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THE EXAMINER

AND ISLAND ARGUS.

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W. L. COTTON, Manager. | J. W. MITCHELL, Office Sup't

ALMANAC FOR FEBRUARY, 1881.

MOON'S CHANGES.

First Quarter, 5th day, 8h. 42m. p. m., S. W.
Full Moon, 14th day, 2h. 11m. a. m., S. W.
Last Quarter, 21st day, 3h. 17m. p. m., N. (below horizon.)
New Moon, 28th day, 7h. 20m. a. m., E.

D M	DAY OF WEEK	Sun rises	Sun sets	Moon rises	High wat'r	Days len.
		h. m	h. m	morn	h. m.	h. m.
1	Tuesday	7 30	4 59	8 14	morn	9 29
2	Wednesday	29	5 1	8 40	0 36	32
3	Thursday	28	3	9 3	1 14	35
4	Friday	26	5	9 31	1 55	39
5	Saturday,	25	6	10 5	2 41	41
6	Sunday	23	7	10 3?	3 38	44
7	Monday,	21	9	11 2	4 48	45
8	Tuesday	19	11	aft 4	6 8	52
9	Wednesday	17	12	1 5	7 19	55
10	Thursday	15	14	2 5	8 16	59
11	Friday	14	16	3 6	9 2	10 2
12	Saturday	12	17	4 10	9 41	5
13	Sunday	11	18	5 14	10 17	9
14	Monday	9	20	6 19	10 48	11
15	Tuesday	7	2[illegible]	7 24	11 21	14
16	Wednesday	5	23	8 29	11 52	18
17	Thursday	3	24	9 36	aft 24	21
18	Friday	1	26	10 45	1 0	25
19	Saturday	6 59	27	11 56	1 37	28
20	Sunday	58	28	morn	2 25	30
21	Monday	56	30	1 4	3 23	36
22	Tuesday	54	31	2 9	4 45	37
23	Wednesday	52	33	3 9	6 20	41
24	Thursday	51	34	3 59	7 43	44
25	Friday	49	35	4 41	8 45	47
26	Saturday	47	36	5 16	9 34	51
27	Sunday	45	39	5 50	10 18	54
28	Monday	6 44	5 40	6 13	10 57	10 56

Prince Edward Island

RAILWAY.

TIME TABLE NO. 15.

Winter Arrangement.

To take effect on the 6th Dec., 1880.

TRAINS GOING WEST.

STATIONS.	MIXED.	MIXED.
Georgetown	Dp 8.15 a.m.	
Cardigan	" 8 40 "	
Mount Stewart	Ar 10.00 "	
Souris	Dp 7.00 a.m.	
Bear River	" 7.49 "	
St. Peter's	" 8.44 "	
Morell	" 9.16 "	
Mt. Stewart	Ar 10.00 "	
Mt. Stewart	Dp 10.05 a.m.	
Bedford	" 10.43 "	
York	" 11.06 "	
Royalty Junction	" 11.22 "	
Charlottetown	Ar 11.45 "	
Charlottetown	Dp 8.15 a.m.	Dp 3 00 p.m.
Royalty Junction	" 8.38 "	" 3.23 "
North Wiltshire	" 9.30 "	" 4.15 "
Hunter River	" 9.45 "	" 4.30 "
Bradalbane	" 10.21 "	" 5.07 "
County Line	" 10.32 "	" 5.18 "
Kensington	" 11.10 "	" 5.56 "
Summerside	Ar 11.45 "	Ar 6.30 "
	Dp 1 45 p.m.	
Wellington	" 2.34 "	
Port Hill	" 3.15 "	
O'Leary	" 4.32 "	
Alberton	" 5.32 "	
Tignish	Ar 6.25 "	

TRAINS GOING EAST.

