

THE EXAMINER.

VOL. 7. CHARLOTTETOWN, PRINCE EDWARD ISLAND, TUESDAY, SEPTEMBER 7, 1880. NO. 92

AUTUMN.

ENGLISH GOODS! NOW OPENING AT THE LONDON HOUSE,

Ex "Utopia" from London,
TWENTY CASES.
Ex "Caspian" from Liverpool,
TWO CASES.
Ex "Anglia" from London,
30 PACKAGES TEA.

G. DAVIES & CO.

Charlottetown, Sept. 6, 1880.

JUST ARRIVED!

BRITISH WAREHOUSE,

Ex S. S. "Hibernian,"
A LARGE ASSORTMENT OF
Black Sate Fringe,
Corsets,
Cashmeres,
Colored and Black Satins,
Pompadoar Prints,
TOILET COVERS & QUILTS,
(in Plain and Fancy);
White, Scarlet, Grey & Fancy Flannels,
Cloths, Tweeds, &c.,
All of which are now opened, and will be
sold at our usual low prices.
W. & A. BROWN & CO.
Ch'town, Aug. 24, 1880.

St. Dunstan's College, CHARLOTTETOWN, P. E. I.

THIS College will be re-opened under the
charge of the
Fathers of the Society of Jesus,
—ON—
Wednesday, September 15th.
Intending students should make immediate
application.
For prospectus and further particulars ad-
dress
REV. GEORGE E. KENNY, S. J.,
Ch'town, Aug. 6, '80—till sep. President.

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 MORRIS 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.

TRY IT. TRY IT.
GIVE ALBION MINE NUT COAL
a fair trial and you will not be disap-
pointed in the result; it is COAL, not fire
clay and slate. For orders apply to
G. W. DEBLOIS,
Sole Agent for P. E. Island,
Office—No. 35 Water Street.
Charlottetown, July 8, 1880—pat tf

ADVISORY BOARD —OF— Agriculture & Local Industry.

WITH the view of securing a fair repre-
sentation of our Industries at the Gen-
eral Dominion Exhibition, to be held at
Montreal on the 14th day of September next,
and at the New Brunswick Exhibition to be
held at St. John City, on the 5th day of
October next, the Board will pay Prizes as
follows:—

GRAIN.	
Best Bushel Spring Wheat (white)	\$5 00
" " " " (red)	5 00
" " " " (bearded)	5 00
" " " " (any other kind)	5 00
" " Barley (2 rowed)	4 00
" " Oats (white)	3 00
" " Oats (black)	3 00
" " (Norway)	3 00

Grain samples to be the property of the
Board, and to be accompanied by 12 heads of
each sample in the straw.

FISH.	
Best Half barrel Mackerel	\$12 00
" Kit Mackerel	6 00
" Barrel Herring	8 00
" Half-barrel do	5 00
" Quintal large Dry Codfish	8 00
" Box 30lb. Boneless "	5 00
" Half-Box 15lb. "	3 00
" Quintal Hake	5 00
" Box 30lb. Boneless Hake	4 00
" Half-box 15lb. "	2 00

The Fish also to be the property of the
Board.
Exhibits of Canned Goods, such as Lob-
sters, Mackerel, etc., and other Industries,
will be forwarded free of charge to the Ex-
hibitors.
Judges appointed by the Board will award
the Prizes. All entries must be made on or
before the 4th September, and all Exhibits
(Live Stock excepted) must be delivered at
the Secretary's Office, on or before September
11th, and no later.
All entries of Live Stock must also be
made at the Secretary's Office on or before
the 4th September, and such animals
only as the Judges will recommend will be
forwarded at the expense of the Board.
A. McNEILL,
Secretary Advisory Board.
Ch'town, August 19, 1880

COAL! GOAL!

