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The Examiner.

Ch'town, June 8, 1874.

AFTER THE BATTLE.

Now that the session of Parliament is over, persons are asking themselves, what effect has it had on the Government? Are they stronger or weaker since they met the representatives of the people, and were subjected to that severe test of constitutional Governments which a Parliamentary session imposes?

The question scarcely admits of a direct answer. A violent opponent, and an out-and-out supporter would have their cut and dry answers ready. But what would an impartial observer say? The Government met Parliament under peculiarly favorable circumstances. They chose their own time to dissolve; and the result of the elections justified at least the policy of their action. The country treated them with generous confidence, and said—"we desire a change of rulers; you have been loud in denunciation of your opponents, and not over modest in sounding your own praises; we give you all you ask; make good your many promises." How have they done so? We are inclined to think that while the Government are numerically very strong in the House; and while the country is, doubtless, still prepared to give them a fair trial, there is awakening in the minds of many an anxious suspicion that, after all, this Government must be closely watched, and more than a suspicion that they greatly over rated their own abilities. The impartial observer would probably say—"This Government was and is strongly supported. They made loud boasts, and so awakened great expectations and challenged criticism. They have shown to some extent, what they are; and all we can now say is,—they may be, we hope they are, honest—they certainly are not brilliant."

A brief review of the past session would justify this verdict. Among the prominent questions on which their strength or weakness was displayed, were—the Election Law, the Trial of Controverted Elections' Act, the Pacific Railway, and the Tariff. Of these the first two are, on the whole, good laws, though in neither of them was there much originality displayed; and it is curious to observe that in the matter of the Franchise, the Senate was much more liberal than the popular branch of the Legislature; as it is to the Senate that we owe manhood suffrage in this Island. In fact, the discrimination in the Bill against this Island was one of those mistakes which, in the eyes of a diplomatist is worse than a crime. In adopting the local franchise of each province a great difficulty was got over, perhaps, in a common sense, matter of fact way—though the same result might have been obtained, as Sir John Macdonald pointed out, without running the risk of that collision of jurisdictions between the general and local Governments which it must always be the aim of our statesmen to avoid.

The Pacific Railway policy of the Government is one which will cause them to be closely watched. So far, it has been a non-commital one. The Act allows the work to be vigorously prosecuted, and it also admits of any amount of delay. The Government have kept the matter wholly in their own hands. The country is in earnest about the work being done. It wishes for prudence and economy; but it will not allow undue dilatoriness. All that can be said, so far, is that their policy, in leaving so much to the discretion of the Government, contrasts strongly with that of their predecessors. Should that discretion be wisely exercised, the country will support their action. Should it be an excuse for attempting to evade our pledged obligations, it will be found that the Pacific Railway will wreck at least one more Govercment.

Probably nothing has more injured the *prestige* of the Government than their Tariff bungle. Granting that the deficit was a real one, the first attempt to meet it was a remarkable display of financial incompetency; the plan finally adopted, a remarkable tribute to the financial ability of their predecessors. Something more than a mere arithmetician is required for a Finance Minister of this Dominion, with its many varied, and delicately sensitive interests. Delighted with his brilliant and original discovery, that 16⅔ is exactly one sixth of a hundred, the Finance Minister proudly took that as the basis of his *ad valorem*, and then proceeded to make up what was still wanting apparently by a simple application of the rule of three and the multiplication table. But any ordinary school boy could have done this. So the country had to take the matter in hand; and deputation after deputation hurried to Ottawa to show him, what apparently he had little considered, the ruinous effect to the trade and commerce of the country of his unfortunate proposals. So the whole tariff had to be modified, and a still greater part of the deficiency raised by an increase of the former duties—*that is by accepting the financial policy of the previous Government*; while those parts which are original—the taxes on ship-building materials and tea and coffee—are precisely those the policy of which is most doubtful.

All this shows, as we have said, that their ability is considerably under their own estimate of it But we also said that the suspicions of the country were being aroused. Probably nothing has had more effect in this respect than their action about the Civil Service employes. It is not so much the number of the dismissals, though these have been more than enough to attract the attention of the country, especially as there is a great jealousy about the introduction of the American system. But the most startling thing is the striking contrast between the professions of these gentlemen when they were the Opposition, and their action now that they are the Government. When the resolutions moved by Mr. Mackenzie about the Griffin matter, and the speeches with which he and his colleagues supported it were remembered, it was thought that we should have a Government scrupulously careful about the least appearance of the coercion of officials, and far removed from any thought of dismissal from mere political motives. Yet not only have many such dismissals taken place, but we venture to say that to-day there is an uneasy feeling prevailing throughout the country that we are more dangerously near the American system than we have ever been before. And the effects of this makes itself felt in everything connected with the Government. If in this respect they have so little moral courage—have fallen so far short of the standard they themselves set up—what guarantee have we that in other matters their practice will come nearer their profession?