STATIONS.	MIXED.	MIXED.
Tignish	Dp 6.45 a.m.	
Alberton	" 7.38 "	
O'Leary	" 8.40 "	
Port Hill	" 9.56 "	
Wellington	" 10.36 "	
Summerside	Ar 11.25 "	
	Dp 2.00 p.m.	Dp 7.45 a.m.
Kensington	" 2.35 "	" 8. 0 "
County Line	" 3 13 "	" 8.38 "
Bradalbane	" 3.23 "	" 9 08 "
Hunter River	" 3.59 "	" 9 45 "
North Wiltshire	" 4.15 "	" 10 01 "
Royalty Junction	" 5 07 "	" 10 52 "
Charlottetown	Ar 5.30 "	Ar 11.25 "
Charlottetown	Dp 2.30 p.m.	
Royalty Junction	" 2.53 "	
York	" 3 09 "	
Bedford	" 3.31 "	
Mt. Stewart	Ar 4 10 "	
Mt. Stewart	Dp 4.15 p.m.	
Morell	" 5.00 "	
St. Peter's	" 5 31 "	
Bear River	" 6.23 "	
Souris	Ar 7.15 "	
Mt. Stewart	Dp 4.15 p.m.	
Cardigan	" 5.33 "	
Georgetown	Ar 6.00 "	

L. B. ARCHIBALD,
Superintendent.
Railway Office, Charlottetown, Dec. 3, 1880

FINAL NOTICE!

THE subscriber hereby notifies all persons indebted to him by Book Account, Note of Hand, Judgment, or otherwise, that if their respective amounts are not satisfactorily arranged by 1st March, they will be placed in a Lawyer's hands for collection, without distinction of persons.

HENRY BOVYER.

Southport, Feb. 16, '81—4i-wkly, pat ne h 3i
N. B.—Produce taken at market rates.

Nearly 400 Sold on P. E. I.

By the subscriber, and all giving perfect satisfaction.

THE "BELL" ORGAN

Stands ahead of all others, and can only be had of the undersigned, General Agent for P. E. Island, or his Travelling Agent, Mr. CHAS. YEO.

C. P. FLETCHER.

Queen St., Ch'town, Jan. 17, '81—2aw, wkly

SUBSCRIBE for the DAILY EXAMINER the Cheapest and most Newsy Paper published in the Provinces.

The Weekly Examiner
AND ISLAND ARGUS.
FEBRUARY 25, 1881.

NOTES FROM THE CAPITAL.

OTTAWA, Feb. 15th.

SINCE the passage of Canada Pacific Railway, the political atmosphere on both sides the House has become very much milder. In fact after the lengthy and exciting debate on the Syndicate contract. Private Bills, Public Bills, Orders, Questions, Motions, and general routine business, drag their slow length along, from day to day, in unbroken monotony.

TO-DAY

however, a slight change appeared on the political weather table. His Excellency the Governor General came to the Senate Chamber at 3½ p. m., sent for the Speaker and Members of the House, in order to give his sanction to the Canada Pacific Railway Act. By an overwhelming majority in both Commons and Senate, and now by the sanction of the Governor General, the Pacific Railway Act is now the law of the land.

THE SCOTT ACT AMENDMENT.

Then our members repaired to their seats. Three or four speeches and and a vote on the Inspection of Smoked Herring followed. The vote stood 42 to 113.

After disposing of the smoked herring question the Act to still further amend "The Patent Act of 1872" was brought under consideration by Mr. Pope (Compton). The Leader of the Opposition criticised—the Minister of Justice explained, after which the Bill passed its second reading on division.

Then came the second reading of Boultbee's Bill to amend "The Canada Temperance Act." Mr. Boultbee made a lengthy anti-Temperance speech, quoting from Goldwin Smith, *Belford's Monthly*, the Toronto *Mail* and other influential sources, in support of his arguments. At the conclusion of his speech Mr. Ogden took the floor, made a short practical speech, concluding by moving, seconded by Dr. Muttart, the six months' hoist. Mr Ross (Middlesex), followed in an admirable speech. He ridiculed the principle proposed in the amendment of elections being decided, not by a majority of votes polled, but by a majority of voters on the voter's list. Referring to the Temperance Act of 1878, he said the temperance men throughout Ontario were in favor of the law as it now stands. The Dunkin and Scott Acts were then compared. The progress of Temperance in the New England States, temperance legislation in Ontario, statistics of crime, increase of lunacy, and other kindred topics, were severally referred to. He concluded by eloquently appealing to the House to sustain temperance legislation, firstly, because we have not sufficiently tested the Scott Act; secondly because the amendment proposed is an absurd proposition; and lastly because the friends of the Temperance Act represent sound public opinion, and in the interests of virtue and morality. Mr. Plumb followed in favor of a majority of a majority of the electors of each County deciding for or against the introduction of the Act.

