

THE EXAMINER.

VOL. 7.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, TUESDAY, AUGUST 10, 1880.

NO. 68

1880. BRITISH WAREHOUSE, QUEEN SQUARE.

Spring and Summer Goods.
COMPLETE IN EVERY DEPARTMENT,
VALUE UNSURPASSED.

THE Subscribers have, by the S. S. "Prince Edward," "Ethel Blanche," and other later arrivals, completed the

LARGEST AND BEST STOCK OF
British and Foreign Dry Goods
AND GROCERIES

Ever imported by them, which they will dispose of at the lowest Cash prices.

Please give us a call before purchasing elsewhere.

W. & A. BROWN & CO.
June 1, 1880. [14

PACIFIC Mutual Insurance Co., —OF— 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. NEWBURY,
Agent for P. E. Island.
May 11, 1880.

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.

TRY IT. TRY IT.

GIVE ALBION MINE NUT COAL a fair trial and you will not be disappointed in the result; it is COAL, not fire clay and slates. For orders apply to

G. W. DEBLOIS,
Sole Agent for P. E. Island.
Office—No. 35 Water Street,
Charlottetown, July 8, 1880—pat tf

THE NORTH BRITISH & MERCANTILE

FIRE AND LIFE
INSURANCE CO.,
Of Edinburgh and London,

ESTABLISHED IN 1809

Subscribed Capital, \$9,733,332.00
Paid up Capital, - 1,216,666.00

Transacts every description of Fire, Life and Annuity Business on the most favorable terms.

FIRE DEPARTMENT—Insurances may be effected at the lowest current rates.

Insurances upon Public and Private Buildings effected on especially favorable terms.

Losses settled with promptitude and liberality.

LIFE DEPARTMENT—New and Reduced premiums for Dominion of Canada.

G. W. DEBLOIS,
General Agent for P. E. Island.
Office, No. 35 Water Street, Charlottetown.
April 14, '80—pat her ne sj kea tf eod

Bones. Bones.

THE undersigned will pay fifty cents Cash per cwt. for all bones delivered at the Bone Mill, in the Royalty. No quantity less than one cwt. (112 lbs) taken.

FRED. W. HYNDMAN,
Agent.
Charlottetown, Dec. 1, 1879

THE GUARDIAN FIRE AND LIFE ASSURANCE COMPANY.

ESTABLISHED 1821.
HEAD OFFICE:
11 Lombard Street, London, E. C.
Total Assets, \$11,500,000.00
Annual Income, \$2,375,000.00

Risks at lowest current rates by
Carvell Brothers,
Charlottetown, July 21, 1880—2aw 2m, pat law 2m Agents.

SIGN OF THE LION

NEW GOODS!
Black Cashmeres and Dress Cords,
Black and Colored Kid Gloves,
Black and Colored Satins,
New Buttons, Flowers, Ribbons, Frillings, Corsets, Cloths & Tailors' Trimmings!

JUST OPENED.
W. A. WEEKS & CO.,
Charlottetown, July 26, 1880—tu th sat Queen Street.

Encourage Home Manufactories.

For all kinds of Crackers, Biscuits, Navy Bread, &c.,
—GO TO—
"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

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,
Charlottetown, P. E. Island,
June 21, 1880.

A Word to Cattle Exporters.

HOW THE TRADE CAN BE MADE A SUCCESS.
—HOW OUR PEOPLE CAN COIN MONEY.

(From the *Wolfeville Star*.)