A writer in a late number of *Blackwood*, contrasting the present Government of Great Britain with the previous one, says:—"A deputation waiting on a Minister, or a Member of Parliament asking information in the House, may now calculate upon being granted a patient hearing and receiving a civil answer." A similar contrast might be drawn between our two Administrations; but the order would certainly be reversed. It is all well enough to talk about straightforward honesty and plainness of speech; and to boast of the absence of insincere compliments. But there is no necessary connection between rudeness and honesty; and the most scrupulous truth-teller need not cease to be polite. As the same writer says,—"The people are right in condemning ministerial *brusqueries*, and in taking strict order to prevent their repetition. Your blazing statesman despises *biensenace*, but good manners are good policy for all that." Unless the Premier remembers this truth next session better than he did this, we shall, before long, have a forcible example of how damaging "ministerial *brusqueries*" may prove.

It is generally known that some changes will soon take place in the Cabinet which, already overweighted with not a few men of less than mediocre ability, has just now been further weakened by the removal of one of its ablest Ministers. The appointment of M. Dorion to Chief Justiceship of Quebec has certainly been an act of self-sacrifice on the part of the Government. However, they may so manage the changes consequent upon this appointment, as to strengthen the Cabinet, by getting rid of some very weak members. Should they do so,—and should they, by honestly working out a sound Pacific Railway policy, by carefully abstaining from manipulating the Civil Service for party purposes; and by learning and showing a little courtesy, succeed in restoring a confidence generously given, but rudely shaken, they may manage to maintain the position they occupy. But should the contrary to all these take place,—if party exigencies force them to burden the Cabinet with men neither useful nor ornamental; if the "just cause" for dismissal should turn out to be the holding of different political opinions from the Government; if the charge that they will never build the Pacific Railway is seen to be true; if Senator Brown should sacrifice the interests of the country to an extravagant desire for reciprocity; and if the Premier makes every man who asks him a question feel that in so doing he risks a snubbing or a rude answer,—it needs no prophet to foretell that it will take Mr. Mackenzie a shorter time to convert a majority of one hundred into a minority, than it took Sir John Macdonald to accomplish the same feat.

A GREAT IMPROVEMENT.

WE are glad to observe that the Steam Navigation Company have so altered their time table that passengers for Halifax can now take the 8 a.m train from Pictou, and reaching Halifax early in the afternoon, have time to transact business so as to return next day. This is a great improvement, and will be a great boon to the travelling public. Better to travel by the slow train, than to wait for hours at Pictou. In making this change, doubtless at some inconvenience and expense, the company have shown consideration for the public convenience, and will, we hope, find their reward in increased patronage.

Henri Rochfort, and two fellow refugees, have arrived in New York. They would not permit any demonstration to be made by the French Societies, who were prepared to give them a grand reception.

Mrs. H. B. Stowe is about to commence yet another story, under the title of "We and Our neighbours," illustrating the temperance agitation.

A bill has recently passed the American Congress which gives to all soldiers and sailors who have lost an arm at or above the elbow, and are so disabled that they cannot wear an artificial arm, a pension of twenty-four dollars per month.

At the Michael Angleo celebration, at Florence, on the 6th of March, 1875, the greatest collection of Buanorotti correspondence is for the first time to be opened to the world. The seal of secrecy which has perplexed so many writers, is to be removed. It contains 700 letters of Michael Angelo, and 1800 addressed to him by his eminent contemporaries. With this large mass of material at hand, Signor Gotti is to about publish a new life of Angelo. It is to be published on the same day in French, Italian, and German. He has secured a competent English translator.

THE CHIEF JUSTICE OF QUEBEC.

"TRUTH is the handmaid of Justice." To be a good Judge, M. Dorion will need to be rather more strictly truthful than he was when Attorney General of the Dominion. A short time before the prorogation he assured Parliament that he had no intention of retiring to the bench. Now, we have news that he has accepted the vacant chair of the Chief Justice of Quebec! But, perhaps, Mr. Dorion may, in the meantime, have changed his mind. At any rate, now that he has left public life, we will "give him the benefit of the doubt."

The new Chief Justice, Antoine Aime Dorion, is a son of Mr. P. A. Dorion, who represented Champlain in the Local Canadian House of Assembly from 1830 to 1838. He was born in 1818; and educated at Nicolet College. In 1842, he was called to the bar of his native Province. In 1863, he was made Queen's Counsel. He occupies a distinguished position at the Bar of Montreal; and he is Professor of Civil law for Victoria College, Coburg. In politics, his talents have always been recognized. Ever since he entered Parliament, he has been Leader of the French Canadian Radical party. He was first member of the Executive of Quebec in 1858; was Provincial Secretary from May, 1862, to January, 1863; was Attorney General of Lower Canada from May, 1863, till March, 1864. At the late election he was chosen M. P. for Napierville; and, on the formation of the Mackenzie Cabinet, became Minister of Justice.

