

THE EVACUATION OF PARIS.

DEPARTURE OF THE GERMANS FROM THE FRENCH CAPITAL—EXTRAORDINARY SCENES ETC.

PARIS, March 3, noon.—The evacuation commenced last night, though it was not generally known at six this morning that it had begun in regular order, with the cavalry and artillery in advance, and on the side, the Prussian and Bavarian infantry worked the roadway. At 8.30 the first men of the main body passed through the Arc de Triomphe, with bands playing and colors flying. Obstacles have been removed, at the side of the column, Gen. Shandy, with the 11th corps, was stationed, commencing the 11th corps, was stationed, commencing the 11th corps, was stationed...

DOINGS OF THE HOUSE OF ASSEMBLY.

The House has been a good deal occupied during the past week with the consideration of the Fisheries Bill. The bill was introduced by Mr. D. Davies, who was supported by Mr. Thos. Dodd, George Alley, R. Shaw and L. H. Davies, Esquires, were counsel for Mr. Davies. The case was disposed of on Thursday last by the Committee of the whole House, and the bill was passed by a majority of 25. The House seems to have dealt with the case not only with a great deal of patience, but with impartiality. Still there exists much dissatisfaction, inasmuch as the vote which gives Mr. Davies the seat is that of Mr. Harris, who swears himself that he voted for Mr. Dodd. He has heard it rumored that Mr. Davies will not retain his seat, but will resign. His friends think he would have no trouble in being returned with a large majority. But elections are expensive as well as doubtful undertakings, and we do not know but Mr. Davies may be very well entitled to the seat so long as a majority of the House has decided in his favor. The members have had enough of contested elections, and we think are disposed to amend the law so as to have such cases handed over to the Supreme Court. The Dispatches laid on the Table relating to the Fisheries Question, were under discussion on Thursday and Friday, and several speeches were made by members on both sides of the House, who commended the late Government for their action in regard to the Fisheries Question. After a long debate in which the feelings seemed to be very much excited, the bill was passed by a majority of 25. The bill was passed by a majority of 25. The bill was passed by a majority of 25.

dayly he felt that you entirely lost sight of the numerous beautiful rivers with convenient harbors that almost intersect our Island in nearly every direction, and when you are brought to deliberate carefully and determine cautiously on this matter, and descend from airy speculation to practical facts, you will then agree with me that one sixth of this distance on a general average, or 5 instead of 30 miles will be much nearer the truth. Time and space forbid my reviewing your statements in detail. But in one more particular I would appeal to the common sense of our farmers and ask is it likely—supposing a Railroad was now completed, that even 10,000 bushels of potatoes which is but one fortieth of 500,000 would be annually transported by that conveyance? The real facts, as I believe, are that hereforward the exportation of that article is likely to materially decrease as farmers are becoming alive to the importance of stock feeding, and will not to so great extent in future export that valuable element to Halifax, or any where else for the paltry sum of 25 cents per bushel, when they can realise more by feeding with it on their farms, and return a large amount of valuable manure to their land. In admitting these remarks I would not have you, desirous to set me down as an advocate of any retrogression policy or using my very limited influence to prevent the carrying out of works of acknowledged utility. Having had some knowledge of their operations in other places I am not oblivious to the benefits of Railroads in other countries where there is wealth to sustain them, and resources to be developed, and where such facilities exist. I believe there is nothing else that will increase the material prosperity of a country so much; but as Mr. N. L. Cozens very pertinently remarked at our meeting—the important question is considering our local position—and the expense to be incurred; do we really need them?—and this is the real question now so prominently before the country. I beg to say in closing, that my principal object in making these remarks on your article is to set you right as far as I am able on this important matter,—for if we are to have a Railroad—it is an important prerequisite that it should have unanimity on the subject, among all classes of our people, who are now anxiously endeavoring to solve this intricate problem. Respectfully, Yours, J. H. GAY, Pownal, Feb. 28, 1871.