Mr. Bannerman followed in a similar strain. Mr. Longley then made a Temperance speech. Mr. Brecken spoke in favor of the Boultbee Amendment, but stated at the same time that owing to there being no voters' list in P. E. Island, and consequently no means of ascertaining the majority in the manner proposed, he intended to vote against it. Mr. Mills spoke next. The debate was continued by Dr Strange and Mr. Blake, the former in support of, the latter in opposition to the Bill. Mr. Tilley spoke next, favoring total prohibition, and defending temperance men in their advocacy of a Prohibitory Liquor Law. His remarks bore no uncertain sound. After a few remarks from Messrs. Anglin and Huntington, a vote was taken which resulted in yeas 82, nays 54. So Mr. Boultbee's Bill was hoisted. The House then adjourned at 30 minutes to one o'clock, a. m.

THE ESTIMATES AND SUPPLEMENTARY ESTIMATES

were brought down to day. The principal new amounts for P. E. Island for 1881 82, are as follows:—

To pay the Government of Prince Edward Island for maintenance of Penitentiary prisoners in the jails of the Island..	$ 1,110 75
Miminigash Breakwater	1,500.00
Tignish do	8,500.00
Rustico Harbor	18,500.00
Campbell's Cove	10,000.00

For harbors and rivers in P. E. I., there is an increase for 1881-82, over last year, of $20,100.

For steam communication between the mainland of Nova Scotia, Cape Breton and Prince Edward Island there is an increase of $2,000. When the additional supplementary estimates come down, is is expected that further amounts will be added for the purpose of repairs to public works in the Province.

MR. POPE (Queen's)

introduced a Bill on Friday last "to give power to the Governor in Council to suspend the operation of certain provisions of Act 43 Victoria, chap. 29, respecting the navigation of Canadian waters."

PETROLEUM INSPECTION.

The Minister of Inland Revenue has introduced a bill to amend the Petroleum Inspection Act of 1880. The Bill makes a difference of three degrees between Canadian and American oil. Mr. Colby intends moving an amendment making the test uniform. A uniform test with the standard at say 115 would, it is believed, prove highly satisfactory to the importer as well as to the general consumer.

SICK LIST.

Two or three other members of the Government are more or less indisposed. They will likely all be in their places again after a day or two Mr. Mackenzie though somewhat recovered is still unable to be present in the House. The Senators are in pretty fair condition. In a few days—one of them—an Islander, will doubtless have added another tribute to the cause of Union by entering into a matrimonial alliance with one of the fair daughters of Kingston.

RACKET CLUB.

In accordance with the "eternal fitness of things," the ladies of Ottawa have formed a Racket Club. A concluding match came off this morning, the winner being a maritime young lady, Miss Almon, of Halifax. The prize consisted of a handsome silver bracelet, formed of a small band of silver encircling about two-thirds of the wrist, while in the remaining space is a silver racket. The design is unique.

ARTILLERY ASSOCIATION.

The annual meeting of this association was held to-day in Central Block. At the afternoon session of the Council, His Excellency the Governor General was present and made a happy and appropriate speech in reply to an address from Lieut.-Col. Strange. The Dominion Rifle Association meets here to-morrow at 12 o'clock. Quite a number of military and semi-military gentry are, in consequence, in the city, parading the streets, lobbies and corridors.

SYNDICATE LANDS.

It is said that the members of the Syndicate will sell their lands at $2 50 an acre—a dollar an acre to be paid down and security taken for the balance. If, at the end of three years, it is found that there is *bona fide* settlement, the security will be be released. The Government, it is said, will have no pre-emption lands along the line of Railway. The land regulations will be issued next week.

ONE MORE RIVER TO CROSS.

