The Examiner.

A WEEKLY JOURNAL OF POLITICS, LITERATURE AND NEWS.

"This is true Liberty, when Freeborn Men, having to advise the Public, may speak free.'---Euripides.

VOL. XXII.] CHARLOTTETOWN, PRINCE EDWARD ISLAND, MONDAY, MAY 1, 1871. [NO. 18.

The Examiner

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PRINTED AT THIS OFFICE.

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WE will send the "Examiner" for 1871, and any one of the following periodicals at the annexed rates, payable in advance:

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We can supply any of the English, American, or Colonial Publications, at the lowest cash rates.

P. R. BOWERS.

ALMANAC FOR MAY.

MOON'S CHANGES.

Full Moon, 4th day, 6h. 48m. even., E.
Last Quarter, 11th day, 10h. 11m. morn., W S W.
New Moon, 19th day, 6h. 34m. morn., S. S E.
First Quarter, 27th day, 8h. 50m. morn., N. E.

D M	DAY WEEK	SUN rises	SUN sets	Sun fast clock	Moon Sets	High Water	Day's length
		h m	h m	m s	h m	h m	h m
1	Mon	4 51	7 4	3 1	3 26	7 30	14 13
2	Tues	49	5	3 8	4 0	8 33	16
3	Wed	47	6	3 15	4 27	9 33	19
4	Thur	46	7	3 22	rises	10 16	22
5	Frid	45	8	3 27	8 15	11 5	24
6	Sat	44	9	3 33	9 23	11 52	25
7	Sun	4 43	7 10	3 37	10 49	even	27
8	Mon	42	12	3 42	11 54	1 34	30
9	Tues	41	13	3 45	Morn	2 29	32
10	Wed	40	14	3 4-	0 44	3 26	34
11	Thur	39	16	3 50	1 26	4 27	37
12	Frid	3-	17	3 52	2 0	5 30	39
13	Sat	36	18	3 53	2 2-	6 3	42
14	Sun	4 35	7 19	3 54	2 56	7 3-	44
15	Mon	34	20	3 54	3 10	8 2	46
16	Tues	33	21	3 5	3 34	9 7	49
17	Wed	31	2-	3 52	3 3	9 5-	52
18	Thur	30	24	3 50	4 19	10 30	54
19	Frid	29	25	3 47	sets	11 9	56
20	Sat	28	26	3 45	8 4	11 47	58
21	Sun	4 27	7 27	3 42	9 4	Morn	15 0
22	Mon	26	28	3 38	10 32	0 27	2
23	Tues	25	29	3 31	11 21	1 10	4
24	Wed	24	30	3 29	11 59	1 50	7
25	Thur	23	31	3 23	Morn	2 34	10
26	Fri	22	32	3 17	0 36	3 21	11
27	Sat	21	33	3 11	1 10	4 9	13
28	Sun	4 20	7 35	3 4	1 3-	5 5	15
29	Mon	19	36	2 57	2 1	6 2	17
30	Tues	18	37	2 49	6 59	2 58	18
31	Wed	17	39	2 41	2 52	7 55	20

MAILS.

Alteration in time of dispatching Southern Mails.

UNTIL FURTHER NOTICE, MAILS for the Southern route will be made up at this Office, as follows:

For Southport, Lot 49, Cherry Valley, Vernon River, Summerville, New Perth and Georgetown, every morning, (Sunday excepted.) at 8.30 o'clock.

For Montague Bridge, every Monday, Tuesday, Thursday, and Friday morning, at 8,30 o'clock.

For Vernon River Bridge, Orwell, Montague Cross, Belfast, Point Prim, Belle Creek, Flat River, Wood Islands, Little Sands Kinross, Murray Harbor Road, Caledonia, Murray River, Murray Harbor South, Sturgeon, Murray Harbor North, Cardigan, Dundas, and Lot 56, every Tuesday and Friday morning at 8.30 o'clock.

For Brooklyn and Brown's Creek, every Tuesday morning, at 8, 30 o'clock.

For Monaghan, De Gros Marsh and Peter's Road, every Friday morning, at 8 30 o'clock.

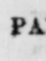
JOHN A. McDONALD,
Postmaster General.

General Post Office, Ch'town, March 10, 1871.

Apothecaries' Hall,

The Old Stand, West Corner of Queen Square.

ESTABLISHED, 1810.



By Steamer *City of Cork* from ENGLAND. Brigantine *James* from MONTREAL, and other recent arrivals, the undersigned has completed his importations for the winter, consisting of

GENUINE DRUGS & CHEMICALS,

Dye Stuffs, Varnishes, Paints, Oils, Colors, &c.

PATENT MEDICINES, PERFUMERY, TOILET ARTICLES, &c., &c.

The whole of which will be sold at a small advance on cost.

Special attention, by an experienced hand, to the preparation by day and night of Physicians' prescriptions and private recipes.

T. DESBRISAY.

Charlottetown, Jan. 2, 1871.