ALWAYS ON HAND, at the "Old
Stand," Water Street,
Round and Nut Coal,
From the different Mines,
Which is sold as Cheap as by others in
the trade.
TERMS CASH!
CAPT. JOHN HUGHES,
Water Street.
Ch'town, Aug. 18, '80—1m tu th sa

Great Summer Resort PRINCE EDWARD ISLAND, LORNE HOTEL.

THIS New and Commodious House, situate
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.

Great Summer Resort PRINCE EDWARD ISLAND, LORNE HOTEL.

Consisting of Pine Boards, Plank & Sheathing;
also Spruce Boards, Scantling, Clap-
boards, Laths, Shingles, etc.
All for sale Cheap, in quantities to suit
purchasers.
CUSHING & CLARKE,
Salsbury, N. B., June 18, 1880—3m eod

GRAND Dominion Exhibition,

TO BE HELD ON THE
Provincial Exhibition Grounds,
MOUNT ROYAL AVENUE, MONTREAL,
Opens Tuesday, Sept. 14th,
Closes Friday, Sept. 24th, at 2 p. m.

\$20,000 OFFERED IN PREMIUMS.
Entries must be made with the Secretaries
in Montreal, on or before the undermen-
tioned dates, viz: Horses, Cattle, Sheep,
Swine, Poultry, Agricultural Implements and
Dairy Products, to
Saturday, September 4th.

Fine Arts, Manufactures, Implements, Ma-
chinery, Stoves, &c.,
Saturday, August 28th.
Prize Lists and Blank Forms of Entry can
be obtained of the Secretaries.
For further particulars apply to
S. C. STEVENSON,
Sec'y Council of Arts and Manuf's, or to
GEO. LECLERE,
Sec'y Council of Agriculture.
August 14, 1880—wkly

Nut Coal. Nut Coal.

FREE from Slate and Fire Clay. Also
Round and Slack, at Albion Mines,
Picton, Nova Scotia. For orders apply to
G. W. DEBLOIS,
Sole Agent for P. E. Island.

Old Sydney Mines, Cape Breton, Lingan Mines, Cape Breton.

ORDERS for Round Coal can be obtained
on application to
G. W. DEBLOIS,
Sole Agent for P. E. Island,
Office, No. 35 Water Street, Charlottetown.
June 17, 1880—pat her sja ti

QUEEN INSURANCE CO'Y. OF ENGLAND.

CAPITAL . . . TWO MILLIONS STERLING.
INSURANCE effected on all kinds of Build-
ings, 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—

LUMBER. LUMBER.

A VERY LARGE STOCK OF
Seasoned Pine & Spruce Lumber on hand, for Sale
Delivered at Point Du Chene,
to Schooners,
Consisting of Pine Boards, Plank & Sheathing;
also Spruce Boards, Scantling, Clap-
boards, Laths, Shingles, etc.
All for sale Cheap, in quantities to suit
purchasers.
CUSHING & CLARKE,
Salsbury, N. B., June 18, 1880—3m eod

Correspondence.

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

The "Patriot" on the Recent Rail- way Accident.

To the Editor of the Examiner.
Sir,—The editor of the Patriot is more
than usually insolent and unreasonable of
late. Gloating over the recent railway ac-
cident with a sort of fiendish delight, he
can see nothing but rotten sleepers, loose
rails and spikes, a guilty Superintendent,
negligent trackmasters and murderous sec-
tionmen, all along the line. Like the
royal Dane, we can hear him exclaiming:
"The world is out of joint;—oh, cursed
spite,
That I was ever born to set it right!"

I wish the editor of the Patriot to un-
derstand that no one can deplore the oc-
currence of the late accident more than I
do. But I have yet to learn that the ac-
cident was caused by lack of due care and
foresight on the part of those having the
management and safe keeping of the rail-
way. Accidents that cannot be satisfactorily
accounted for, occasionally occur on the
very best-regulated and cared-for roads in
the world. Why, even under the benign
rule of the grand army of officials with Mr.
W. McKechnie as Commander-in-Chief, it
so happened that casualties, or as the Pa-
triot has it, "Railway disasters," occurred.
Take up Mr. McKechnie's report, dated
Aug. 23, 1878, and what do we find? Un-
der the head of "Casualties" we find that
Brakeman Thos. A. Cartmill was killed,
Engine-driver Hendry and Fireman
Trainor were very severely scalded, Brake-
man James McDonald had his arm crushed
while coupling cars at St. Peters, and
Baggage-man McDonald had his wrist
broken.

