

Local and Other Items.

Two more failures are reported from Montreal.

The Quebec local elections are fixed for the first of May.

Y. M. C. A. Division, S. of T., resumed work. Night of meeting—Thursday.

The Hillsborough channel is open, and passengers are crossing in boats.

REMEMBER the St. Joseph's T. A. Society reading in St. Patrick's Hall this evening.

A PUBLIC Temperance meeting will be held in Morel Schoolhouse on Tuesday next.

New Oranges and Lemons, and Cape Cod Cranberries just received at "The Confectionery."—2in

REMEMBER the public temperance meeting this evening in Reform Club Hall. Admission 5 cents.

The East River is now alive with sportsmen, and wild geese are falling their prey, in large numbers.

"ESQUIRE."—Your letter must be signed by your own name before it can appear in the DAILY EXAMINER.

REGULAR convocation of "Port la Joie Encampment," I. O. O. F., will be held this evening, at 8 o'clock.

In St. John, N. B., on Monday, a woman named Thompson, thirty-two years of age, walked over a wharf and was drowned.

At the Stipendiary Magistrate's Court this morning Daniel Carroll was fined \$10 or one month for assaulting Frederick Hughes and Benjamin Goodkin.

FIRST OF THE SEASON.—A lot of those fine Oysters just received at the Union House, by C. O. Winkler—same kind as were sent to Paris Exhibition. 2i

We understand that the police have succeeded in arresting the conductors of three houses of ill-fame that have existed in this City for a short time, and they will be examined before the acting Stipendiary Magistrate to-morrow.

STEAMSHIP "Carroll" will leave T Wharf, Boston, for Halifax (only), Wednesday, March 27, 1878, at 12, m. For rates of freight or passage, apply to W. H. Ring, 18 T Wharf, or O. G. Pearson, 219 Washington street. Leave Halifax for Boston, 30th inst.

ST. JOSEPH'S T. A. SOCIETY.—The usual fortnightly entertainment under the auspices of the above Society will take place in St. Patrick's Hall, to-night (Wednesday, 27th inst.) A good time may be expected. Admission 10 cts.

D. O'M. REDDIN, JR., Sec'y.

At about 12 o'clock to-day the dwelling house of Mr. Francis Bano, North Point, West River, was discovered to be on fire, and, before anything could be done to stop the progress of the flames, it was burned to the ground. We have not heard further particulars.

ON Saturday last, Premier McKenzie received a threatening letter, informing him he had but two days to live, as he would be shot. This, no doubt, is the work of some malicious fool, or an electioneering dodge, by the way of exciting sympathies for Mr. McKenzie.

The Northern Light Express train from Georgetown yesterday struck and almost demolished an unfortunate cow that found her way on the track. The fence along the Railroad line is reported in bad condition and the crossing gates are reported to be not yet closed.

The liquor dealers of this City have been holding periodical meetings at the "Commercial House" since the new License Law came into effect. The proceedings of these meetings have been kept strictly private. However, a sketch of the minutes of one of the meetings has found its way into the hands of a Knight of the Blue Ribbon. No doubt it will be a subject for discussion at the public meeting of the Reform Club, which takes place this evening at 8 o'clock.

AN Ottawa despatch of the 23rd says:—Mina Donaldson, of North Fredericksburg, eloped with Mr. George Lucas, a married man, who leaves a wife and a family of five or six children. She went to Napanee, where Lucas joined her, and together they proceeded west by the evening train. Before leaving, Lucas effected a loan of two hundred dollars by a mortgage on a farm and borrowed a large amount on a promissory note from a local money lender.

The international pedestrian contest at London, Eng., collapsed rather suddenly on the 23rd. Vaughan completed 500 miles at 7.30 o'clock, and then retired; O'Leary walked until 8.10 o'clock, when he had completed 520 miles and two laps, which is 440 yards further than the best performance on record; Brown walked till 8.30 o'clock, scoring 477 miles and four laps; Ide also walked till 8.30, scoring 405 miles and four laps. O'Leary was then declared the winner, amid the playing of national airs, excitement and enthusiasm. Ten thousand people were present during the evening.

In Montreal on the 2nd a drunken brawl took place between Peter Deegan, laborer, and a woman named Ann Kane, with whom he was intimate. The latter dashed a kettle of boiling water over the former, scalding him to death. The unfortunate man was removed to the hospital, where he died after terrible suffering. Ann Kane is a good-looking young woman, only 24 years of age. She has been arrested and lodged in jail awaiting the coroner's inquest. The deceased was a married man, 40 years of age, and leaves a wife and family.

OTTAWA NOTES.

(Correspondence of Halifax Herald.)