THE WHITE HAND,

A NEW PERFUME Preparation for rendering the hands soft and white, without injury to the skin. The BENEVOLENCE Perfume, dedicated with great respect to the late GEORGE PEABODY, Esq., the Philanthropist, the new Perfume

Ess. of Lime Tree Blossoms.

Heraldic Perfumes, Gabriel's celebrated preparations for the teeth, Rimmel's, Gosnell's, Ede's, Grossmith's, Cleaver's, Jewsbury & Brown's Lowe's, Breidenbagh's & Man, Son & Thompson's Perfumes and Toilet requisites, Crown of England, Oval and Square Jars, Toilet Bottles, Cut Glass (gold and silver top) scent Bottles, Cosmatiques, Pomades, Hair Restorers, Hair Dyes, Pearl Powders, and Powders for removing superfluous Hair, &c., &c. ; Hair, Tooth, Nail, Shaving, Plate and Clothes BRUSHES in great variety.

W. R. WATSON.

City Drug Store, Victoria Building, Charlottetown, Jan. 23, 1871.

HANDBILLS and POSTERS printed at EXAMINER Office.

Business Cards.

HENRY J. GAFFNEY, M. D.
PHYSICIAN & SURGEON,
OFFICE IN
North American Hotel,
KENT STREET.

Charlottetown, Aug 3, 1870.

MR. A. SMYTHE,
PROFESSOR OF MUSIC,
Has Removed his Academy to Water St.,
(Opposite the late Telegraph Office.)

Pianoforte and Melodeon Tuning punctually attended to.

July 25, 1870. 1y

CARVELL BROTHERS,
AUCTIONEERS,
Commission Merchants,
AND
GENERAL AGENTS,
BANK BUILDING, QUEEN STREET,
Charlottetown, P. E. Island

A. McNEILL,
Reading Room Proprietor
COMMISSION MERCHANT
AND
AUCTIONEER.
CHARLOTTETOWN.

March 21, 1870. 1yr

SETH D. SHAW,
Attorney-At-Law, &c.
OFFICE—Corner of Great George and Dorchester Streets.

Opposite City Hotel. Formerly occupied as a Law Office by Charle Palmer, Esq., and recently by H. J. Cundall, Esq.

Charlottetown, - - - P. E. I.
May 31, 1869. tf

WILLIAM DODD,
Commission Merchant and
AUCTIONEER,
QUEEN SQUARE,
CHARLOTTETOWN, P. E. ISLAND

H. HASZARD,
Commission Merchant,
GENERAL AGENT,
AND
AUCTIONEER
Uppe, Queen Street,
Charlottetown, - - - P. E. I.

N B.—Orders from abroad, and the country will receive promptattention.
April 26, 1869

HAPPY HOME HOTEL.

The above New Hotel, in Sydney Street, opposite Blatch and McKenzie's, is now open for the Public, The H. H. H. is only one block south of the Market Square, affording Country People a favorable opportunity of obtaining Refreshments for themselves, and good Stabling and Provender for their Horses The Proprietor of the HAPPY HOME HOTEL is determined to give the best possible satisfaction to his Patrons. The Stabling is good, with abundance of Provender for Horses. In connection with the Hotel is a supply of

Groceries, Confectionary, &c.

Seven or eight permanent Boarders can be accommodated at a reasonable rate per week. Good People, please call and judge for yourselves!

A. A. McKENZIE.
Proprietor

Sydney Street, Ch'town, Jan 23 1871.

Apothecaries' Hall,

The Old Stand, West Corner of Queen Square.

ESTABLISHED, 1810.

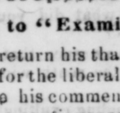
JUST RECEIVED, a fresh supply of FELLOWS' COMPOUND SYRUP OF HYPOPHOSPHITES, and Wyeth Brothers' COMPOUND SYRUP of PHOSPHATES (Chemical Food).

—ALSO—

A Good Assortment of Aniline Dyes, Roseine, &c,

T. DESBRISAY.

Ch'town, Jan. 2, 1871.



A. HERMANS,
Bell-Hanger, Gun and Tin-Smith,
Dorchester Steet,
(Next to "Examiner" Office.)

BEGS to return his thanks to the general public for the liberal patronage extended to him since his commencement in business, and asks for a continuance of the same. He keeps constanty on hand

A neat Assortment of
TINWARE, KITCHEN UTENSIL
&c., &c., &c.

ALL ORDERS in the above BUSINESS will be punctually attended to.

Having lately made large purchases in the Cheapest Markets, intended for House Builders, such as

Gas Fitting, Water Closets,
Bell Fittings, &c., &c.

I am prepared to SELL THEM at RATES AS LOW AS CAN BE HAD IN THE CITY, and will fit them up in a good workmanlike style

To a generous public, I would say, that all orders in THIS BRANCH OF MY BUSINESS will be attended to with Despatch

A Lot of First Class WATER COOLERS on hand.

SAYER'S CRYSTAL BLUE,
Sold Cheaper than ever.