fishermen of that line would throw the stones as well as the English. If a thousand vessels were in our Bay, this twenty or thirty years past, fishing and did not come within the three mile limit, there would not be much protection in this; the fish would get scarce as they are at present. Our Bay is totally ruined, particularly its cod fishery, by American trawlers who kill by wholesale the mother fish on the banks; they do not keep them, but they do keep them in deep water. If I had a fleet of vessels out fishing, I would like to have a couple of fast steamers after them to keep them in deep water. I would expect to get a handsome return for my outfit. About twenty years ago, I went in a vessel from Boston, the worst sailer which ever put keel on salt water, and when coming round Point East we got becalmed and drifted north of the land breeze off the point and left us. The Captain swore in good earnest because we could not follow the other vessels; we ground bolt and commenced fishing, and caught thirty seven vast barrels that evening; we did not leave that spot, and that day five weeks we had the vessel loaded. Some of the vessels of the fleet, after having been all over the Bay, & only seven barrels. I always found the deep water fishing scarce; therefore, I say, that this protecting the fisheries within the three mile limit is all humber. Yours, OLD MAN McDONALD, East Point, Feb. 25, 1871.

TO THE EDITOR OF THE EXAMINER. Sir: As the Railroad question engages the attention of the public just now, it may not be amiss for this humble individual to have his say on the matter, as they are the views of every impartial person that is not carried away by his own private interest. There is one thing I notice, and which appears strange to me, that the advocates of a Railroad should pitch upon Georgetown as the terminus of the line in this County. This I will endeavor to prove is a great mistake in point of utility, economy, justice and necessity. The reasons giving for the Government for this great undertaking, is, that the facilities for transport and shipment of the raw materials of the Island, and the construction of a Railroad from Charlottetown to Georgetown, are not on an average, more than 24 miles from good shipping places, if not the very best on the Island, and where they get the highest cash price for their produce. Consequently little if any of their stuff would ever be carried out on the Iron Horse. Whereas, if the Railroad would be extended to Souris, via Rollo Bay and St. Peter's, all the commodities that would be shipped from Morel to East Point, a distance of nearly forty miles, north and south, with its line Roads and Back Settlements, would be as well served by Railroads as they are by the present harbor in that distance, and they are under the necessity to ship their grain in vessels of light draught, to be again re-shipped in larger ones in Georgetown and Charlottetown; and the poor farmers have got to submit to such drawbacks by getting about three pence a bushel less for their produce than they would receive in a more direct locality, and our average distance to those kind of markets, can safely be reckoned about nine miles. A good deal of this line of road would pass through Government wilderness lands, which would make a considerable item in the right way, besides the land would be eagerly bought up, and fair and remunerative prices, it would be an inducement for young men to clear new farms, as almost every tree they would cut down would find a market for some purpose or other; such as firewood, fence poles, sleepers, &c., &c. I am satisfied that the Representatives of the first and second Electoral Districts, will make a bold step, and stand to have the Railroad brought to Souris, otherwise I trust they will not submit to have their Constituencies heavily taxed for a public work, from which they would derive as much advantage as from the Railway across the Alps. I remain, yours, respectfully, YOUNG MAN McDONALD, Springfield, Lot 44.

TO THE EDITOR OF THE EXAMINER. Dear friend of the editors, I'm happy to say that my wearisome labor is over for to-day. Many thanks to kind fortune, I've nothing to do, so I'll send you a verse of the jingle or two. But, friend, don't infer from the fact that I'm vain, or have any pretensions to poetic fame; for the reason I write you this letter in rhyme, is my quite to amuse and you at the same time. I'm quite happy to see you've got settled down in the midst of your friends of our Capital town, and I hope you'll be able to send us out here all the "latest sensations" for many a year. Well, now let me wish you success and long life, and if you're yet unmarried, I wish you a wife. I hope you'll excuse me for making so bold, but its really too bad to be "out in the cold." Again let me wish you, and all of the Press, the best blessing of health and unbounded success. Were it not for the Printer's, his plan to be seen that the "Lords of creation" would be very green. They tell us, among other items of news, The identical place to get good loam and shales, And they also inform us where tea may be found, And sometimes they will tell us the price of a pound. But then sure they tell us more important things, About downfall of empires and rising of kings, Of the horrors of war and the thousands of slain And of many a dreadful and bloody campaign. The views of great statesmen, they, too, let us know, And how questions of nations are likely to go; And hundreds of things interesting to hear, Then who would not take, friend, your paper a year. To politics now, I have not touched them yet, And I see by your paper our "wise men" have me. So bethold up a party ne'er steered our state ship Since the time she first took a Responsible trip. The Whigs have turned Tories, the Tories turned Whigs— Both cast off their principles just like their wigs When at the Coalition we take a side sleep. It resembles the peace of the wolves and the sheep. But then sure they'll build us a railroad, they say, Right through the whole Island and Hillsborough Bay; This done, then I hear they will undertake soon To extend a branch line to "the man in the moon. But enough just at present, my letter'll close; I intend soon to write you another in prose, It won't be much good, but however, till then, I remain, most sincerely, Sir, W. O. N. Trench, Lot 29 Feb. 1871.