EXPENSES OF COMMITTEES.

The report on the expenses of the various committees, moved for by Mr. Young, of Waterloo, has come down; and each year the amount was as follows, chiefly for witnesses and reporters:—

1874.....	\$ 6,757 10
1875.....	942 62
1876.....	3,593 06
1877.....	6,425 62

Total.....\$17,723 40

THE QUEBEC AFFAIR.

There is as yet no sign of the Quebec business coming up in the House. The Speaker of the Quebec Assembly has been here for some time, but owing to some causes of which I am ignorant and which probably are mere routine, nothing has been done; but it is quite impossible to imagine that the session will go over without a debate on one of the greatest outrages ever committed by a public officer in a British colony.

THE INDEPENDENCE OF PARLIAMENT ACT has gotten considerable criticism, and it is very likely that it will meet with considerable modification in committee. It is even whispered that it may be altogether withdrawn; but this would be too weak a step for the Government to take. It would be a retreat before the mere bugles of the enemy, and would cause a general rout of the Party and great discontent in the House among the strongest friends of the Government. Nevertheless, there are a number of Government supporters who would be very much relieved if this Bill were withdrawn altogether, and who look upon it as almost a personal assault. Mr. Lafontaine does not feel easy in his place, nor is he a success as a maker of legal measures. He introduces them with timidity. He defends them without clearness. And, as I have suggested in a former letter, he is always looking over his left shoulder, ashamed, to see if Mr. Blake is looking at him. It is perfectly clear that Mr. Lafontaine is out of his depth in the office of Minister of Justice. There is just one other Minister who is probably doing more for this Ministry than he need to do. That is Mr. Laurier. He appears to be giving it his life.

MR. POPE, OF QUEEN'S.

Mr. Pope, in reply to Mr. Frochette, makes a proper point on this subject. This foolish talk about the navigation of the St. Lawrence in winter would be all very well if we had no Intercolonial Railway. Mr. Pope points out that half the cost of trying nonsensical experiments with the winter navigation of the St. Lawrence would lower the freight on the Intercolonial Railway. The railway was the solvent of the difficulty, and was the best way of maintaining the connection in winter. Halifax was the winter port; the Intercolonial was the winter highway; and while these existed there was no need of talking about the winter navigation of the St. Lawrence. It was a mere visionary scheme which no sensible man would entertain for a moment (at this the mustachios of the poetic Frochette curled in indignation and his eye "in a fine frenzy rolling," dealt out darts of death at Mr. Pope). It was all right and natural. Mr. Frochette is accustomed to glare at Mr. Pope.

(Correspondence of the Patriot.)

Mr. J. C. Pope replied to Mr. Frochette, but he had not uttered a dozen words before he was called to order. It seems almost impossible for Mr. Pope to express himself on any subject without transgressing the rules of order. His coarse and offensive manner of speaking of what is said by those who differ with him in opinion will not be tolerated in the House of Commons. He stigmatized Mr. Frochette's speech as nonsense, and went on to speak of the difficulties of the winter navigation of the St. Lawrence and the small practical benefit which the winter navigation of that river could confer upon the Dominion. He ridiculed the idea of the Northern Light being a success, and denounced her as an "expensive plaything." He said that the good she has done so far has been literally nothing.

Mr. Davies tripped Mr. Pope up very neatly when he reminded the House that he was himself one of the first persons to propose to keep up communication between the Island and the Mainland by means of a Winter Steamboat. When he negotiated the terms of Confederation between the Island and the Dominion, he made it one of the conditions of the Union. He considered that Mr. Pope had disparaged the performances of the "Northern Light." She had performed very good service, and had, as he frankly stated, surpassed his expectations. Last winter the great difficulty was to get her on the route. She had to work her way out of Charlottetown harbor through closely packed ice, of great thickness, but when she was on the route she made her trips with great regularity. This winter the difficulty was with the heavy polar ice that had drifted into the Straits, but, after all, the interruptions, when the difficulties of navigation were taken into consideration, were very short—only twelve days at one day, and a week at another. This was more than one expected when the experiment of winter navigation was tried.

(Correspondence of Toronto Mail.)

THE INTERCOLONIAL RAILWAY AND THE STEEL RAILS.