Mr. Dorion was apt to be carried to extremes in the interests of his party. He was one of those who advised the publication of Sir John A. Macdonald's private letter to Mr. Pope—an offence which may be forgotten, but cannot possibly be excused. In the high and honorable office to which he has attained, his course will, doubtless, be more moderate and more dignified. As Chief Justice of Quebec, he will have ample scope for the exercise of his unquestionably great talents.

"BETTER TERMS"—AN INTERESTING QUESTION.

UNDER the terms of union, the Dominion became liable for the public debt of Prince Edward Island. In consideration of the large expenditure authorized by Parliament for the construction of railways and canals, it was provided that the Colony should be entitled to incur a debt equal to fifty dollars per head of its population. The proposed Canada Pacific Railway—of which this Province could not, by reason of its isolated position, receive any direct benefit—was one of the principal reasons for this provision; and its estimated cost was taken into strict account by the delegates who negotiated the terms on behalf of the Island.

According to the scheme of the late Government, the railway was to be built by a chartered company, and its cost to the country was to be thirty millions of dollars, and fifty millions of acres of land,—*and no more*. Mr. David Laird, on returning from Ottawa with *his* terms, took great pains to impress upon the minds of our people the fact that Sir John A. Macdonald's Government was bound by Parliament not to expend, in the construction of the road, more than thirty million dollars.

Under Mackenzie's scheme, which has received the sanction of Parliament, Government is authorized to build the railway, and to agree with contractors for its construction on terms "to be settled by the Govefnor General in Council." Thus the Government is not bound down or restricted in any way; and the cost to the country is not definitely fixed. Mr. Mackenzie, in his famous speech at Lambton, declared that it would cost $100,000,000; and, under his scheme, it is admitted on all hands, that it cannot cost the country less.

Now the question interesting to Prince Edward Island—supposing, of course, that the road will be built on Mackenzie's terms—is this: Has not this Province a claim on the Dominion Government for "Better Terms" to an amount proportionate to the share it will be required to pay of the interest on $70,000,000?—that is, the difference between the $30,000,000 to which the late Government was restricted, and $100,000,000 (or more) which Parliament has authorized Mr. Mackenzie's Government to expend in the construction of the Pacific Railway!!

Had not the Minister of the Interior been, all through the late session, decidedly inimical to this Island, he would, of course, have already fully ventilated this interesting question in the hearing of his colleagues and Parliament.

LEGISLATIVE UNION OF THE MARITIME PROVINCES.

COMMENTING on the proposed union of the Maritime Provinces, the Montreal *Herald* says:—

"With regard to the principle of such a union there can scarcely be any difference of opinion, but in the arrangement of details doubtless many difficulties will be encountered, which can only be overcome by a liberal and conciliatory spirit all round. The interests of the provinces are common and require the same character of legislation. We can see no reason why one legislature could not do the work now divided among three, and do it equally well. This would effect a large saving of the public money. The expenses of keeping up three Legislatures, each with two branches and two sets of officials, for a population not one half of Ontario, are about double the expenses of that Province. This is a feature of the question not without interest to the rest of the Dominion. We have already had the spectacle of more than one province knocking at the door of the Federal Treasury for an ncrease of subsidy, on the plea that the Local Treasury is depleted and local service cannot be mantained. The practice is fraught with evil results, apart from the financial aspect of the question, and if the three Eastern Provinces can agree upon a scheme of union, which, while giving them more money for local purposes, will at the same time unite them more closely in sentiments and interest, we are satisfied it will be a matter of congratulation for the whole Dominion.

Setting bull-dogs upon inoffensive Chinamen, is one of the pastimes of the civilized heathen of San Francisco.

A plan for a monument to Charles Sumner, in either bronze or marble, to cost $50 000, has been presented by an eminent artist to the executive committee of the Sumner national monument association. The monument is to consist of one large central statue of the senator, and life-size statues representing respectively freedom, war, peace and debate.

RAILWAY ACCIDENTS.

ACCIDENTS occur on our railway nearly every day. They are generally caused by planks, stones or fence rails on the track. We do not believe that these obstructions have ever been placed on the rails with malicious intent. We cannot believe that any man, woman or child on the Island, could be so wicked as to deliberately attempt assassination by wholesale. We refuse to believe that any one would place a plank or stone on the railway, knowing it might cause the sudden death of several men. No. Carelessness, reprehensible, criminal, carelessness—and no crime more heinous—it is which jeopardizes the lives of the railway employes. So far, this carelessness has not been followed by fatal results But several persons have been seriously injured. Only the other day we "interviewed" a victim of one of these accidents who, had his skull been ordinarily thick, would have been killed instantly. Had he died, the person who thoughtlessly and carelessly left a plank on the track would have been indicted for murder, and convicted of manslaughter. Farmers living on the line of railway should be very careful, and they should warn their children and servants to be very careful, not to place or leave a stone or stick of any kind on the track. The law is—

