

CAPE BRETON.

Leave Pictou for Hawkesbury every MONDAY and THURSDAY, on arrival of morning train from Halifax, connecting both ways with stage and Steamer "Neptune," to and from Sydney and Bras d'Or Lake.

Returning to Pictou same nights, connecting with 10 a. m. Train TUESDAY and FRIDAY for Halifax.

New Brunswick, Canada and United States.

Leaves SUMMERSIDE every day (Sunday excepted) on arrival of morning train from Charlottetown, connecting at SHERBROOK with trains for each of above named places, and at St. John with Steamers of INTERNATIONAL Co. for PORTLAND and BOSTON. Also, leave Charlottetown for Summerside every Monday morning, about 3 o'clock.

Returning, leaves SHERBROOK every day (Sundays excepted) on arrival of day train from St. JOHN, for Summerside; connect there, without delay, with train for Charlottetown. Also, leaves Summerside for Charlottetown every Saturday evening, about 6 o'clock.

Agents: ALMON & MACINTOSH, Halifax; NOONAN & DAVIES, Pictou; A GRANT & CO Hawkesbury. HANFORD BROS., St. John.

F. W. HALES

ONLY DIRECT LINE
TO BOSTON.

Steamers Carroll and Worcester.

BOTH Steamers are fitted with new Boilers, and their Passenger accommodation arranged for every convenience and comfort, and fitted up in elegant style.

FREIGHT carried at moderate rates and as low as by any other route.

EGGS in boxes and barrels handled with the greatest care.

SAVING TIME, only one business day used in reaching Boston, by leaving here Saturday Morning and catching steamer at Halifax, and arriving at Boston Monday morning.

LEAVE CHARLOTTETOWN
Every Thursday,

punctually at 5 p. m.

LEAVE BOSTON
Every Saturday,

punctually at noon.

CARVELL BROS., Agent.

Ch'town, June 7, 1877

Parks' Cotton Yarns.

AWARDED the only Medal, given for COTTON YARNS of Canadian Manufacture at the

CENTENNIAL EXHIBITION.

Nos. 5's to 10's.

White Blue, Red, Orange, and Green

Warranted full length and weight. Stronger and better than any other Yarn in the market.

Cotton Carpet Warp.

No 12's & 14's IN ALL COLORS.

Warranted Full.

WM. PARKS & SON,

Excursion Tickets.

TO BOSTON AND RETURN

STEAMERS CARROLL & WORCESTER,

For \$15.00.

CARVELL BROS

SINGER'S
SEWING MACHINES!

The Perfection of Mechanism. So Light and Simple that a Child can Work them. So Durable that they last A Lifetime.

Eight Thousand Machines now Manufactured every Week. To be had only from the Authorized Agent,

Robert Young,
South Side Queen Square,
Ch'town, Sept. 13, 1877.

STADACONA
Fire and Life Insurance Company.

NOTICE is hereby given that the Board of Directors of this Company have made a further call of

Four instalments, of Five per Cent. each,

on the Subscribed Capital of the Company, payable at its Office, No. 93 St. Peter Street, Quebec, as follows:—

Five per Cent. on or before the Tenth day of August, 1877;

Five per Cent. on or before the Tenth day of November, 1877;

Five per Cent. on or before the Eleventh day of February, 1878;

Five per Cent. on or before the Eleventh day of May, 1878.

By order of the Board,
CRAWFORD LINDSAY,
Secretary
1877

DR. WILLIAM GRAY'S SPECIFIC MEDICINE.
The Great English Remedy for an unerring cure for Seminal Weakness, Spermatorrhoea, Impotency, and all diseases that follow as a consequence of Self-Abuse; as Loss of Memory, Universal Lassitude, Pain in the Back, Dimness of Vision, Headache, Premature Old Age, and After taking many other diseases that lead to Insanity or Consumption and a Premature Grave. Price, \$1 per package, or six packages for \$5, by mail free of postage. Full particulars in our pamphlet, which we desire to send free by mail to every one. Address WM. GRAY & CO., Windsor, Ontario, Canada.

Sold in Charlottetown by W. R. Watson, P. Fraser, C. D. Rankin, Dr. Doid, and a Apothecaries' Hall, and by all druggists anywhere.

ROBERT YOUNG
HAS JUST RECEIVED,

Per S. S. Prince Edward,

A MAGNIFICENT ASSORTMENT

NEW GOODS,

Which he is offering at

EXTRAORDINARY LOW PRICES
October 1, 1877.

STEAM MILL
MOUNT STEWART.