July 12, 1869

ERSKIN'S
BRAHEE SUGAR POWDERS
A Tonic and Unfailing Remedy for
Rheumatism of all kinds, Neuralgia
Lumbago, Sciatica,
As also for FACE-ACHE TOOTH-ACHE, EAR-ACHE, COUGHS, and all affections from Colds.

☞ See Lancet, under MEDICAL PATRONAGE
WM. R. WATSON

CORRESPONDENCE.

LINES WRITTEN IN MEMORY OF JOHN BEATON, WHO DIED APRIL 6th, 1871.

My comrade dear! my comrade dear!
I ne'er shall see thee more,
Nor ever more can we enjoy
The happy days we passed of yore.

In lonesome groves, where oft we met,
Beneath the shade, at twilight's close;
But we, alas! no more shall meet,—
Thou sleep'st in death thy long repose.

My heart is sad whene'er I view
The paths we oft have walked of yore;
But all are like the morning dew,
Our youthful days are quickly o'er.

The spring and summer soon shall come,
When green the leaves on yonder tree,
And birds shall sing, and bees shall hum,
But sing, alas! no more for thee.

No more shall we together stroll,
Or sport along the ocean's side,
Or view the billows as they roll,
With hearts so merry, free and wild.

You noisy brook, where oft we sat
Beneath the tall and shady tree,
Still flows the stream, though time has fled,
It murmurs sorrow now to me.

Death parted us in early prime
From all the love which we had borne;
Ah! dark and gloomy flows the time,
Alas for me! I am forlorn!

Ah! never more can I forget
The happy days I whiled with thee;
Whene'er I view our oft sought paths,
They all seem dark and drear to me.

In fairer lands I hope we'll meet,
Beyond this dark and stormy sea,
Where death no more again shall part
Our earnest love and company.

Dundas, Lot 55. M. STEWART.

LINES ON THE DEATH OF MARY BURGE, ELDEST DAUGHTER OF MR. THOMAS BURGE, FORTUNE ROAD, LOT 42.

She's dead! she's dead! These words they fell
Most mournfully upon the ear
Of those that she has left to tell
The mysteries of the coming year.
The spring may come, the flowers will bloom,
And budding blossoms on each tree;
The flowers will fade, and autumn come,
But her that's gone we ne'er shall see.
O, cruel Death, thy murderous hand,
That stole away the joy and pride
In youthful bloom, when, hand in hand
With loving friends, stood side by side.
Its far beyond the reach of him
Who pens this, rude, unlettered line,
To trace the virtues of this one
That's gone where glory e'er shall shine.
When in this world of mortal woe,
Her fleeting years, though few were they,
Her heart with purity did flow,
Her trust in God forever lay.
No more we'll hear her cheerful voice
Re-echo through the silent home;
The Lord has made her for His choice,
And bore her far beyond the tomb.
Oh! friends, shed not those bitter tears,
Or look with sorrow on the past,
For, after few eventful years,
We all must fade before the blast.
Her parting words will ever serve
In memory's pages true to show
Although we leave this world of pain,
Our future place we little know.
While in this life of care and toil,
Our minds on earthly subjects bent,
The snares of Satin dire to foil
Likewise should be our chief intent.
Therefore, come all, in chorus join,
Our bless'd Redeemer to adore,
With patience meek our will resign
To him who shed His blood for all.

A FRIEND.

Fortune Road, Lot 56, April 14, 1871.

TO THE EDITOR OF THE EXAMINER.

VERDI, WASHOE COUNTY,
STATE OF NEVADA, March 26, 1871.

DEAR SIR:—When I last wrote you it was under a December sun, whose feeble rays were made altogether powerless by the chilly winds on their mission from the snowy summits of the Sierra Nevadas, pregnant with their freezing fluid. It is a generally conceded fact, that the latter part of last December, and the first part of January, furnished us with the coldest weather ever experienced here by even the oldest pioneers of the State; yet the amount of rain and snow has been much less than in former years. It was such weather as would forcibly remind a British American of the land of his birth, and the home of his childhood; the place of all the world where hearts are sure in each other. Home is the place of confidence. It is the place to tear off that mask of guarded and suspicious coldness which the world forces us to wear in self defence when we are floating on its surface, far removed from the scenes of our childhood's days, and from those whose willing hand and open heart would stand by us in the hour of need. Let a man travel where he will home is the place to which his heart, untrammeled, fondly returns.

Winter is virtually over. The sun rides higher, giving us longer days and they have become warm and nourishing, so that we have springing grass and bursting buds with the early blossoms sprinkled over the hillsides. The nights, however, are generally cool here, with occasional frosts, until about the middle of May, some years, to the first of June; and I have no doubt, as nature has been deliberate enough in commencing operations early this spring but that the month of May will be blustery and cold. The voice of the farmer in his field indicates that spring has come for a goodly portion of them are getting in their crops, with a view of taking advantage of nature's irrigating facilities which is generally denied them in this country after the first of April, and as a substitute, they have to resort to artificial means, which is done by conveying water in ditches three and four miles in some cases to moisten the ground for their crops in the summer season.