Immediately following these statements
Mr. McKechnie adds—"We have again the
pleasure of reporting that no passen-
ger has been either killed or injured upon
this Railway." This statement of the late
Superintendent is not true. On the 5th of
March, 1877, a passenger coach upset at,
or near, Harmony Station. There hap-
pened to be but two passengers on board at
the time—Miss Stewart and Mrs. McDona-
ld. The former escaped unhurt, but the
latter besides receiving other injuries, had
her collar bone broken. I am not prepared
to say what caused this accident. It may
or may not have been caused by loose rails
and rotten sleepers. Of this much we are
positive, Mrs. McDonald was handsomely
remunerated for the injuries she sustained.
Whether she was instructed, at the time
of payment to keep quiet about the ac-
cident, we are not prepared to state.

I refer to this accident not for the pur-
pose of making political capital out of it
and cowardly abusing the late Superin-
tendent as the Patriot has done, and is
doing, to the present head of our Railway
(Mr. McNab), but merely to show that a
parallel case to the recent accident has oc-
curred under the management of the late
Government. It is true more passengers
were injured in the recent accident than on
the former occasion; but this was due to
the fact that there were not more passen-
gers to injure. If instead of only two,
there had been twenty passengers on board
at the time of the accident at Harmony,
when the cars upset, quite as many persons
might have been injured as at York the
other evening.

Loss of an Ocean Steamer.

THE "CITY OF VERA CRUZ" SWAMPS IN A
HURRICANE.
SAVANNAH, Sept. 3.—A "Morning
News" special from St. Augustine says:
"The beach north and south of St. Augus-
tine light and as far south as Matanzas
Inlet is strewn with wrecked stuff, dry
goods, provisions and every description of
merchandise. First evidence of a wreck
was discovered near lighthouse on Tuesday
and on the following day the coast north
and southward revealed the story of a terri-
ble disaster. Ten miles below Matanzas
trunks and a mail bag were found. A
letter which was marked with a tag "Re-
turn to New York" was opened and
found to contain a letter dated "New
York, August 25, 1880, per City of Vera
Cruz," also bills of lading for goods per
steamship Vera Cruz. Near the place
where mail bag and trunks were found,
bodies of three men, a woman and a child
were discovered and interred in the neigh-
borhood. All valuables and jewelry were
taken from the bodies so that remains
could not be identified. All wreckers show
that steamer Vera Cruz, which sailed from
New York on the 25th for Havana either
went ashore on or foundered off Florida
coast on Monday night or Tuesday morn-
ing, during a heavy storm, and that all on
board perished."

Remedy for Hard Times.

Stop spending so much on fine clothes, rich
food and style. Buy good, healthy food,
cheaper and better clothing; get more real
and substantial things of life every way,
and especially stop the foolish habit of running
after expensive and quack doctors or using so
much of the vile humbug medicine that does
you only harm, and makes the proprietors
rich, but put your trust in the greatest of all
simple pure remedies, Hop Bitters that cures
always at a trifling cost, and you will see bet-
ter times and a good health. Try it once. Read
of it in another column.

The Banquet at Summerside.

SUMMARY REPORT OF HON. J. C. POPE'S
SPEECH.