TO THE EDITOR OF THE EXAMINER. Sir: The Public Temperance Meeting, held in the Division Room of the Buns of Temperance, on Monday evening last, was one of increased interest. The room was well filled. The singing throughout was lively and appropriate. The address of the Chairman, Mr. John Scott, and also those of Messrs. John Pickard and J. P. Tanton, were earnest and pointed; the latter gentleman referring particularly to the necessity of abolishing the existing Licence Laws of the Island. The reading of Mr. H. F. Butcher's "The Bag of Gold," was well and distinctly given, and received marked appreciation. "The Story of the Bottle," (by General S. F. Carey.) was well read by Mr. Bagnall, and was loudly applauded. Mr. George Dickson also read, in a clear and very distinct voice, a well selected piece. The Recitation by Mr. Roberts—"The Execution of Montrose,"—could hardly have been excelled. "The Wife's Rejoicing," a beautiful Temperance Solo, sung by Miss Matilda Robinson, a young lady of rare vocal talent, was deservedly well received, and added greatly to the interest of the meeting. The humorous scraps from Josh Billings, by Mr. Louis McGowan, were well timed and tended to make the Meeting still more varied. The Instrumental Music on the Violin and Melodion by Mr. C. Pope Fletcher and Mr. L. McGowan, was loudly cheered. This part of the programme particularly is highly spoken of. The meeting closed about 10 o'clock by singing that grand old Anthem (as S of Temperance ever love to sing) "God Save the Queen." The Honorable Gentlemen present on the occasion have expressed themselves as highly pleased with the whole programme. Such meetings as these should be well sustained. How much better for our young men (including clerks) to throw in their influence in such places, rather than spend their evenings in Oyster Saloons and Taverns, where the general character and appearance of those who frequent them speak loudly and in words of the gradual falling into poverty and vice of those who would otherwise be ornaments to society. The Temperance reform is certainly in the hands of the people themselves. Let it advance be consistent, and feel their responsibility in the matter. I remain, dear Sir, Yours Truly, STEPHEN SWABY, Charlottetown, March 11, 1871.

The Examiner.

Charlottetown, March 13, 1871.

Our first page this week contains part of the debates. The Debatists which will be of more interest, and some of the Speeches contain a good deal of information on the questions of the greatest consequence to the people. Our Extra of this week is worthy of being carefully read. Next week we will give in full the able speeches of the Leader of the Government, and other honorable members on the Railroad Question. Parliamentary Small Talk No. 2 Political Favoritism vs. Professional Etiquette, and some other short articles, unavoidably crowded out, will appear next No.

THE CRISIS OF THE COALITION ON THE RAILWAY QUESTION.