TIMES

have not improved much since I last wrote you, and will not, for at least, another month All branches of industry which rests during the winter months have not awakened from their slumbers; but it is to be hoped that when they do, it will be with more vitality than in the last two seasons. Business men predict that the indications now are favorable for pretty good times this coming season; but how far their predictions will be verified, time alone will determine. The times in California are not much better at present than here. Owing to the small amount of rain which has fallen there this last winter, the farmers are apprehensive of light crops; every drop of rain is precious now, The fall, thus far, has not been sufficient for current need. Without sufficient spring showers there is the great danger of drouth in some sections of the State, the effects of which would be to discourage enterprise and immigration. The closest and most experienced meteorologists are confident. however that there will be a sufficiency of rain to ensure good crops. Dr. Logan, who seems to be studious of nature in this branch of science, writes to a California paper under date of March the 20th as follows:—

"In looking over our rain-table for the past twenty one years, we find the mean rain of March almost equal to that of January 3 168 inches. In two years only (1857 and 1865) has the rain-fall measured under one inch. The former year was comparatively dry, and the latter wet. We have only received thus far for this month 0.060 of an inch, so that the probabilities are strongly in favor of a sufficiency of rain yet to come for the maturing of the present promising crops."

Not only does the drouth effect the agricultural resources of California, but it compels the major part of the miners to cease operations in that branch of industry, and seek some other avenue from which to obtain the necessaries of life. When the principal elements of enterprise which constitutes the fundamental pillars upon which a State rests are taken away or checked the inhabitants, as a matter of natural consequence, will be forced to see that the foundation of their financial resources has given way, and will be pressed while in that state of dilapidation.

MISCELLANEOUS.

That we live in an age of progression, no sane men can deny. Who ten years ago, when immigrating from the Atlantic States to the golden fields of California, after safely crossing with his train the almost unsurmountable Sierra Nevada Mountains would look back at the precipice, which only by the aid of an invisible Providence he descended safely, and say that within ten years we can cross these mountains with as much speed and comfort as if we were travelling through the most balmy and fertile portions of the American Union. Notwithstanding the absurdity of even the contemplation of such an idea ten years ago, it is, nevertheless, an indisputable fact that the traveller losses none of his comforts, nor does the iron-horse slacken his pace on account of the character of the country over the Sierra Nevadas.

There is certainly some difference in the comforts and acceleration of travelling to and from the Atlantic States nowadays from that which the early immigrants had to undergo. A person can leave San Francisco now on the Central Pacific Railroad, and in six days from his departure he or she can be in New York, whereas prior to the completion of the Central Pacific Rail Road, the shortest rout was from twenty-five to thirty days.

The anti-railroad men of Prince Edward Island if they take these facts into consideration, and if they put any value on time, must, doubtless, give the iron-horse the preference in affording the best travelling facilities now known to the ingenuity of man, and if they wish to keep within sight of the spirit of progression and civilization they will join issues with their friends, and have the whistle of the locomotive heard in the valleys and the hillsides to give some of the present generation an insight of the outside world in the sere and yellow leaf of their lives. Although I am in favor of the introduction of Railroads in Prince Edward Island, yet I will admit that it behoves the inhabitants to approach the subject of granting subsidies for this object with caution. And so, too, ought their legislators be well guarded in their deliberations on this question.

Railroads have created heavy monopolies in the United States; in fact, they have become so powerful in some States that the whole State Government is entirely under their control.

The people of the Island are taking very wise and judicious steps in holding public meetings where they can discuss the feasibility of the proposition before any definite legislation is had on it. The subject cannot be too well discussed by the people before it is placed in the hands of their Representatives for their endorsement pro or con. In a multitude of counsel there is safety.

Accounts from the East unite in stating that narrow-gauge railroads are rapidly coming into use. Wales has one in which the rails are but two and one-half feet in width, and Canada, by accounts, has one three and a half-feet wide. It has been clearly established that curves may be made sharper and more frequently, and with less use of power.

Our Legislature, at its last session, granted charters to build two different branches of narrow-gauge railroads, one branch in the eastern part, and the other in the western part of the State, and to deflect through various counties, both East and West.

The lessening of expenses in construction and material gives these characters of roads the preference in countries where facilities for building wide gauge roads is not easily attained.