"If any person shall wilfully and maliciously put, place, cast or throw upon or across any railway, any wood, stone, or other matter or thing, or shall wilfully and maliciously take up, remove or displace any rail, sleeper or any other matter or thing belonging to any railway, or shall wilfully and maliciously turn, move or divert any points or other machinery belonging to any railway, or shall wilfully or maliciously make or show hide or remove, any signal upon or near to any railway, or shall wilfully or maliciously do or cause to be done, any other matter or thing with intent, in any of the cases aforesaid, to obstruct, upset, overthrow, injure or or destroy any engine, tender, carriage, truck, using such railway, or to endanger the safety of any person travelling or being upon any such railway, every such person shall be guilty of felony, and be imprisoned for a term not exceeding seven years."

ACCOMMODATION FOR TRAVELERS.

PRINCE EDWARD ISLAND has many natural attractions. It is the annual holiday resort of thousands who have their homes and their business in the large cities of the Dominion and the United States. Every visitor who can obtain accommodation is pleased with the place and the people. Only those who—coming to the Island in the hope of having a good rest and a pleasant holiday—are unable to find a respectable hotel at which to stay, go home disgusted to circulate reports prejudicial to the interests of the Province.

Of late years, there has been a great improvement in our hotels, and strangers may rely on good, wholesome fare, and *cead mille failte*. Mr. Holman has a first-class hotel at Summerside; the "Ocean House," Rustico, is a pleasant resort; and houses in Charlottetown, open to the travelling public, are numerous and well-kept, though not large or very luxuriously furnished.

A large number of persons come here to rusticate and renew their health. These want repose, pure air and wholesome food. They like the country far better than the city. The majority of our farmers have just the accommodation they require, and many of them would be glad to market their fresh eggs and butter on the farm and make a little cash at home by accommodating respectable strangers. The difficulty is, that, at present, neither the former nor the latter have the means of making their wants nor their wishes known; and so neither are satisfied. Would it not be a good idea for farmers, desirous of taking a boarder or boarders during the summer months, to enter their names and addresses on a register kept in some convenient place—say the Reading Room—so that strangers could, without trouble, know who would accommodate them? We offer this suggestion.

We are pleased to learn that some of our leading business men seriously contemplate the establishment of a first-class hotel in this city. A first-class hotel—backed up by our railway and our steamers—would attract many wealthy visitors; and money, which would otherwise be spent in Halifax and St. John, would be laid out here. The company which establishes a first class hotel, will do the city a great service; and will, in the end, be well repaid the necessary outlay.

THE RIGHTS OF P. E. ISLAND.

[From the Toronto Nation.]

The latest character in which the Senate has appeared is that of a determined defender of popular and democratic rights in opposition to the reactionary policy of the House of Commons. The latter Chamber had decided to accept the provincial suffrage for the election of its own members in all the Provinces except Prince Edward Island, where manhood suffrage prevails, and where a great decrease in the number of voters was resolved upon. The Senate saw its opportunity and hastened to profit by it, by rejecting this restrictive provision, and constituting itself the champion of popular rights in Prince Edward Island. It had been told the day before that it could make itself the defender of the weak against the strong, it might set itself in opposition to the Commons with some chance of escaping censure and possibly securing a little applause. Prince Edward Island proved to be the Ginks' Baby that required its guardianship; and they threw the shield of its protection over the puking infant with many marks of real affection. This act of the Senate, so far as we have seen, has not been challenged. The reason of this immunity from attack is not because it is clearly in the right for it was not less so in the case of Tuckersmith: the folly of uttering idle menaces may have restrained the rash pens of the critics. *There was no valid reason for subjecting Prince Edward Island to an exceptional treatment; and the proposal to disfranchise a large portion of the population was a political outrage*, which it is lucky we had a Senate to restrain. We like the signs of courage in the Senate, though we should be the last to encourage it in an obstinate and ill-advised contest with the popular branch of the Legislature. Courage, when united to prudence, never injured any man or body of men; though the want of it often invites encroachment and insult, submission to which creates contempt for the object of them. The Senate will be all the better thought of for occasionally asserting its own individualty and independence. When Crown nomination expires, we trust that it will leave the world without uttering craven cries over its fate; but that it will try to realize that there may be circumstances in which ic is a privilege to die for one's country.

CANADA AND THE UNITED STATES.

[From the Scottish American.]