THE Subscribers are prepared to take orders for dimension Lumber of all kinds, in Oak, Elm, White Pine, Pitch Pine Spruce or Birch; also, Spruce Knees Trunnels, Wedges, Deck Plugs, and Ship's Blocks of every description—all delivered at short notice.

LONGWORTH & CO.,
Water Street.

N. B.—Spruce and Fir Shingles very low.
Aug. 15—3m

125 CHESTS } **TEA.**
65 Hf. do. }
45 Qr. do. }

Strong. Fine Flavor.
WHOLESALE & RETAIL.
—AT—
BEER & SONS

OUR WASHINGTON LETTER.

WASHINGTON, D. C., Nov. 6, 1877.

"Leaf by leaf the roses fall; one by one the streams run dry." The brightest leaf in the political rose of the Hoosier State fell prone and lifeless, "worn out," as his last words declared, not week ago. Senator Morton's death created no surprise in Washington. The city had been expecting the report for several days. The man is dead but his work in the field of politics has been a strong one, and will have an influence long after his body is dust and his name forgotten. The man is dead, and although his enemies numbered not a few, none can now speak too highly in his praise. Now only his good points are raked out from the ashes of the past, and dwelt upon and lingered over. Death is kind in this, but would it not be kinder in us to speak well of the living while they are among us. Morton was a greater sufferer than many, even among his intimate friends, knew. For twelve years, it is said, he has known no cessation of physical pain. It is no wonder he is "worn out." The wooden apparatus attached to his desk in the Senate Chamber, by which he used to support himself when speaking has not been allowed to remain in its position since the first of the present session. It was too ominous. But the day before he died it was replaced and a basket of fine white flowers was hung upon it. The opening prayer in the Senate, on the morning of his death, consisted almost wholly of allusions to him and the evident near approach of his decease. A very apparent gloom pervaded the whole Capitol, and all was depression and sadness. Last winter the Speaker's desk was draped in mourning on account of the death of Speaker Kerr; this winter it will be Senator Morton's desk, full soon to be occupied by another.

The Departments of the Government appear to be a fine hot house for the fostering of artistic talents. Every year a greater or less number of actors, authors and painters blossom out, resign their positions as Government clerks, and embrace a public career of uncertainty and vicissitude. Their clerical duties have secured them with means to cultivate and time to practice their various gifts, so that, at the start, they step well upon the ladder. Three Treasury clerks have left their office life and gone upon the stage during the last season; and to-day we hear of a full-fledged portrait painter in the Post Office Department. His forte was discovered but lately by the displaying of a fine portrait of Mrs. Slater, the wife of one of the employes. A Mr. Park, of the same Department, has also just produced a cabinet size portrait of Judge James Lawson who is the oldest Post Office employe in the United States. He has been connected with the postal service for fifty-eight consecutive years, forty-three years in this city. This man is quite a specimen in his way; he can tell many an anecdote concerning affairs at the Post Office Department, and was in the service when the United States boasted of but 400 Post Offices instead of 37,000; and when \$750,000 paid the entire cost of mail transportation, while now it costs \$37,000,000.

Nearly 900 bills were introduced in the House of Representatives a week ago today—first bill day. The most important ones, during the session thus far, are Burnside's "Negro Enlightenment Bill," Edmunds' for a Committee to invent a new method of electing President and Vice President of the United States; and one for the purpose of demolishing the iron-clad oath.

The inevitable subject of extending the Capitol Grounds has, of course, been brought up, and this time it is proposed to purchase and pull down several very handsome residences for the sake of making one of the parks reach a few rods farther in a certain direction. One thing is certain, the grounds on the South can never be extended, for Ben Butler's grey granite castle stands on the adjoining lot, and is as firmly built, as grim and bluff and immovable as "Bold Ben" himself. This is one of the finest mansions in the Capital City, and perhaps will prove the most enduring one in all the District. There's no sham about it.

There is considerable talk about an adjournment of the extra session the last of the week or early next. There is plenty of work that Congress might attend to with great advantage, but many of the members are anxious for a few weeks at their respective homes, before the assembling of the regular winter session.

Illustrative of "the change that has come over the spirit of the dream" of many, Mr. Thos. White, Jr., told of an old and influential member of the Wesleyan Methodist Church, who had told him of what his views once were in reference to Mr. Mackenzie and his party, having at one time believed them to be the embodiment of all that was pure and good, and that to oppose them was to oppose the "very elect." Now he was convinced that they were nothing but a "organized hypocrisy;" that the scales had fallen from his eyes, and that his last vote had been given for men whose practice has been so at variance with their profession.