Mr. Fryd es appeared before the Public Accounts Committee to-day (21st) with some statements respecting the Intercolonial railway, which had been asked for. They show a continuation of that peculiar system of bookkeeping which, like the hard times, came in with the Great Government. In the year 1873, Mr. Cartwright charged over \$500,000 to revenue instead of to capital, the evident object being to make the expenditure for that year, for which he intended to hold the old Government responsible, much larger than it really was. What now do we find? The steel rails, purchased at a score of places between Halifax and Vancouver. It was thought necessary to dispose of as many of them as possible, and so the idea was conceived of removing from the Intercolonial railway iron rails which have been found good enough for new branch lines, and putting down steel rails in their place. Ten thousand tons have been thus got rid of on the Intercolonial, or some \$500,000 worth. They cost from \$11 to \$11 10s. per ton. They were not used on the Intercolonial for a couple of years after they were purchased, during which time rails had fallen from \$2 10s. to \$3 per ton, but they were charged to the Intercolonial at the original cost. In other words, this

railway, for which the rails were not purchased, has been made to bear an extra charge on this one item of about \$150,000, because Mr. McKenzie saw fit to purchase from a firm of which his brother was a partner millions of dollars' worth of steel rails, when there was no earthly use for them, but which, for the most part, are eating themselves away by corrosion, interest, and storage. Mr. John McDonald came to the rescue of the Government by asking Mr. Domville what he would have done if the rails had advanced instead of declined in value. I wonder at Mr. McDonald putting the question. Any honest man could answer it without hesitancy or equivocation—charge them to the Intercolonial at their market value. Anything else would be dishonesty and a false representation of facts. The Intercolonial is now made to carry an extra charge of \$150,000, simply to cover up by so much Mr. McKenzie's extraordinary conduct in connection with these steel rails. But this is not all. There was \$543,000 expended on the railway during the last fiscal year, which the powers that be have seen fit to carry into a suspense account. This is for the 10,000 tons of steel rails, less the iron rails credited to the railway, for legal expenses, fencing, and several other things. Why was not the whole of this money cleared off during the year? Fencing is not the work of any particular year; neither are legal expenses, nor yet renewals. The Government, aided by Mr. Brydges, determined to carry the amount over three years, and, consequently, charged only \$200,000 in last year's account. This is not honest. It does not fairly represent the year's working of the Intercolonial, and besides it will throw upon these gentlemen's successors the exquisite pleasure of paying their debts.

Married.

On the 21st inst., by Rev. Robert Laird, Mr. Donald Stewart, Malpeque, to Ellen, daughter of Mr. Thomas Adams, New London.

NOTICE TO TEACHERS

ALL TEACHERS should send their certificate to obtain salary to the Education Office by mail, not later than the 8th of April. This certificate is the only document required at the end of March and September, and should contain the number of the School District.

EDWARD MANNING, Supt. of Education.

Cloths and Clothing!

Ready-made or Made to Order.

JUST RECEIVED A Very Large Supply of

READY-MADE CLOTHING! HATS, CAPS, TIES, SCARFS, SHIRTS, &c.,

Tweeds, Coating and Cloths.

Buyers before leaving their measures or orders elsewhere, should inspect our Stock and Prices.

ROBERT ORR & CO. Charlottetown, March 18, 1878.

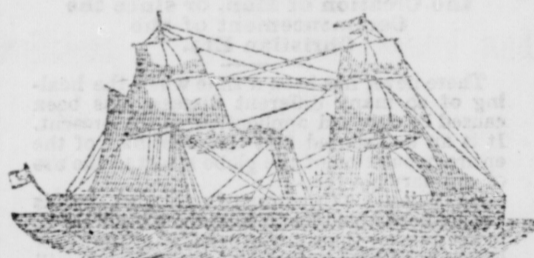
NOTICE!

PERSONS having left Umbrellas or Parasols at the Subscriber's Establishment for repairs, are requested to call for the same within two months from date, otherwise they will be sold to pay expenses. Establishment opposite Bridges' Pork Store.

JOSEPH CUNEO, Hillsboro' St., March 18 -4i

1878.

Ocean Steamship Co'y



OF P. E. ISLAND. SPRING TRIP.

The First-class Iron Screw Steamship "Prince Edward,"

1364 Tons Register, Classed 100 A1, which is the highest class at Lloyds,

Robert Fraser, Commander,

Will be on the Berth at Glasgow to receive Cargo about the 15th March, Leaving Glasgow for Liverpool, about 5th April, and will leave

Liverpool for Charlottetown On or about the 15th April,

Carrying Freight at through rates from London, deliverable at Charlottetown, Pictou, Georgetown, Summerside, Souris, Alberton and Shediac.

For Freight or Passage, apply, in London, to JOHN PITCAIRN & SONS, 69 Cornhill; in Glasgow, to JAMES KELSO, junr., 134 St. Vincent Street; in Liverpool, to PITCAIRN BROTHERS, Brockley Buildings, 51 South John Street; in Pictou, N. S., to NOONAN & DAVIES or here, to

FEARKE Bro's & Co., Managers

Charlottetown, Feb. 2, 1878.—3tw

SPRING GOODS!