The very intelligent tone which has characterized the discussion by the press of the United States of the proposed Reciprocity Treaty is due in no slight measure to the gradual change of public feeling in this country, in regard to the future relations between the Dominion and the Union. This is due in turn to the decline of what has been aptly called "The American Legend." Year after year sees the people of the United States are less and less disposed to encourage the lust for new territory, the hankering after a confederation which shall extend from the Gulf to the Arctic circle, and the temper and national policy which are necessary for the attainment of these things. As the nation grows older it becomes conscious of political problems, which in its heedless youth it fancied it could safely disregard, and as the difficulties of preserving good Government over the vast domain already acquired becomes more painfully apparent, the desire to add new elements of difficulty to the working out of a colossal experiment suffers a substantial decrease.

The recent discussion about Reciprocity has, for this and other reasons, been conducted on the part of the press with a noticeable absence of all more or less offensive reminders about the certainty of annexation the impossibility of seriously defending Canada against the invasion, and so forth. It is also dawning upon the mass of newspaper readers in the United States that there is across the border a community of four millions of people, with an area for an indefinate expansion of three and a half millions of square miles, and with a productive energy which in portions of Ups per Canada has achieved matetial triumphs as striking as any which have been witnessed in the most progressive sections of the Union. When bank disconnts show an increase in one year of $12,500,000, equal to twelve per cent. on the gross amount; when foreign trade has reached an annual value of $240,000,000; and when, with trade on a specie basis, the country is pro ceeding to the energetic development of public works, for which money can be borrowed at a lower rate than by any community in the Union, the progress of Canada is as unmistakable as the favorable conditions which it presents for that progress. Reciprocity will be of advantage to both countries, but the mutual good understanding which it will serve to maintain may prove of greater importance still.

THE ENGLISH GENTLEMAN.

"The English gentleman, (Mr. Taine declares) is not the French *gentil-homme*. The qualities of his temperament are colder, more serious. His courage is not fiery, headstrong and chivalrous, he is always calm; he neither seeks nor likes extreme danger except to display his indifference. Neither is he the *honnete homme* of Louis XIV. He is less of a courtier, less polished, less easy. He never quite abnegates himself; he respects himself too much to put on an air of nothingness or admire it in others. What in the feudal baron was indomitable pride, has in the lapse of centuries become quiet assurance. Per contra, egotism, that sentiment by virtue of which a man dares to be himself, is accompanied by a scrupulous regard for the rights of others, a delicate reserve that borders at times on timidity. But there is no finer trait in this character than its manly love of truth. The soul clings to it with such intensity that it is imbued with it, and falsehood becomes an impossibility. The English aristocracy is the most trustworthy, the most truthful in the world. A gentleman would blush to change his name or usurping title. Nor would he find willing dupes to so low a deceit. Nowhere has the value of human words been more carefully weighed. We must go to the English courts to study the art of giving testimony, and of understanding and interpreting testimony. The Anglo-Saxon lie is not the naive, swaggering of the southern people, a lie that has no object, and is tickled with itself. The Anglo-Saxon lie seems, even to those who are guilty of it, a horrible extremity. The eye never loses the ability to discern the light from the shade, the true from the false. The soul goes straight for the truth, like a well-aimed arrow, and swerves from its path only with great effort. Conventionalities, prejudices, fictions are so many veils in which the spirit envelopes itself that it may not perceive the truth too clearly. If people proceed slowly, it is only because they do not like to contradict themselves. If a child, says Johnson, declares that he has looked out of this wins dow, and he has looked out of that, flog him. The air of freedom is fatal to deceit. To say of a man that he is safe, is the best praise that one can give. The English gentleman has no trouble in keeping a secret. His life is woven of prudence and reserve. He has few confidants; he does not like to expose to the eyes of another the weaknesses, the contrdictions, the incoherencies of his hidden life. He does not give himself up to the idle complainings, the indiscreet imprecations of the peoples of the South. We feel in every man the intimations of a hidden life; the heart is not a gate whose hinges are worn. Loves and hates are silent. Concience, cased in thicker wrappings, is more delicate, more tender, more morbid. Words are measured, because words are acts. The Englishman fulfils the obligations of friendship with a scrupulous care which suggests too much of duty and too little of pleasure. It is the same with his hospitality He owes it to himself to treat his guest well; he shows him flowers, pictures horses, everything that he possesses—of himself, very little. In the land of aristocracy the type of the gentleman represents the principle of equality. The least shade of servility or flattery, instinctive emotion in the presence of rank or wealth, imitation, affectation are dissonances. Imitation in every shape is vulgar, affectation is a shock to sincerity. The utmost that can be tolerated is a certain kind of awkwardness resembling shamefacedness. But the ideal is a perfect equilibrium between being and appearing, between thought and action, with a quiet ease that ignores, even more than it disdains, all shams, all insulting homage, the useless luxury of vanity. Thus it is that virtue, honor, the culture of the mind, have engendered a certain equality even in the very lap of privilege. Just as, in the ancient military noblesse in France, one gentilhomme was as good as every other, so in English society a gentleman is a gentleman.