The result of the Government Caucus on the Railway Question has surprised all parties. The most sanguine opponents of the Government and Railways, never imagined that there was not a sufficient number of Government supporters in the Lower House to give the measure. The feeling in Town, as far as we have ascertained, is one of admiration at the energy and determination of Mr. J. C. Pope, in striving to carry the measure, and regret that he has not a Railway party to support him, or rather that he has a party so divided that he is powerless to carry the great project. It is said that the Railway Bill submitted to the Caucus contemplates a Main Trunk from Charlottetown to Georgetown, and on the completion of the Main Trunk, it authorises the Government to build branches to Tignish and Souris. During the period of its erection the interest on the Debentures must be met, and longer if the Road does not pay the interest and the working expenses. To meet this it is proposed that a duty of 3 1/2 per cent. be placed on all imported goods. Only fourteen of the eighteen supporters of the Government were found to be willing to vote for the Bill. It is said that Mr. Pope stated that after passing the Revenue Bill, if there were not a sufficient number of supporters to his policy he would appeal to the country by dissolving the House. One of three courses is open to the Government: First, to give the Railway Question the go by for a year or more. Second, to have a dissolution and appeal to the people at a General Election; or third, to strive to have a Railway Party in the present Legislature. The first course would be ruinous to the prestige of the Coalition. The question was alluded to in the opening Address. Railways were pronounced to be desirable in the answer to that Address the Executive Government prepared a Bill, and they must have been in favor of the Bill, else it never would have been submitted in Caucus, hence the Government must stand or fall upon the measure. Should they abandon their darling project and leave it to battle its own way amidst the cupidity, envy and treachery of individual support the Government will stand in the most awkward position of any Government that ever existed in the annals of Prince Edward Island. They will not surely, strive to cover their position by bringing down this Railway Bill as an "open question," as some of the followers and office-holders of the Government advise. A crisis in the short history of the Coalition Government has arisen; they must manfully meet it. There are some members of the Opposition whose constituencies are in favor of the Railway Question, and very probably we will have a Railway party, and an anti-Railway party in the Legislature, before many days. The Government and Opposition sides of the House, in that event, will soon assume a much different aspect from what they now present. As to a dissolution of the House, and its probable results, we will be better able to tell in a short time; but at present, we imagine that the country would not desire the agitation and turmoil, and expense of a General Election. [Communicated.]

SOME FURTHER ARGUMENTS FOR THE RAILROAD.

It is claimed by good farmers that to farm profitably, it is necessary to adopt the principle of a rotation of crops. The land should be divided into seven equal parts, or to apply it to a farm of 100 acres, about 14 acres should be under oats, 14 under root crops, 14 under wheat and barley, 23 under hay, and an equal quantity under pastureage. We cannot see the possibility of this system being carried out in the interior of the Island without a Railroad. We recently showed the amount of lime that would be required by ten townships, or 200,000 acres, and will now show, at the lowest estimate, what would be grown on that quantity of land if farmed properly, and the quantity of oats, roots and hay that would be carried by rail to market, with the cost of transportation. It would yield of oats, at 50 bushels to the acre, 1,425,000 bushels, and allowing one-half to be used on the farm, 712,500 bushels would be sent by rail and at 1 1/2 per bushel, would pay to the rail and £1062,500. The root crop, at 200 bushels to the acre, would amount to 5,700,000 bushels, and allowing that one-third of that quantity would be shipped, at 1 1/2 per bushel, by rail, it would amount to £1,500,000. The hay crop, at 2 tons per acre, would be 57,000 tons, and allowing that between hay and straw, 20,000 tons went to market by rail, at 6s per ton, would amount to £600,000. Last week we put down the lime required for 200,000 acres at 20,000 bbls; but by a rotation of crops at 10 bbls to the acre, it would require 280,000 bbls, but taking the former figures, or 200,000 bbls, equal to 250,000 tons, the carriage at 6s. per ton would amount to £1,500,000. As to the supply of lime to all that would require it; which we referred to last week, we believe that the lime business is profitable enough to induce capitalists to invest money enough in it to supply the demand, if there was any means to carry it from safe shipping places to the consumer. Since last Examiner we have seen the Auditors' Report of the Wheatley River Lime Company, which we give in at another place. We understand that their quarry at Port Daniel contains stone enough to supply the Island for years to come. If they display as much energy in future as they appear to have done in the past we believe they would establish depots at any good shipping place the Railroad would touch at, and supply all the lime required.