Many dollars have rolled into the pockets of the inhabitants of Nova Scotia, arising from the fishing and lumbering industries, and from the tillage of the soil. Now another branch of employment is beginning to occupy the serious attention of our wide-awake and far-seeing men. It is the breeding and exporting of cattle for foreign markets. Our facilities for raising and shipping beef cattle are unsurpassed, and our farmers are already discovering the truth of this assertion. Several things are required to make this business a success. Continual observance must be exercised to discover how we can fatten in the shortest time, and with the least expense, those varieties of cattle that realize the best prices in the English market. Again, our cattle traders and exporters must cooperate, so as to secure large shipments, with the smallest possible expense, and without unnecessary delay. Last, but not least, a judicious expenditure of capital must be made in order to place the enterprise on a good footing. We need a steamer of our own to carry cattle across the Atlantic. Shipment by sailing vessels would be too slow, and the expense of sending by the regular lines of Ocean steamers is heavy. A good steamer, built expressly to carry cattle, would be of immense advantage, and would not involve a very large outlay of capital. But, if proper and immediate steps are taken, we have good reason to believe that no expenditure whatever in this direction is required. We have heard, on good authority, that one of our enterprising men is willing to build and fit up a steamer expressly for the purpose of carrying out cattle to foreign markets. The only condition imposed—and a very reasonable one—is, that cattle shippers will patronize this steamer in preference to others. He only wants a guarantee that he will have the patronage of our stock-raisers, so as to warrant the outlay of capital in building a steamer. Matters being in such a favorable condition, farmers and all interested in the shipping of cattle should take immediate steps in this direction, and thus secure a permanent advantage for themselves. In this connection we publish for the benefit of our readers, a portion of a letter by one of our Nova Scotia merchants, who is interested in the matter now before us. The statement and figures will be perused with interest by many:—

LONDON, July 7th.—I have reached the "Big City." Have been here a month. Have spent the time, when not asleep, in seeing, hearing, talking. Have seen two cargoes of American (U. S.) cattle and sheep landed and sold, and one Canadian. The Yankee cattle were rather the best—that is, more handsomely made—perhaps no fatter, but looks better, and looks is worth something here. Before a thing—dead or alive—will sell well here it must look well, and in the second place it must be good. With these qualifications—it you know the right place to go to—you can sell, sure. I went to one of the cattle markets last Monday, where there were about 1400 head of oxen, 450 calves, about as many hogs, and between six and seven thousand sheep. They were all sold that day, and the most of them slaughtered. The oxen sold at £27 to £33 stg. a head, or \$263 to \$322 per pair, they tell me that the price is moderate this month on account of large receipts always coming forward this time in the year. There are two cargoes due here to-morrow from the St. Lawrence. I have seen the bills of lading. One steamer has 302 head of cattle and a lot of sheep, and the other has a few heads less. Between ourselves that Montreal Company are making money fast. They want steam accommodation this season for 5,000 head of cattle if they can get it, and as many more sheep. A New York man has had to come here and engage an old steamer to go over for a cargo of cattle. What you in Nova Scotia want is a steamer of your own, strong and well fitted up for the trade. Apart from the convenience to ourselves, a steamer would pay well, I believe, as an investment. I forgot to say that good sheep weighing from 125 to 130 lbs. alive, sold this week for 50 cents (?) I am going this week to the landing of several cargoes of foreign cattle, and shall spend two days with the party to whom they are consigned, and see them handled and sold. I am going to become thoroughly acquainted with this trade, whether I ever do anything in it or not. If you can get a steamer, or can get accommodation on the deck of any other steamer, for hen coops, etc., I will tell you how you can make money—and make it without much risk. If you could only get the chance to ship direct and by steam, there are a number of things that money can be made in.

THE UNITED STATES CENSUS.—It is now officially stated that the total population of the Republic has not only not been made known by the Census Bureau, but it is not yet ascertained. Six hundred clerks are now said to be engaged in counting the returns of the enumerators, and the exact total of population cannot be made known for several weeks.

CLARK'S DIAMOND DUST POLISH.—Unrivalled for cleaning Gold, Silver and Nickel ware. Enquire for it.

Canadian Lads for the Pacific Station.