The first salmon that has been caught in the Connecticut river for many a year was captured a few years ago about two miles below Hartford. It was 30 inches in length and weighed 6 1-2 pounds. Eighty years ago salmon abounded in the Connecticut, but they were driven away by dams and saw mills. The reappearance of this delicious fish in the river is believed to be the result of the measures taken by the Fish Commissioners, who have stocked the Upper waters with salmon fry, artificially hatched, and caused an apron to be built at one end of the Holyoke dam, so that shad and other large fish can work their way over that obstruction. It is hoped that in a year or two more, Connecticut salmon will become dientiful.

TECHNICAL EDUCATION IN CANADA.

[FROM THE LONDON MINING JOURNAL.]

As the future prosperity of the Dominion is admittedly dependent in a great measure upon the judicious developement of her mineral resources, it is particularly gratifying to find that the efforts to provide increased facilities for the acquirement of sound technical knowledge made by the Board of Governors of the University of King's College, Windsor, appear to be fully appreciated in the province, and are already promising good results. A larger number of students from the immediate locality have been in attendance during the past year than at any previous time, and taking the total popu'ation of the province, and the number of students on the King's College books, the Nova Scotian community may be congratulated that a greater proportion of their number are receivin; technical and collegiate instruction than is the case in many other countries, in which much credit is taken for the exertions made to secure the existence of science for the promotion of national industries. This success is no doubt due to the care which the governors have taken to supply during the University course a thoroughly practical as well as a sound literary educatian, and thus produce graduates not only fitted to occupy the position of gentlemen, but also able to maintain themselves in honor and profit when thrown upon their own resources.

With regard to the present teaching power of King's College, considered as a college of physical science (for it is unnecessary here to refer to its position as a school of theology, which has been sufficiently established during its 86 years of existence), it may fairly be described as excellent, since the range of subjects taught is fully as large as in the College of Physical Science connected with the University of Durham, which is recognized as one of the leading science schools in Great Britain, whilst the professors occupying the several chairs are thoroughly competent. Under these circumstances it certainly becomes a question whether the comparatively small number actually attending each class is not a positive advantage to the student, since the amount of tutoring which can be given to a dozen or twenty becomes impracticable when one has to deal with five or six times the number. In the classes of mathematics, natural philasophy, astronomy, and engineering respectively the student would have the opportunity of acquiring such a knowledge of analytical geometry, the differential and integral calculus, statics, the theory of the motion of a particle in one plane, and the elementary parts of hydrostatics, geometrical optics, and astronomy treated mathematically, as would prevent him from contracting erroneous notions during the study of the more practical portions of experimental physics, and thus avoid the annoying mistakes too often fallen into by so-called practical men in endeavoring to remove some trifling difficulty which they may have happened to encounter. The leading applications of science in connection with industrial pursuits would be learnt in the class of natural philosophy, wherein faculties are afforded for the study of practical mechanics and mechanism, including the application of mechanical principles in mining, hydraulics, and pneumatic machinery; of light, electricity, and magnetism; especially with regard to their applications to industrial purposes; and of heat and its application, including the chief properties of heat employed in manufactures, and the more important methods of utilising it in the steam-engine.

It is, however, in the classes of chemistry and natural history that the subjects connected with mining as distinguished from mine engineering will be more extensively studied for herein the student will be able to learn the application of geology, with physical and historical geology, mineralogy, and palaeontology, as well as the applicas tion of chemistry, the elements of organic chemistry, and the details of qualitative and quantitative analysis. It has been very truly stated that Canada ought now to be able to educate her own engineers and miners, and such efforts as those which have now been made at King's College, Windsor, will certainly unable her to do so; for here the student preparing himself for the engineering profession would acquire that scientific knowledge which is so essential to enable him to derive the utmost benefit from practical experience, and also learn surveying, drawing, and such other technical knowledge as would make him most useful to the practising engineer under whose guidance that necessary experience must be attained. That King's College might be in a position to inpart the necessary knowledge with the greatest facility, the governors have recently expended a large amount for the purchase of instruments of the highest class, and suitable books have been added to the library, so as to make it thoroughly efficient for consultation. Nor have the requirements of the student intending to devote himself to mining pursuits been less carefully attended to. There is an abundance of apparatus of the best construction and most approved form, and the instruction in practical chemistry is given on the system which made the reputation of the famous Giessen laboratory, and which is now almost universally adopted, especially in such laboratories as those of the Royal College of Chemistry, now the chemical department of the Royal School of Mines London; and it is stated object of College authorities to give a direction to the advanced work of the students in accordance with their professional intentions. A great part of the analytic operations is made to consist of the examination of minerals, especially metalic ores and coals. The making of chemical preparations is carried on at convenient times, more particularly with reference to the purification of commercial substances and the direct production of reagents; the instruction in practical chemistry being, of course, in addition to that given in regular courses of lectures on chemical physics and inorganic and organic chemistry.