The financial condition, and the geographical position of Prince Edward Island, in my estimation, is better adapted to construct and maintain a narrow-gauge railroad than one of a more costly character, and I think it will be wise in the tax-payers to study this matter thoroughly before coming to a definite conclusion as to the character of a road which they wish to have built. In the *Examiner* of the 6th of March I read a correspondence written in Washington, D. C., over *nom de plume*, M., commenting on some remarks in a correspondence of a Mr. Kenneth McKenzie, formerly of Prince Edward Island, but now residing in Iowa, on the comparative merits of the Educational system of Iowa and that establishment in your country. I fully concur with the writer (who is not unknown to me) in the opinion that a longer residence in the West will materially modify Mr. McKenzie's present view of the pre-eminency of the School system of the West over that of your Island. In this State (and the laws are similar to those in most of the Western States) the method of raising funds for Educational purposes differs so materially every year, that the schools are half the time closed for want of funds in the Treasury to keep them in operation. To elucidate the method of raising school funds more clearly I will give a section of the law providing in such cases:—

"The principle of all money accruing to this State from the sale of lands heretofore given, or bequeathed, or that may hereafter be given, or bequeathed for public school purposes, all fines collected under the penal laws of the State, two per cent of the gross proceeds of all toll roads and bridges, and all estates that may escheat to the State, shall be, and the same are hereby solemnly pledged for Educational purposes."

MATTERS AND THINGS LOCAL.

In my last I mentioned something about a robbery having been perpetrated here, a few days prior to my writing, and that the supposed guilty parties were under indictment for the same. Since then they have been brought to trial and convicted of the crime for which they stood indicted. Some of them confessed to the crime, and consequently their sentence is lighter. The sentence of the Court is from ten to twenty-two years in State's Prison.

Last June we took a vote on a proposition to move the County Seat of Washoe County from Washoe City to Reno, which is the more central location for a County Seat. The latter place received the requisite majority for removal. The Washoeites took advantage of some informality in the proceeding of the County Commissioners and the result was that the case was brought to the Supreme Court, which declared the whole proceeding illegal and of no force. Last winter the Legislature passed a special law creating Reno as the County Seat of Washoe County, and commanding all County officers, with their official paraphenalia, to remove to Reno on the 1st day of April. 1871. The law when passed was intended to be compulsory in its character, and, seemingly, to leave no back ground for the opponents of the removal to defend themselves; but such is not the case. I have been informed that they have enjoined the officers from leaving, claiming that the law is unconstitutional. I do not presume to be an expounder of the Constitution, but taking the plain words laid down in the Constitution, I am inclined to come to the conclusion that the Washoeites have a very good foundation to test the Constitutionality of the law. The Constitution on this point says:—

"In all cases where a general law can be made applicable, all laws shall be general and of uniform operation throughout the State."

It is very evident that a general law could be made applicable in this case, hence the Supreme Court, I have no doubt, will declare this unconstitutional.

Our legislators have just returned home from their labors, and the people of Nevada ought to invoke a blessing upon the provision of the Constitution which confines the session of our Legislature to sixty days. Had sixty days more time been vouchsafed, the Legislature just adjourned, not a dollar would have been left in the State Treasury, and it is doubtful whether a dollar could have been borrowed by the impoverished commonwealth. Both branches embraced a few good men, but I think I am safe in the assertion that a majority of the members of the fifth session of the Nevada Legislature have proven themselves to be as graceless a set of scoundrels as ever sold their votes to the highest bidder in a deliberative body.

Yours, Truly,
NEMO.

Mr. Punshon's Expedition to the Pacific.

NUMBER II.

CHICAGO.

MARVELLOUS RISE AND GROWTH—BIRDS-EYE VIEW—BUSINESS—MERCHANT PRINCES—BEAUTIFUL PARKS—MARBLE PRINTING OFFICES—AN AUDIENCE OF FOUR THOUSAND—YOUNG MEN'S CHRISTIAN ASSOCIATION—CHURCHES.

Chicago is a big place. The Westerners are known by the pride they take in it. The people of Illinois are accustomed to brag of it, and the unregenerate are known by their betting on Chicago. This city is becoming of increasing interest to the people of Ontario, for we are in a fair way of reaping vast advantages from its commerce and ever-increasing trade. The Canadian route must eventually become the highway between the producing west and consuming east, for the St. Lawrence is the natural high road between the great west and the nations of Europe.

The traveller is amazed at the marvellous rapidity with which towns and cities spring up in the west; but the story of the rise and growth of Chicago reads like the fables of Arabian enchantment. Less than half a century ago, the spot was a dreary wilderness, where now the mighty city ranges its stately buildings into blocks, and runs out its lengthened wharves to grasp the commerce of nations. The population in forty years has swollen from about a hundred and to—the families of a few traders—to within three hundred thousand, and still it is increasing with multiplied rapidity. In every part of the city, new buildings are rising, along the stately avenues, the handsome dwellings of the rich, and in the outskirts, the cottages of mechanics and laborers, and those of more slender means. Contracts are already let out for new buildings for this year to the amount of four million dollars, being an increase of half a million over last year. The city was originally built on a swamp, and has been elevated to the height of 9 feet above its former level Streets, hotels, shops and homes, were without any disarrangement of domestic comfort or interference with trade. Merchants carried on their daily business; mothers attended to their household concerns; children played in their nurseries; travellers slept soundly in hotels, while all were rising upward.

To get a birds eye view of the city it is well to ascend the steps leading to the observatory of the Court House Square. The climbing is long and tedious, but the out-spread prospect will repay you for the toil of the ascent.