It is said that the Government have no more measures of importance to bring down except what already appears on the paper. As soon as the Estimates are passed and the Budget discussed, the business of this session may be said to be virtually over. The Civil Service Reform Bill is not likely to come up this year. In a few weeks mork the chorus will be "Homeward Bound," "Homeward Bound," or probably that other appropriate song for returning P. E. Islanders—"One more river to cross."

The Estimates.

SIR S. L. TILLEY submitted the Estimates on Tuesday last. The following are the items as compared with those of last year:

	1881-2	1880 1
Public debt (including sinking fund),	$9,201,953	$8,882,347
Charges of management,	215,077	204,639
Civil Government,	960,368	934,351
Administration of Justice,	599,530	607,805
Police,	13,500	13,638
Penitentiary,	292,985	313 711
Legislation,	636 225	640,331
Arts, Agriculture and Statistics (including censes),	222,200	222,200
Immigration and Quarantine,	194,366	204,016
Pensions (including superannuations),	247,282	255,618
Militia,	738,100	686,800
Railways and Canals (chargeable to income),	70,500	51,700
Public Works and Buildings (chargeable to income),	1,371,270	1,163,831
Ocean and River Service,	529,733	473,583
Lighthouse and Coast Service,	480,356	487,271
Fisheries,	92,800	84,400
Scientific Institutions,	46,900	46,400
Marine Hospital and Sick and Distressed Seamen,	64,000	64,000
Steamboat Inspector,	15,000	15,000
Inspection of Insurance Companies,	10,000	10,000
Subsidies,	3,457,525	3,423,605
Geological Survey,	50 000	55,000
Indians,	623,378	650,036
North West Mounted Police,	290,000	290,000
Miscellaneous,	156,530	100,800
Collection of Revenues.		
Customs,	732,119	729,065
Excise,	271,806	235 250
Culling Timber,	66,800	66,900
Weights and Measures,	83,850	72,300
Inspection of Staples,	3,000	3,000
Adulteration of Food,	10,000	10,000
Minor Revenues,	10,000	10,000
Railways and Canals,	2,272,320	2,196,052
Public Works,	132,956	122,945
Post Office,	1,943,500	1,852,000
Dominion Lands,	70,466	63,866
Total Consolidated Fund,	$26,189,896	$25,322,179

With an expanding revenue, the Government have felt justified in asking Parliament for an increased amount to develop the commerce, and add to the conveniences of the country. Among the items of increase over last year's estimates are the following:—Redemption of debt, $1,447,313 Commission on repayment of same, $13,212 Interest, $268,288 Sinking Fund, 51,313.

For the Fisheries the sum of $92,000 is to be voted—an increase of 9,000 over last year.

Under the head of Railways and Canals "to be voted" an item of interest is the sum of $130,000 for the construction of a wharf and elevator at Halifax; and $8,000 is required to build a flour shed at St. John.

The subsidy for steam communication between the mainland of Nova Scotia, Cape Breton, and P. E. Island has been increased from $4,000 to $6,000.

There is an increase of $8,000 in Administration of Justice for salaries of two additional Judges in British Columbia, but this is off-set (1) by decrease of $4,000 for circuit allowances in that Province, and (2) the abolition of five Stipendiary Magistrates, with a saving of 13,300 for their salaries.

The sum of $4,700 has been saved by the re-arrangement of Brigade Majors, and there is a decrease of $8,000 in the vote for military schools, drill instructors, etc., while the Government save $5,000 by dispensing with the services of the guard stationed at Rideau Hall.

On the other hand the item for drill, pay, and other incidentals connected with the drill and training of the militia, has been increased from $175,000 to $250,000, which looks as though the Government had determined to establish the annual drill camps.

The following sums are down to be expended in the improvement of the harbors of this Island:—

Miminigash	$ 1,500
Tignish	8 500
Rustico Harbor	18,500
Campbell's Cove	10,000
Total	$38,500

The sum of $42,000 is to be spent for dredging in Nova Scotia, New Brunswick, and P. E. Island, but the localities are not specified.