That the College is deserving of success in return for the material benefits which it offers to those who rely upon it for their education cannot be questioned; for with the command of technical knowledge such as might justifiably be expected in students who shall have completed the course of study here indicated, and with an intimate acquaintance with French and German, for the acquisition of which the b ard have provided ample facilities to the students by establishing the chair of modern languages, it is not unreasonable to expect that the Windsor graduates will be well able to hold their own in whatever position they may find themselves, and that when they are no longer students they will be able to keep themselves well informed as to the scientific progress taking place, either in the old world or the new.

PASSENGERS.

Per Str. *Carroll* from Boston, Mrs. J. McIntyre, Mrs. Mowen, A.M. Clarke, B. Reynolds, A. Gornes, M. Joseph, M. Ross, E. Ledwell, Maggie Ryan, Mr. J. Mowen.

Per Str. *Carroll* to Boston Mrs. Maher, Mrs. Lyons, Margaret McEachern, Mary Ann McDonald, George Campbell, Patrick Trainor, M. M. Stewart, John McPhee, Adam McCormack, Mr. Tucker.

NEW ADVERTISEMENTS.

A PROCLAMATION

By His Honor Sir Robert Hodgson, Knight, Administrator of the Government of the Province of Prince Edward Island, and the Territories thereunto belonging, Chancellor and Ordinary of the same, &c., &c., &c.

[L. S.]

R. HODGSON, Administrator.

WHEREAS, on Wednesday, the 27th day of May last past, between noon and the hour of two o'clock, p. m., at Hogg's Crossing, on the Railroad, two miles east from Summerside, a plank was, by some person or persons, placed upon the Rail, which caused the throwing off the track the Construction Train, and the destruction of four Cars, as also the injury of a Workman:

And, Whereas, on Thursday, the 28th day of May last past at the Tracadie Cross Roads two planks were placed on the rail by some person or persons, with a view to the obstruction of the Construction Train, and which obstructions were encountered by the night Train from Mount Stewart:

Now, Therefore, in order to the discovery and punishment of any person or persons guilty of any of the aforesaid felonious acts, I have thought fit, by and with the advice and consent of Her Majesty's Council, to proclaim, and I do hereby proclaim and offer a reward of FIVE HUNDRED DOLLARS to any person or persons, (not the actual party to the acts), who will give such information and evidence as will lead to the discovery, apprehension and conviction of the offender or offenders.

Given under my hand and the great seal of this Island at Charlottetown, in the said Island, this fifth day of June, in the year of our Lord one thousand eight hundred and seventy-four, and in the thirty-seventh year of Her Majesty's reign.

By Command,
T. HEATH HAVILAND,
Colonial Secretary.

FRESH

TURNIP SEED!

EVERY VARIETY,

WHOLESALE AND RETAIL.

PRICES LOW.

AT

HASZARD'S AGRICULTURAL STORE,

West Queen Square, Charlottetown.

June 8, 1874.—tf

Salt. Salt. Salt.

DAILY EXPECTED.

BARQUE "LAVINIA,"

from Liverpool with

400 TONS SALT IN SACKS.

JAMES C. POPE.

Ch'town, June 8, 1874.—3i a 1 s jour

MURRAY HARBOR FERRY.

COLONIAL SECRETARY'S OFFICE.
May 29th, 1874.

Sealed Tenders will be received at this office until Wednesday, the 17th day of June next, at noon, from any person or persons willing to contract for the running of a Ferry at Murray Harbor, between the Basin Wharf on the north side, and Machon's Point Wharf on the south, (extending one run after calling at Machon's Point to the Store Beach, at least once a day, or when signalled for), for the term of three years, in terms of the Act 3d, William 4th cap 8.

The tender must express the rates of ferriage to be demanded for passengers, horses, cattle, sheep, calves and swine; also for vehicles, luggage per cwt., and produce per bushel.

The signatures of two responsible persons willing to become bound for the performance of the service, must accompany each tender.

"Tender for Murray Harbor Ferry," must be endorsed on the envelope.

T. HEATH HAVILAND,
Colonial Secretary.

June 8, 1874.

To Mill Owners.

FOR Descriptive Circular of our

Patent Lever-Feed Shingle Machine,

AND THE

'Leffel Double Turbine Water Wheel.'

ADDRESS

Smallwood & Bovyer.

Ch'town, June 8, 1874.—6m is sp.

MERCHANT'S BANK OF P. E. ISLAND.

A DIVIDEND of Five per. cent. for the past half year, hath this day been declared, and is payable to Stockholders on demand.

WM. McLEAN, Cashier.

Ch'town, 1st June, 1874.—1in

Notice.

On and after TUESDAY, the 9th June, the Steamers

ST. LAWRENCE & PRINCESS OF WALES,

Will leave for PICTOU, at three o'clock in the morning instead of five as heretofore. This will enable passengers to take the 8, a. m. train for Halifax, arriving there at 3.25, p. m., and return next day.