The Summerside Project has raised a whirlwind of words over our Facts and Figures on the Railroad Question. It is lost on the subject—the Facts and Figures are not only untouched, but endorsed by a letter of Mr. Derby, which is approvingly published in the Progress. Mr. Derby says:—"Were I an Islander I should advocate for your Island the Fostering Railway, which we are now adopting in various parts of the United States, and which is coming into use in England, Norway or Sweden, South America and Canada. Its gauge is usually about 3 inches, instead of 5 1/2. Its rails need weigh but thirty pounds, in the place of fifty-six pounds to the yard. Its engines and cars are very light, and its dead weight compared with paying load much diminished. It is capable of a speed of twenty-five miles per hour. I think from what I know of the contour of your island such a line could be made and equipped for less than twelve thousand dollars per mile. I believe too, it would pay interest on its route on which there is a daily movement of fifty tons of freight, or of fifty passengers, or a proportionate part of each, making fifty together, running in each direction. I assume that there may be such route on your Island on which the movement of oats, potatoes, barley, timber and wool, and return freight and unshel mud, with the teamsters and travellers may now, or soon will, reach that amount. On Friday last the Mayor's Court was crowded by a number of people, who expected to see some fun, or excitement in the action of the City against J. S. Carroll, Esq., for erecting a Breastwork on the disputed territory at the west of Pownal Street. Some of the scenes were imitable, and would make the fortune of an artist. We have full notes of the whole affair, and may give them next week. Though six persons were fined, we presume the matter will stand over until it is argued before the Court of hancery. The persons fined 20s. each, with costs are Messrs. Daniel Din, James Purrell, John Henry, James MacLeod and James Morgan. They have appealed to the Supreme Court and, whoever loses, the Lawyers will have no cause to complain. Mr. Hodgson made some serious charges against the Mayor's Court, which should be investigated, because, if true, no one could have the respect for it, that the well being of society demands that we should have for Courts of Justice. Mr. John Holman, on the evidence of Robert White, was fined £5 for selling Liqueur without Licence. Mr. John Scott McLeod was a so charged with selling Liqueur without Licence. The case was deferred until next Saturday. At the Annual Meeting (10th March) of the Benevolent Irish Society, held in St. Andrew's Hall, the following gentlemen were elected office bearers for the ensuing year:— President—Jas Reddin Esq., re-elected. 1st Vice President—F. McCarron, Esq., re-elected. 2nd Vice President—John Gahan, Esq., do. Treasurer—Martin Hogan, Esq., do. Secretary—R. Reddin, Esq., do. Committee of Charity—Messrs. John A. McKenna, Michael Kelly Martin, Shana, John Wash, Maurice Blake, Peter Doyle and John Joy. Marshals—Messrs. Patrick Foley, Richard Gladney, Francis McGroarty and Henry Hughes. Standard Bearer—Messrs. James Landrieff, John Gahan, John Gahan, Esq., do. Messenger—Mr. Patrick Murphy. This old and useful Institution is now in a prosperous condition. At the meeting on Friday evening last some twenty new members joined a large amount of money was distributed amongst the poor during the year, and the society have still in hand £26 17s 9d. The Society will attend Services in St. Dunstan's Cathedral on St. Patrick's Day. The sermon on the occasion will be preached by R. V. JAMES LAMONT. In the evening the members of the Society will attend at the Grand Concert, under their patronage, to be held in St. Patrick's Hall. To show that the Government did not believe in their own calculations as to the earnings of the Grand Trunk they proposed to meet the liabilities it would entail upon the Colony by imposing 3 per cent. on all free Goods, adding 3 1/2 per cent. to the present duties, doubling the Land Tax, and putting a Tax of 10 per cent. on exports.—This statement is correct then, the theories of the Government are wrong in regard to the practical working of a Railroad. The above, however, we are informed is not correct. We believe the Government should only legislate to provide funds from year to year to meet public expenditures, and an import tax of 2 1/2 per cent. will be more than enough to meet the cost of the work done on a railway for the first year. Tax Lecturer of Stephen Swaby, Esq., in the Athenaeum, on Wednesday evening, was attended by a large audience. It was well written, and contained some eloquent passages which were loudly applauded. He, however, made some errors in his figures, which he corrects in a letter published in another column. At the close of the meeting, a vote of thanks to the Lecturer was proposed by John Peckard, Esq., and seconded by Hon. J. C. Pope, and was almost unanimously passed. Some short addresses were made by the Honorable Messrs. F. Brecken, G. W. Howland, J. C. Pope, and G. W. Miller, Esq. The meeting seemed to be altogether in favor of Railways. C. Y. M. L. INSTITUTE.—Richard Reddin, Esq., delivered a Lecture before this Society on Tuesday evening. Subject—The Rights of Ireland. He showed the struggles of Ireland for Religious Liberty, for Free Lands and Legislative Independence. The Lecturer gave a distinct account of the eminent services rendered to Ireland by such men as the celebrated Daniel O'Connell. The Lecture was delivered extemporarily, and was highly praised by several of the young gentlemen belonging to the Institute, who at the close, engaged in a lively discussion. The Concert in aid of the Sufferers in France will come off on Thursday evening in the Market Hall. Only the people of Town can probably contribute towards this charitable undertaking, and the proceeds may be a great deal. The Legislature therefore would be justified in voting a sum on behalf of the people of the Island. The sufferings amongst the French are very intense, and, not knowing when evil days may befall ourselves, we should, in our abundance, contribute our mite to help to alleviate their distress. The ice in the Hillsborough River is breaking up, and we have every indication of Spring.