Gladstone is a piously timid man, who has spasms of conscientiousness and indiscreet go-aheadiveness.—N. Y. Herald.
A special despatch from Paris says the Spanish Government is negotiating with Madras bankers for a loan of 30,000,000 pesetas (\$6,000,000).

WILL MR. LAURIER BE AGAIN DEFEATED.

The Montreal correspondent of the St. John "Telegraph" sends the following:—

MONTREAL, Nov. 6.—The opinion prevails here among both Conservatives and Liberals that Mr. Laurier will be beaten in Quebec East. A prominent member of the local Government informed your correspondent to-day that the Mayor of St. Sureur, the opposition man is a strong candidate and will carry the election. A prominent Liberal said he regretted that Mr. Laurier was brought forward, as it was like courting another defeat.

SPLENDORS OF AN ICEBERG.

Few sights are more inspiring and astonishing than the flowing ice mountains that travel down the coast from the North.

"Azure Alps of Polar cold"

broke loose from the eternal glaciers inside the frozen line. A pleasure party from Boston, delighting themselves with the wonders of Labrador, saw this fine sight while sailing up the Straits of Belle Isle. The great wonder was in full view, looming up in majestic proportions a huge, misshapen mass of ice, two hundred feet long. Soon another hove in sight, and at times a score of them could be counted from the deck, floating, motionless upon the placid sea, in full splendor of color and fantastic frost work, and shedding dazzling brightness in the refracted rays of the unclouded sun. Here was a ruined fortress, perched upon a fountain of marble two hundred feet high; there was a minaret and spires, from every one of which gleamed countless rays of light; an ancient facade, with columns standing and broken; single monumental shafts; a massive triumphal arch, through and under whose lofty portals the vessel might have sailed with ease; the grandest of all a colossal temple with two lofty pinnacles, clinging as it passed to a schooner under full sail. Some of the berges were of emerald, incrustated with frost-work and others of deep blue; and a beautiful mist, changing its colors every minute, played about them during the day. When the air is still, sharp cracks like pistol shots, and at times deep intonations, are heard—certain premonitions of the speedy dissolution of some of the mighty bergs. At intervals fields of broken ice drift by, indicating that one of the doomed masses had already fallen. Fifteen hundred icebergs were counted in one day, presenting an endless panorama of grandeur and beauty.

A GREAT RAILWAY ACCIDENT.

Yesterday about 4 a. m. freight train No. 22, with through freight, in charge of Conductor William H. Donkin and Driver Alex. McDonald, left Moncton for Truro. Between Moncton and Londonderry—probably Springhill—the train took on an empty coal hopper. This hopper appears to have jumped the rail between Londonderry station and Londonderry Bridge, and must have run in this condition nearly a mile, as the track was damaged for about that distance. The train passed over Londonderry Bridge in this condition, the bridge showing marks of the jumping of the hopper along its whole length. The train had barely crossed the bridge in safety, when, at the curve at the southern end, the hopper, which had been running alongside the rails, left the track bodily, pitched down the embankment (about 40 feet high) and with it went the entire train of fourteen freight cars! The train included the light coal hopper; a flat car load of paraffine from Montreal; a car of oatmeal, several cars of flour, a car of sheep and oxen, the remaining cars being partially filled with way freight. The sheep and cattle car turned upside down, and had to be smashed open to get the animals out. It is said the horns were knocked off the oxen. The barrels of Paraffine were burst by the fall, which led to speedy action in regard to the safety of the sheep and cattle, as it was feared the oil would take fire. The car of oatmeal was pitched further than the rest of the freight, both car and contents going over the fence and into the field beyond. The flour cars were badly smashed, the barrels broken and contents scattered. The destruction, as a whole, was about the worst that has been seen on the line, and the accident is probably the worst and most costly of its kind.

The locomotive and tender did not leave the rails and are consequently uninjured. We are glad to know there has been no injury to any of the officers.

The smash-up naturally disarranged the movements of the trains. The Day Express from St. John yesterday returned this morning as the Night Express from Halifax to St. John, having gone no further than the scene of the accident. No Express from the East to connect with the Northern Train came in last night, and the Northern Express left without Eastern mails or passengers.—Moncton Times.

ACQUATIC.—Sadler won the recent race in which he and Harry Kelly were matched.

The Moderate Party in Spain have passed a resolution, approving the proposed marriage of King Alfonso to Princess Maria de les Mercedes, daughter of the Duke of Montpensier.

England's subscription list in aid of the famine districts of India amounts to \$2,230,000. The list is now closed—the prospect in India being favorable.