F. W. HALES.

Ch'town, June, 8, 1874.

WOOL. WOOL.

THE Subscribers will pay the highest price in Cash, for any quantity of GOOD WOOL, delivered at their store.

BLATCH, McKENZIE & Co.

Ch'town, June 8, 1874. 4in

Salt to Arrive.

2,000 BAGS LIVERPOOL SALT expected daily, orders are being taken for delivery from Ship Side on arrival.

N. RANKIN.

June 8, 1874.—1in

ONE BOX OF CLARKE'S B 41 PILLS

IS warranted to cure all discharges from the Urinary Organs, in either sex, acquired or constitutional, Gravel and Pains in the Back. Sold in Boxes, $1.50 each, by all Chemists and Patent Medicine Vendors.

Sole Proprietor, F. J. CLARKE,

APOTHECARIES' HALL, LINCOLN, ENGLAND.

EXPORT AGENTS.

Burgoyne Burbidges and Co., Coleman St. London.
Newbury and Sons, 37 Newgate Street, London
Barclay and Sons, 95 Farringdon Street, London
Sanger and Sons, Oxford street, London.
And all the London Wholesale Houses.

AGENTS IN CANADA.

Montreal—Elliott and Co., Wholesale Druggists.
Shapter and Owen.
Hamilton.—Winer and Co
St. John, N. B.—H. L. Spencer
Halifax, N. S.—A very, Brown and Co
October 13, 1873. 1y

Girls Wanted,

AT THE

ISLAND PARK HOTEL.

Ten Girls as Waiters and Chambermaids, &c. Reference required. Wages, $5 to $8 per month.

J. L. HOLMAN.

Summerside, June 1, 1874.—4i

NEW ADVERTISEMENTS.

MARKET HALL!!

Wednesday & Thursday,

JUNE 10th & 11th,

The Monarchs of Ministrelsy.

THE WORLD FAMOUS,

THE ONLY AND ORIGINAL

SKIFF & GAYLORD'S MINSTRELS

AND BRASS BAND,

Now on their Fourteenth Annual Tour,

16. STAR ARTISTS 16.

The most Complete and Perfect Minstrel Organization in Existence.

This World Famous Band have continued an entirely uninterrupted and successful career of Fourteen Years, something heretofore unknown in the annals of minstrelsy.

Everything New and Brilliant. New Songs, New Dances, New Acts, New Burlesques, &c. An entire change of Programme each evening.

Admission 25 cents. Reserved seats 50 cents. Reserved seats will be for sale at W. R. Watson's Drug Store, commencing Saturday, June 6th. Doors open at 7. Performance to commence at 8.

LOW GAYLORD, Proprietor.
ED. RUSSEL, General Agent.

AUCTION.

WE will sell at Auction, on WEDNESDAY next, the 10th inst., in front of Salesroom, at 11 o'clock:—

300 bbls FLOUR,
50 do CORNMEAL;
20 puns MOLASSES,
10 hhds SUGAR,
10 kegs TOBACCO,
40 caddies do
100 coils 6th MANILLA,
100 boxes SOAP,
100 sides LEATHER.

CARVELL BROS.,
Auctioneers

Ch'town, June 8, 1874.

"ITALIAN WAREHOUSE,"

QUEEN STREET.

At lowest possible Prices,

CHOICE

GROCERIES,

MAGNIFICENT WINES,

GENUINE LIQUORS,

&c. &c. &c.

Warranted Pure and Unadulterated.

MACEACHERN & CO.

June 8.—1m

COAL!

Victoria Mines, Sydney.

THE above Mines are delivering a superior article this season, quite free from slate from a depth of 135 feet below any previous year. We can recommend this COAL to consumers and dealers, and feel confident that it will give satisfaction.

The Company are enabled to deliver largely in excess of previous years. Vessels will have no delay in getting their cargo.

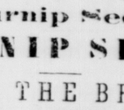
Prices $3 for Round, $1 for Slack.

Terms, sixty days or 2½ per cent discount for Cash.

HYNDMAN BROS.
Agents for P. E. I.

Ch'town, June 8, 1874.—ar pa 3mo

BOSTON STEAMERS.



SEASON 1874.

THE Steamers "Alhambra" 782 tons, and "Caroll," 1372 tons, having both being thoroughly overhauled, and fitted with very superior accommodation for passengers, will leave Boston during the season alternately every Saturday at noon, and returning will leave Charlottetown alternately every Thursday at five p. m., calling at Halifax and Canso both ways.

For freight or passage apply to

CARVELL BROS, Agents

Ch'town, June 1, 1873.—a p is

TURNIP SEED!

WARRANTED

Fresh, Pure, and Good.

Green Top & Purple Top.

The Celebrated Champion Turnip,

and other varieties.

BEER & S