From an elevation of 180 ft. you look down upon massive blocks, six hundred miles of streets, and forests of masts making the devious course of the river, with its two branches Chicago extends about eleven miles from north to south and five miles from east to west. Fancy looking over an area of fifty-five square miles of broad avenues and splendid thoroughfares, magnificent buildings and fine squares, manufactories lifting their tall chimneys, and the spires of a hundred churches rising conspicuously out against the sky. Below you have a busy and excited scene—the bustling crowd rushes to and fro, merchants go hurrying, tourists go wandering and artists go sketching. Far to the east stretch the broad waters of Lake Michigan, a miniature ocean, and to the westward the level prairie like a sea bounds the horison.

The city water works are well worth a visit. The buildings are of solid stone, of Norman architecture, and the machinery is the finest that can be seen. To get the pure water of the lake for drinking purposes, that along the shore being dark and discolored by the accumulated sewerage, filth and refuse of the city, an enormous tunnel has been carried under the water for a distance of two miles open at the farther extremity, which they call the "crib," to the crystal waters of Lake Michigan. The daily supply of water from this source is fifty-six millions of gallons; but this is insufficient for the growing wants of this city, and a second is in process of construction, at a cost of three million dollars, for the purpose of supplying the western side of the city. The Washington street tunnel is a carriage and foot-way under the south branch of Chicago River with a stone entrance at either extremity. The river traffic is continually growing, and the frequent opening of the draw-bridges to allow the passage of vessels seriously interferes with the traffic of the streets. A second tunnel, the Lascelle street, has been in progress about a year, and will be opened for traffic by the first of June.

The business of the city is at present on a more permanent basis than it has been for years, and in fact it is worthy of note that within the past three months more than $7,000,000 of Eastern capital has been sent here for investment in real estate.

The merchants of Chicago are princes, and their ware houses are palatial. The wholesale and retail dry goods establishment of Field, Lester & Co. has three stories, the floorage and two flats, more than the stores of Messrs. Walker & Son, which stand out so conspicuously on King street. The sales of this mammoth house last year are estimated at $15,000,000; and what is surprising, the cost of doing this enormous business did not exceed five per cent, including a rent of $1-000 a week. The most extensive exclusively wholesale establishment is that of Farewell & Co. They did a business last year of $11,000,000, nothwithstanding their large premises were destroyed by fire in September, which interrupted their business for five weeks in the best of the season. This firm carries on its business with a capital of $2,000,000.

As a grain market, Chicago is of immense importance. The produce of the Western farms always commands a ready price, and annual shipments of grain swell up to about seventy millions of bushels. The elevators are immense; some of them will contain one million bushels of grain; so admirably constructed are they for loading vessels alongside that eleven thousand bushels of wheat have been run through the long pipes into a vessel in the short space of forty minutes.

The trade in cattle and in lumber is enormous. The glory of Cincinnati has waned, and Chicago is now the porkopolis of the world. No less than 995,000 porkers were packed last winter, each hog averaging a weight of 225 pounds.

Beautiful and ample parks abound in the city, such as Lincoln, Dexter, Union, Jefferson, Southside, &c., and no expense is spared in beautifying and adding to these grounds, which have been purchased at from three to five thousand dollars per acre. The streets on the whole are in a fine state, and are a credit to the city authorities. There are 70 miles of Nicholson pavement, and if our City Fathers could be transported from the mud and ruts and mire of the streets of Toronto to the clean dry streets of this city, they would surely throw up the hum drum nonsense and mummery of old men and boys droning at hoes, spades, and mud-carts every spring, as well as escape the just censure of newspapers, and merit the gratitude instead of the indignant complaints of their constituents. Chicago is not only the chief halting place between New York and San Francisco by the Pacific Railway, but is in direct communication with the Atlantic, through the magnificent chain of lakes and rivers, to the Gulf of St. Lawrence, and it is also in communication with the Gulf of Mexico on the South, through the Mississippi, that great aorta of the continent, through the Illinois Central Canal. Speaking of canals, a somewhat amusing dialogue took place between one of our party and a citizen standing on one of the bridges over the Chicago river. Our friend said to a passer by "Would you be kind enough to tell me if this is a canal or a river?"

Ans.—This is a sewer. (Strongly nasal).

A sewer?

Yes sir. Sometimes the water flows out, but when the wind is high it flows in, but is always muddy as it is now.

How far up is it navigable?

For about six or seven miles; then after walking on about ten paces, he added, that it was, clear on through to the Mississippi.

The idea of a sewer navigable for 300 or 400 miles was a calculation that had not entered into the head of the Finance Minister of the expedition.