THE FUTURE OF FRANCE.

M. Michelet, in a pamphlet about to be published in England, and of which the correspondent of the Echo who has been favoured with a sight of it, in proof sheets, gives an anticipatory sketch, is as brilliant as ever. His confidence in the future of France sufficiently appears from the following passage, in which, referring to Germany he says:—"The unity of a great nation is a great force, but unity is not a nation. There is no union yet—Ask Homburg? Ask Bavaria? Besides, there is the hatred of the Slaves to take into account. In a struggle between the Slaves and the Russians on one side and the Germans on the other, the Germans must infallibly go down. Their superiority makes their inferiority. An Englishman, a Frenchman, a German is of value; he represents so much produce, he can earn so much. Of what value is a Russian peasant? How much does he earn? Russia will be so lavishly with such men's worthless lives that their superiority of numbers will crush the Germans. In July last Russia had 70,000 soldiers; in January, 1871, she numbered 400,000 more. Do not let the Germans think they can destroy France. Paris, yes—probably or possibly; but after Paris, there remains France. We have an agricultural population of twenty-five millions, twenty millions of small proprietors. No nation ever had a wider, stronger basis from which to maintain a fight for existence. There is blood enough in such a people for a struggle of a thousand years. Fortunately it is so, for Europe needs France in the wars to come."

COMMENTS OF EXAMINER.

1. In reference to the first paragraph of our esteemed correspondent's letter, we have to say that we sympathize with the young lady alluded to, and must be candid enough to admit that we admire her style. There is truth in the maxim, that those who aim at a silk gown, will probably get the sleeve.

CORRESPONDENCE.

Views of a Practical Farmer on the Railroad Question.

TO THE EDITOR OF THE "EXAMINER." Dear Sir,—No doubt the people of Pownal who constituted the Railway Meeting on the 16th inst. feel sincerely grateful to you, for the correct and extended report you gave of said meeting in your paper of the 20th inst. But should we attempt for a moment to contrast your own Editorial, which stands side by side with that report, we cannot escape the conclusion, on the admission that your Editorial figures and statements are correct—that we must constitute the most consummate set of ignoramus that ever covered a meeting—and that such must inevitably be your own ideas respecting us as witness the irreconcilable discrepancy between the views there enunciated. But I fear that the practical men about here, who understand the position of the country and our present facilities for shipping, cannot be induced to endorse your figures, but rather to look upon them as affording quite a fair specimen of the airy castle building now so much in vogue, and forcibly to remind them of the unfortunate young lady who counted her chickens ere they were hatched. As you are, no doubt, aware she was plodding to market with her pail of milk upon her head when she thus commenced to raminate on the prospects of her speculation, and without making any allowance for contingencies—she fully decided that the eggs she would receive in return for her pail of milk—were certain to produce such a number of chickens. These chickens, when fit for market, could not fail to sell for a sum sufficient to enable her to purchase a splendid silk dress. She then and there decided that in color it should be green. Yes, green suits my complexion best, and green it shall be. With this I will go to the fair—where all the men will strive to secure me for a partner; but with an air of disdain I will toss them all. Transported with this triumphant thought—she could not forbear acting by her head what thus passed in her imagination—when down came the pail of milk—and with it all her imaginary happiness. Now, sir, in sober earnest, I opine that these parties who now anticipate such extravagant results from the construction of a Railway—might ere long find themselves in the same ridiculous and unfortunate position in which we can easily imagine this young enthusiast to have been involved with hands erect and eyes distended—in mute despair on the complete annihilation of her ardently cherished schemes. You observe that the published reports of 1869 on the line between Point Du Chene and St. John's, which at about 7000 passengers were conveyed an average distance of about 25 miles each; but in some of these airy castle calculations we are certified of no less than 30,000 tourists who are expected to travel the entire distance of over 100 miles, and thus almost quadrupling our receipts over their in this item alone. We need not wonder, therefore, that the owners of that line as well as our own Steam Navigation Company are so ardently desirous of securing such a result, as it holds out golden prospects to these parties, such as they have not hitherto contemplated. Considering that this vastly increased amount of travellers must avail themselves of their accommodations, assuming that this calculation is correct, and 30,000 pleasure seekers will visit the Island in the three months of July, August, and September, which is the limit allotted to tourists, and that each one pays even three dollars for steam boat accommodation in coming and returning. You can perceive that even this one item alone will increase the receipts of our Steam Navigation Company to less than 90,000 dollars in the short period of three months, and farther, considering that the road is supposed to pass directly through Lot 19, and probably through other valuable estates, and likely to enhance their value, and that Government officials will be certain to obtain a small percentage for disbursing the money to build the road. I ask you, sir, if it is any great wonder the jealousy of those parties who are certain to reap nothing but heavy taxation—should be excited when taking all these circumstances into consideration? They are not all killed, they are gone into deep water; there is another young cunning rascal now, something like the young German race on the earth, which cannot be caught with bran, and who defy the best American fishermen with the clam and pogy bait, and their fine spring fish, commonly called the tinker mackerel, and these latter are the only race that plays in shore now a days. My long experience of fifty years has taught me that prosecuting the fishery inside three miles, is less of time, and the money that has been spent in this service would put an Iron Road nearly to every man's door on the Island. In old times we would not have four or five hundred sail of vessels fishing on Sundays as it is now; but you could see the vessels anchored close as they could lay on Sundays clear from old Donald Benton's Cove, East Point, to old Campbell's Cove Inlet. A new seen fishing in those days would soon be treated with the old Mosaic Law—stoned to death; and the American