REAR-ADMIRAL STIRLING, the commander-in-chief of the Pacific Station, has submitted a suggestion to the Admiralty to enlist British-Canadian boys for service in his fleet. He advances and bases it upon the grounds that the Pacific being so far distant from England, and the waste by invalid and expiration of period of service on the part of the several ship's crews is now with difficulty replaced, and that when boys become rated as men there are no others to fill up their vacancies, therefore Canadian youths might be obtained, and although the training the Canadians would get would be different from that of those entered on board our training and harbor ships, yet they could be well taken in hand on board the flagship. The boys, he proposes, shall have a fair amount of schooling, and their practical seaman training would be better than anything to be obtained on board the harbor ships here with an occasional cruise in a sailing brig. Admiral Stirling further adds that it would also have the advantage of drawing the Dominion and the Old Country together, and as it has now been allowed to enter Colonial Cadets, we could thus enter colonial boys to man our ships, and says no better material for smart sailors could possibly be found than those born in Canada.

Sir John and the Lancashire Manufacturers.

Sir John A. Macdonald, while in London on the 15th, received a large deputation on the subject of the Canadian Tariff, from the Manchester Chamber of Commerce, representing the whole of the Lancashire industries. Sir John, in replying to the gentlemen, said the tariff had been adjusted on the principle of encouraging home industry by placing heavier duties on American goods, but that Englishmen were prejudiced, and ignored the Canadians' peculiar situation as regards the United States. American rings and corners had completely crushed all attempts to introduce manufactures in Canada, and would have continued to do so unless Canada, by her new tariff, had not endeavored to prevent it. The new tariff had already forced the Americans to clamour for a Reciprocal Treaty, which previously had been contemptuously refused. If England wanted reciprocal privileges, she must give something in return, with countervailing duties in English markets. Canada could always afford to pay 10 per cent. difference against English and other foreign goods. In conclusion, Sir John said that he did not think that there were any immediate chances for a reduction of the tariff, but he would willingly receive any suggestion, and remedy any evident injustice. Sir John incidentally promised to equalize the postal rates from England and the United States to Canada in sample parcels. Sir John A. Macdonald's speech is considered to be a most slashing defence of the Protective policy.

An Ocean Telephone.

PROJECT FOR TELEPHONIC COMMUNICATION BETWEEN EUROPE AND AMERICA.

A company of capitalists, the stock chiefly owned in Cincinnati, Ohio, is negotiating with the cable companies for the lease of a line for eight days for the purpose of testing experiments for the transmission of telephonic communication with Europe. It is believed that the new French line will be secured. The arrangements will be completed in a few days. The process upon which the proposed work is to be done is based upon the Grangbaugh invention of 1868 and the recent Klenn patent. Ample capital has already been raised for completing the plan. Several eastern influential business men are associated in the enterprise. The tests will be made from New York city. Only the combination of the two systems mentioned will be tested, to the exclusion of the Bell, the Edison and any of the instruments now in active use, as the new company claim that they are actually infringing upon a priority of invention, and the question will probably be tested in the courts. Six of the most eminent lawyers of the United States have already been retained by the Cincinnatians. The capital raised for the experiment is about \$5,000.

Excitement in Tea Trade.

Under a brisk demand and rising values the tea trade has become quite agitated within the past few days and considerable lines have changed hands at an advance of from 2 cents to 3 cents per lb upon last week's figures. The principle enquiry has been for Japan, which are now quoted at 30 to 33 cents for good common, 33 cents to 36 cents for medium, and 37 cents to 40 cents for good medium. Several large lots were sold yesterday and today, and in all about 5,000 half-chests have been placed. There is also a good call for Young Hysons, especially for the lower grades, which are scarce and fully 2 cents to 3 cents higher. Advices from New York are also of a stimulating character, reporting considerable firmness at an advance of several cents per lb.—*Montreal Gazette*, 5th.

Bangor, Maine, has now a population of 16,856, a decrease of 1,443 since 1870.

EVERYBODY flocks to Rubin & Hart's for good cigars and tobaccos.