But rapid as has been the natural progress of Chicago, its intellectual and moral advancement has been no less remarkable. Nothing exhibits the enterprise and mental vigor of a city better than the character and type of the newspaper which it supports. The principal dailies are the *Times*, the Democratic organ, and the *Tribune*, the organ of the Republican party—this paper exerts a vast and wide-spread influence for good throughout the West. The office of the *Tribune* is built of white marble, of fine architectural proportions; and in the printing department are two of Hoe's steam presses, which threw off each 18,000 sheets per hour. In some of the less important journals that column which is so attractive to most readers is rendered still more interesting, for where we content ourselves with the record of births, marriages and deaths, they have births, *betrothals* marriages and *elopements*, *divorces* and deaths. Several monthlies and magazines are published, and this pushing and go-ahead city may yet become the home of literature and a nursery of art.

One would suppose from the rush and tramp of business that mammon is the great god of worship among the Chicagons, but the people are not indifferent to religion. It is a city of churches. The Sabbath is not as quite as amongst us. Street cars are running from morning to night, daily papers are sold and read as on any other day of the week. The fact of existance of a large foreign element in the city (one-fifth of the population being Germans) gives to the sacred day the character of a holiday; but a large majority of the people are church going and are full of religious activity and enterprise. Of course, the workings of inner religious life are too subtle and spiritual to be made the subject of observation, but if churches of splendid architecture, spacious lecture-rooms, mission-schools, religious book establishments, buildings of Young Men's Christian Associations, and noon-day prayer meetings, give indication of earnest religious life, then Chicago has the salt and shall save it—earnest Christian men who are full of the life and fire of the Gospel, among the active, wide-awake Christians is Mr. Moody, of the Young Men's Christian Association, when the old hall of the association was in flames, gathered a band of the young men in the rectory of the Methodist church, and then thanked God that though Farewell Hall was in flames we still lived.

The new Farewell Hall was built at a cost of $250,000, and is now one of the most spacious and beautiful on the continent. It will seat 500 persons more than Exeter Hall, London; has two immense galleries, each of which has 1 500 sittings, The ceiling of the hall is beautiful fresced and covered with pictures of Bible scenes, in looking at which one never grows weary. It is a sight one rarely witnesses, to see such multitudes as gathered to hear the lectures on "John Wesley" and "Bunyan," or the four thousand who thronged there on Sunday evening last to listen to the Gospel from the eloquent lips of the great English preacher. The people were admitted by ticket, and the "basket" collection was one thousand dollars.

The work of the Young Men's Christian Association is carried on at an annual expense of $1,000 The Employment Bureau last year obtained employment for 5 000 young men, and the Ladies' Christian Union found places for 199 young women during the month of February. The library and free reading room is attended by three or four hundred daily, and the noonday prayer meeting has an average attendance of 150. On Sunday, at the noon meeting, the superintendents of the various Sunday schools, and ministers of the various churches, come together to study the same Sunday school lesson for the next day and the spectacle of 600 or 800 teachers all intently perusing the same portion of the Sacred Word is novel and sublime. On the whole there are few cities in which moral and religious work is more thoroughly organized and more vigorously carried on. Of the 192 churches and mission stations within the bounds of the city, 20 are Catholic, 29 are Presbyterian, 28 Methodist, 26 Baptist, 22 Episcopalian, and 12 Congregational. The Churches are ambitious to secure an eloquent, earnest ministry, and when thereis eminent pulpit talent they are willing to pay any amount to obtain it.

Parliamentary.

HOUSE OF ASSEMBLY.

Debate on the Fishery Question continued.

HON. MR. MCEACHEN.—The spaniel like policy which the hon. member for Belfast advocated, was certainly very unbecoming in any British subject. The hon member was willing to concede all that Brother Jonathan had asked for, on condition that he was called a "good boy" for so doing. The hon. member was becoming quite Americanized, and of course, was quite willing to do the bidding of the Americans. It had been remarked in the forenoon that the restrictive policy was the work of the Dominion Government; but it was now seen that the late Government were the authors of the prohibitory instructions He thought it cowardly to allow the Americans to come into our waters and take our fish without even as much opposition as our grumbling about it. Would the Americans allow our vessels equal privileges in their fisheries? No, we should not be allowed even as much as a lobster; but some hon. members of the Committee would grant away our fisheries merely for the sake of their being called "good boys."

HON. B. DAVIES.—Twenty years ago, those hon. gentlemen who now act so coldly towards the Americans, were very glad to see them come into our ports for the purpose of trading with us and of purchasing our produce. What were the people of this Colony at that time? A poor, miserable, wretched people without a currency, and who traded only by barter. What did all our prosperity spring from? Free trade with the Americans. If we keep the Americans off, we would starve ourselves, and become a set of beggars in a short time. We have, as a people, received more benefits from our trade with the Americans than from the people of any other country, not even excepting Great Britain herself. He hoped every opportunity would be taken to keep up that good feeling which has always existed between our people and the Americans. When the latter mix up with us, we find they are far more liberal-minded than we ourselves are. He was very sorry that his hon. friend (Hon. Mr. McEachen) did not reciprocate that good feeling; but still stuck to the Old Tory Party.