SONS OF TEMPERANCE.

The Public Temperance Meeting, held in the Division Room of the Buns of Temperance, on Monday evening last, was one of increased interest. The room was well filled. The singing throughout was lively and appropriate. The address of the Chairman, Mr. John Scott, and also those of Messrs. John Pickard and J. P. Tanton, were earnest and pointed; the latter gentleman referring particularly to the necessity of abolishing the existing Licence Laws of the Island. The reading of Mr. H. F. Butcher's "The Bag of Gold," was well and distinctly given, and received marked appreciation. "The Story of the Bottle," (by General S. F. Carey.) was well read by Mr. Bagnall, and was loudly applauded. Mr. George Dickson also read, in a clear and very distinct voice, a well selected piece. The Recitation by Mr. Roberts—"The Execution of Montrose,"—could hardly have been excelled. "The Wife's Rejoicing," a beautiful Temperance Solo, sung by Miss Matilda Robinson, a young lady of rare vocal talent, was deservedly well received, and added greatly to the interest of the meeting. The humorous scraps from Josh Billings, by Mr. Louis McGowan, were well timed and tended to make the Meeting still more varied. The Instrumental Music on the Violin and Melodion by Mr. C. Pope Fletcher and Mr. L. McGowan, was loudly cheered. This part of the programme particularly is highly spoken of. The meeting closed about 10 o'clock by singing that grand old Anthem (as S of Temperance ever love to sing) "God Save the Queen." The Honorable Gentlemen present on the occasion have expressed themselves as highly pleased with the whole programme. Such meetings as these should be well sustained. How much better for our young men (including clerks) to throw in their influence in such places, rather than spend their evenings in Oyster Saloons and Taverns, where the general character and appearance of those who frequent them speak loudly and in words of the gradual falling into poverty and vice of those who would otherwise be ornaments to society. The Temperance reform is certainly in the hands of the people themselves. Let it advance be consistent, and feel their responsibility in the matter. I remain, dear Sir, Yours Truly, STEPHEN SWABY, Charlottetown, March 11, 1871.

A Letter from an Old and Experienced Fisherman.