The Summerside Progress publishes the
following summary report of the Speech of
Hon. J. C. Pope, Minister of Marine, on
the occasion of the banquet recently given
at Summerside in his honor:—

Mr. Pope on rising to respond, was re-
ceived with prolonged and enthusiastic
cheers. He spoke at some length, referring
to the delegation to England in connection
with the Canada Pacific Railroad. He said
that so far as he felt at liberty to speak, he
had little doubt but the mission would be
successful. Further, that before the Minis-
ters had left Ottawa, propositions had been
made by two separate companies or syndi-
cates offering to build the road. There was
not much difference in the terms proposed
by these companies. They wanted large
quantities of land in alternate sections
along the line of road, subsidised by money
grants, allowance being made for the work
already performed. These were not the
only propositions that had been made, and
hence even better terms might probably be
obtained—by the delegates now in England
For his own part he entertained no fears
for the ultimate financial success of the road
whether built by a company or by the Govern-
ment. The line must become so very
important, that the lands along its route
will be taken up and will doubtless be sold
for a price that will more than recoup the
Government for any possible cost of its con-
struction. This view of the situation must
be held by the great capitalists of the
world who are willing to risk
their fortunes to build and work
it. He severely criticised and condemned
the late Government for gross mismanage-
ment and extravagance on the work per-
formed on the road during the time they
were in power. Speaking of the civil ser-
vice, he said the permanency of that de-
partment had been established and he believed
it better that it should be so. He said that
Mr. Mackenzie had secured the dismissal
of our friends from office in 1873, by mis-
representations, that he had represented to
the Governor General that the offices were
not required, and had the appointments
cancelled on the ground of economy.
Three days after this was done he had the
impudence to lay before the Government a
list of Grit names to fill up the very offices
which he had declared a few days previous
were not required. These facts being
known, it was supposed that after the Con-
servatives came into power, those who
were dismissed in 1873 would have been
returned to their positions. This, how-
ever, appeared to be impossible, but as he
believed that the present party will remain
in power perhaps for ever, and certainly
for the next ten years, our friends who at-
tain office during that period will have the
satisfaction of knowing that they will hold
their situations during life, or good be-
havior. As regards the Fisheries, it had
to be admitted that the Island had peculiar
claims (into which he went at some length),
and he was not without hopes of the Island
yet getting something out of the Fishery
Award. It was no breach of confidence
for him to say that he had done all that it
was possible for him to do in the interest
of his native Province in the mat-
ter. But half a dozen members
were weak as against nearly 200—the
whole House of Commons—for nearly the
whole House were against them, including
Mackenzie and Blake with their followers.
The question had been submitted, to the
legal advisers as well as to the Privy Coun-
cil, and all the decisions were against us;
yet it was admitted that there were special
circumstances in favor of this Province.
These sentiments of the Minister were re-
ceived with applause. He expressed his
delight at meeting so many of his old
friends, and concluded one of the best
speeches we have heard him make by
thanking the gentlemen present for their
kindly feelings expressed towards him, and
for the honor they had done him.

The busiest life may be made endurable by
a judicious lightening of its cares. If we
take time for recreation and relief, no time
for acts looking to the future and a better
life, the hour is certain to arrive, sooner or
later, when a crisis will confront us, com-
pelling us to do all things which we so much
neglect in the routine of business or profes-
sional life, how much better is it then, to
make rest, recreation, reflection, thoughts of
a future, a better, purer and holier state of
existence, a part of our daily experience,
combining business with charity, industry
with kindness, perseverance with fortitude,
experience with religion, a commingling of
qualities and hopes that lighten life as we
go through the world, and add to the plea-
sures of the present with a view to the
hereafter.

An editor having read in another paper
that there is a tobacco, which, if a man
smoke or chew it, "will make him forget
that he owes a dollar in the world," inno-
cently concludes that many of his subscri-
bers have been furnished with this article.

A Good Account.

"To sum it up, six long years of bed-
ridden sickness and suffering, costing \$200 per
day, total \$1,200—all which was stopped
by three bottles of Hop Bitters taken by
my wife, who has done her own house-
work for a year since, without the loss of a
day, and I want everybody to know it for
their benefit."
"JOHN WEEKS, Butler, N. Y."