Ex S. S. Northern Light,

—AT THE—

London House

WILL

BE SHOWN ON MONDAY, the 4th March,

200 PATTERNS

CANADIAN TWEEDS,

West of England and Scotch Makes.

—ALSO—

BLACK & BLUE BROADCLOTHS,

Worsted & Fancy COATINGS!

SINGLE GARMENTS and SUITS made up in the best styles and at the shortest notice.

OUR TAILORING DEPARTMENT

A GREAT SUCCESS.

A SPLENDID ASSORTMENT Men's and Boys' Hats.

We offer SPECIAL INDUCEMENTS in House Furnishing Goods—

DAMASKS; REPPS, GRETONNES, MOREENS, ETC.

SHEETINGS, PILLOW COTTON, WINDOW HOLLAND, White & Grey CALICO, ETC.

CARPETINGS, HEARTH RUGS, MATTS & MATTING, FLOOR OIL GLTGH, ETC.

A CHOICE ASSORTMENT OF

Paper Hangings

GEORGE DAVIES & CO. March 2—1m 2aw

Auction Sales.

SALE!

Subscribers will Sell, by AUCTION, on Saturday, the 30th instant,

AT 11 O'CLOCK, A. M.,

- 20 Chests TEA (warranted),
- 20 do. do. do.
- 40 Boxes SOAP,
- 30 do. do. (Toilet),
- 20 Doz. PAIRS,
- 20 Doz. BROOMS,
- 10 Doz. Stove & Shoe BRUSHES,
- 15 Cases MATCHES,
- 10 Bbls. Lamp CHIMNEYS,
- 4 Bbls. Bottled ALE,
- Bbls. SUGAR,
- 30 Bbls. Good APPLES,
- 30 Boxes RAISINS.

Mackenzie & Stumbles, Auctioneers.

Ch'town, March 27—pat 3i

AUCTION!

Fishing Station at Rustico.

TO BE SOLD, ON

Thursday, the 9th May next,

at 11 o'clock, on the premises,

THE FISHING STATION of the late E. E. Churchill, which comprises all that tract of Land situate on Rustico Beach, in Lot 24, bounded and described as follows: Commencing at a stake set in the west side of Water Terrace, and in the northeast angle of Fishing Station No. 1, in possession of R. B. Morrison, and running thence by the Magnetic Meridian of the year 1764, south sixty degrees west, two hundred feet, to the shore of Rustico Bay; thence north sixty degrees east to the said Terrace; and thence southwardly along the same to the place of commencement—together with Buildings thereon.

—ALSO—

- 4 Fishing BOATS,
- 8 DORIES,
- 38 PUNCEONS,
- Lot of Fishing Gear, Baits, Barrels, &c., &c.

Terms at sale. J. S. CARVELL, Administrator, Ch'town, March 11—ood wily t sale

Marine Insurance Company

—OF— P. E. ISLAND.

THE ANNUAL GENERAL MEETING of the Shareholders of the above Company will be held in their Office, corner of Great George and Lower Water Streets, on Thursday, the 28th March, at Eleven o'clock, forenoon, for the election of Directors or the ensuing year and the transaction of other business.

By order, F. W. HALES, Secretary.

Ch'town, 12th March, 1878.

GROCERY

Provision Store!

Cor. Great George & Kent Sts.

THE Subscriber wishes to inform his friends and the public generally that he still keeps on hand a choice assortment of

Groceries and Provisions,

AT HIS OLD STAND,

and will be pleased to have them call and inspect for themselves.

ON HAND,

10 CHESTS CONGOU TEA, ("New Season")

1,000 Lbs. Canadian Cheese,

10 Casks American Kerosene Oil, (120° test; 36 cts. per gal.)

20 BARRELS SUGAR (all kinds),

100 Bbls. Sup. Extra Flour, 3 PARS. Very Choice

MOLASSES

20 doz. Pickles, 20 doz. Assorted Jams

20 boxes Dessert Prunes,

100 Tins Sardines

CANS PEACHES, PINEAPPLES, STRAWBERRIES, TOMATOE

NEW RAISINS, ZANTE CURRANTS, DRIED APPLES, STEWING PRUNES, 300 QUARTS CRANBERRIES, GREEN GRAPES

300 LBS. SMOKED HALIBUT, 25 QTLs. CODFISH, 100 BOXES DIGBY HERRING.

and all goods usually found in a First-Class Grocery Store.

FAMILIES SUPPLIED BY THE MONTH. DONALD NICHOLSON. Jan. 16, 1878—y.