MR. MCNEILL thought no blame was to be attached to the late Government. The laws were not carried out by Captain Hardinge as they should have been, for if he had not been kept at some trifling matters inside the harbor of Charlottetown, he might have been outside preventing American fishing vessels from fishing within the three mile line. He (Mr McN.) thought it was a small affair to have one of Her Majesty's ships employed in such trifling matters, while there was so much to be done in the protection of our fisheries. It was apparently, in the estimation of that officer, a great breach of law on the part of the Americans to enter our harbors for the purpose of transhipping their fish, while it was no harm to fish within the line. If the American fishermen were prevented from entering our ports, the trade of the Colony would certainly suffer to a very considerable extent; but it would not do to allow the Americans the privilege of fishing wherever they please, while we get nothing in return. Some years ago, on account of a quarrel between lumberers working on or near the separating line, the two nations were just on the eve of a war; but it ended in a treaty, in which the Americans got the best of it. This has been the result in every treaty between the two nations—the Americans have always had the advantage. The injury done this Colony was done long ago, in allowing the Americans to fish in any part of the Gulf; it is now impossible to keep them even outside the three mile line, for before a steamer gets up to them they have time to get off. The British Government have always claimed that a line should be drawn from head and to headland, while the Americans claim the right to take fish outside of a line three miles from the shore. But that was a matter between the British Government and the United States.

HON. MR. MCEACHEN said that two or three years ago, an American gentleman, who was a conspicuous politician, was almost idolized by the members of the late Government, while he was amongst us, and he even went so far as to promise to give us free trade, and to make Prince Edward Island a great country. The object of that gentleman (Gen. Butler) was to secure to himself the votes of the fishermen of Cape Ann; but no sooner did he secure his seat in Congress than he changed his tune, and last year, actually told the Cape Ann fishermen to provide themselves with cannon, in order to catch mackerel within the three mile line, in spite of John Bull. That was the result of the visit of the celebrated Committee of Congress, to our Island, from which the Government of the day expected such great things. It was well known that the restrictions placed upon the American fishermen last year, almost destroyed their fisheries in the Gulf. This he (Hon. Mr. MacEachen) thought was the only means of bringing the Americans to their senses, in order to give this Colony an equivalent in return for the unrestricted use of our fisheries.

HON. P. SINCLAIR said it was not the fisheries, but our trade relations with the United States, that the minute of Council referred to. The House had nothing to do with the three mile line, for that was a matter between the British Government and the United States. He thought the late Government, in taking the course they did, acted perfectly right, for they were placed in such a position that they could not avoid issuing these prohibitory instructions. It is well known that the American fishermen were allowed to tranship their fish in our ports, while the Reciprocity Treaty had been in force, and also subsequently; but, last summer, through the influence of the Dominion Government, the treaty of 1818 was enforced. The Americans complained that they received no notice of the change that was brought about and therefore, were unprepared for it. This was certainly a hardship; for if they had received proper notice, they would have had their vessels fitted out in a different way, in order to go to other fishing grounds. There were other Despatches yet to come down, and no doubt when received, they would throw more light on the matter; but, at present, the Committee were not in a position to express an opinion on papers which had not been laid before them.

HON. LEADER OF THE GOVERNMENT said that the subject before them was contained in a resolution which expressed their satisfaction at the satisfactory solution of the matter between the British and the late Government, in reference to the transhipment of fish, &c., by Americans, in our ports. It was well known that a High Commission was then sitting in Washington, for the purpose of settling all fishing difficulties, as well as other matters, with the Americans, and the present Government might be asked what the wishes of the people of this Colony are upon the fishery question. Were the people satisfied to allow the Americans to fish within the three mile line, or not? The members of the House were the people's representatives, and could, therefore, speak the sentiments of the people in reference to that question. There were other despatches of a confidential nature, which the Lieut. Governor would under no circumstances, lay before the House; but all those that were necessary in reference to the question, were before the Committee. Pending the negotiations at present in progress in Washington on a matter to which those confidential despatches related, it would be an unusual course to pursue, for a Legislature to ask for their production. The hon. member for Belfast (Hon. B. Davies) stated that he did not believe that the Americans were precluded by the treaty of 1818, from transhipping their fish in our ports; but his own son, who is a Barrister, gave it as his opinion that it was contrary to law. The same hon. member also said that there must have been some other authority for laying on those restrictions, for it had not been done by order of the late Government. To settle the matter, he would read the minute of the late Executive Council, which is as follows:—

"Charlottetown, Sept. 1st, 1870.

"The Board having taken the foregoing communication into consideration, resolved—That, in consequence of the action taken by the Commander of Her Majesty's ships, in the waters of this Island, relative to the practice of landing fish from American fishing vessels, the Council are of opinion that, under such circumstances, it is advisable to direct the Collector of Customs to forbid the landing of fish from such vessels, until Her Majesty's pleasure thereon be known, and to confirm the order made thereon, on the 23rd August last."

That minute was signed by the Hon. B. Davies, and yet that hon. member had just told the Committee that the late Government had never given authority for those restrictions upon American fishing vessels.

Continued in next Examiner Extra.