TO THE EDITOR OF THE "EXAMINER." Mr. Editor,—This fishery protection has never been of any use. The intention was, no doubt, to protect our fisheries from being destroyed by our American neighbors. From my experience these fifty years, by sea and land, vessel and boat fishery; I say it is all a humbug, and caused much ill feeling for no purpose. In my young days, when fish were as plenty as the sand on the shore, the fisherman who would anchor ten miles from land would procure the best catch. Now, when the fish are scarce, it will not pay the outfit of the man who takes about the shore; it is only the man who keeps in deep water, and who has fair return. A great many people are of the notion that the fish are along the shore within the bounds of the Treaty, both English and American fishermen are of this opinion, and they pay dearly for it; had they understood their business thoroughly there would have been no vessels seized, and they would have secured more fish. I have seen the time you would get plenty of fish within the three mile limit; you would only bring a bucket of bran for bait, and you had good hook stick in a piece of lead, with a line of our own manufacture, to get a good boat load of the old blotter mackerel, that seventy or eighty of them would fill a barrel in a very short time; but this has not been the case for some years past. Where are these brace mackerel gone to? They are not all killed, they are gone into deep water; there is another young cunning rascal now, something like the young German race on the earth, which cannot be caught with bran, and who defy the best American fishermen with the clam and pogy bait, and their fine spring fish, commonly called the tinker mackerel, and these latter are the only race that plays in shore now a days. My long experience of fifty years has taught me that prosecuting the fishery inside three miles, is less of time, and the money that has been spent in this service would put an Iron Road nearly to every man's door on the Island. In old times we would not have four or five hundred sail of vessels fishing on Sundays as it is now; but you could see the vessels anchored close as they could lay on Sundays clear from old Donald Benton's Cove, East Point, to old Campbell's Cove Inlet. A new seen fishing in those days would soon be treated with the old Mosaic Law—stoned to death; and the American

IMPORTANT AMENDMENTS PROPOSED TO THE FISHERIES BILL.

Ottawa, March 4.—In the Dominion Senate last night Senator Mitchell moved for a second reading of the Fisheries bill. He explained that the measure was necessary to allow the officers engaged in seizing vessels to take them into other than the nearest port. Also that one half of the value allowed to officers making such seizures be divided among the crew seizing the vessel. The service performed by the officers in this delicate duty was such as secured the entire satisfaction of the head of the department. The alterations were not very important, but were required. This Fisheries act had been commended on in high quarters in another country, where it had been described as one of novel and arbitrary legislation. It was not without an extraordinary, as similar laws existed in England and in the United States. Senator St. Just thought the measure was pregnant with danger and apt to lead to complications. Senator Mitchell said it was the duty of every Canadian patriot to strengthen the hands of our representatives on the High Commission at Washington and to particularly avoid the expression of opinions which might endanger our rights. He concluded by moving the House to go into Committee of the Whole on Tuesday next to consider this bill.

THE TERMS OF PEACE.

ALBANY AND METZ CEDED TO GERMANY; BELFORT RESTORED TO FRANCE; THE INFIRMITY, ETC. PARIS, Feb. 26th.—The conclusion of peace is now certain. Thiers and Favre and the Consultative Commission have accepted the following conditions:— First—The cession of Alsace and Metz, and Belfort is to be restored to France. Second—The payment of war indemnity five milliards of francs. Third—A portion of French territory, with some fortified towns like Sedan, to remain in possession of the Germans until the conditions of the treaty are fulfilled. Fourth—The German army to enter Paris on Monday and occupy the Champs Elysees. Fifth—Peace to be proclaimed when the French Assembly has ratified these conditions. Thiers and the delegation return to Bordeaux to-day. The reduction of the indemnity demanded by the Germans and the restoration of Belfort are regarded as the two great concessions. Every preparation has been made at Versailles for the entry of the German army into Paris to-morrow in brilliant array. The Parisians will close their houses and remain invisible. Much unwholesome prevails at Amiens in consequence of a report that England had interfered in regard to Metz, declaring that fortresses should not be ceded to the Germans. Diseases such as Consumption, Bronchitis, Debility from Typhoid and other low Fevers, from excessive exertion, study of close confinement, and prostration of the vital powers, yield to Feltow's Compound Syrup of Hypophosphites sooner than any remedy ever before discovered. The muscles of the stomach are strengthened, and digestion becomes complete, the absorbent vessels take up nutriment, the blood becomes vitalized and pure, the nervous system vigorous, and the skin, pale, or sallow complexioned, becomes plump and healthy, and regain the rosy tinge of health. It is a rare thing that Physicians give any countenance to a medicine, the manufacture of which is a secret. Unless the only exceptions of some of the Jesuits' Analytic Lectures, and we believe, all others, and many of them use it in their practice with great success.

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