For Steam Communication with Magdalen Islands	$7,800
For Steam Communication between mainland of Nova Scotia, Cape Breton and P. E. Island	6,000
For Steam Communication between Nova Scotia and St. Pierre	4,000
For Subsidy to line of steamers to run fortnightly between France and Quebec, provided the French Government appropriate $100,000 for the same service	50,000

There is a decrease of $10,000 in the vote for Dorchester Penitentiary, $4,000 for Manitoba Penitentiary, $4,000 for legislation, and $10,000 for immigration and quarantine.

The salary of Sir A. T. Galt, High Commissioner, is fixed at $10,000.

These items we collate from the St. John *Telegraph* and Halifax *Herald*. Other items of special interest to the Island will, doubtless, be gleaned from the full text of the estimates as submitted to Parliament.

The *Globe* declines to answer the question of the Hamilton *Spectator*, why is coal cheaper in Hamilton, where it pays a duty, than in Boston, Buffalo, Cleveland and Chicago, where it pays no duty, and where freight facilities are far more favorable than with us?

Death of Mr. Connell, M. P.

IT was Mr. Connell, M. P. (not McConnell, as our telegram had it), who died so suddenly at Ottawa on the 16th inst. Mr. Connell was the member for Carleton, N B. He was, according to the Ottawa correspondent of the Halifax *Herald*, ten days ago, "one of the healthiest and strongest men in the House" He was taken ill with erysipelas, and for the past week was was delirous. He was attended by Drs. Sponagle, Brouse, Muttart, and McLeod. Every thing possible was done to relieve his sufferings. On the morning of the 16th he was supposed to be out of danger, and on the evening of the same day he asked that a telegram be sent to his wife, telling her not to come to him, as he was much better. Five minutes after giving this direction, he was a dead man.

Mr. Connell died in the prime of life, his age being forty-eight years. His father was the Hon. Charles Connell, who was for many years a member of the House of Assembly in New Brunswick, and at one Postmaster General of that Province. It was his father who issued the Connell stamp, which made one of the "sensations" years ago.

Mr. Connell was a merchant of ability and integrity. He was first elected to Parliament in 1878, when he was returned by a majority of 300 over his opponent, Mr. Appleby, who had been returned by acclamation in the Reform interest at the last previous election.

He is the tenth member of Parliament who has, since the general election of 1878, changed Time for Eternity. The following is the list:

NAME.	CONSTITUENCY.	POLITICS.
Caley	Beauharnois	Conservative
Tremblay	Charlevoix	Liberal
Galbraith	Lanark	Liberal
McLeod	Cape Breton	Conservative
Holton	Chateauguay	Liberal
Chandler	Brome	Liberal
Thompson	Carriboo	Conservative
Oliver	N. Oxford	Liberal
Keeler	E Northum'land	Conservative
Connell	Carleton	Conservative

The Proper Course.

MR BLAKE has moved in Committee, for all the papers relating to the superannuation of Mr McNab—lately Superintendent of the Island Railway. Mr. Blake has adopted the course which Mr. Anglin should have taken before he published his strictures anent Mr. McNab's superannuation. When the papers are seen, the Government will be justified.

Boy Soldiers.

GENERAL ROBERTS, at the grand banquet given on the occasion of his reception of the freedom of the city of London, is reported to have said that the English army is absurdly small, and that to meet the demands of the country its spirit and tone must be raised. He claimed that England should employ men and not boys. He attributed the failures in Afghanistan to what he termed "boy regiments."

Canadian and United States Debts.

COMMENTING upon an article in the St. John *Globe*, the Halifax *Herald* calls attention to the report of Mr. Robert P. Porter special agent of the United States census, in "Wealth, Debt, and Taxation," on the indebtedness of the cities and towns of the United States, which shows that twenty-eight cities of New York State, with a population of 2,550,157, have a total debt of $207,742,881. Thus we find, says the *Herald*, that half the population of the State are "groaning under a debt" very much larger than that of the Dominion. And this their municipal debt only. Besides this, there is the State debt, which is very large, and the United States debt, which is of itself larger *per capita* than our total indebtedness. And so, if there is anything in this matter of public debt, the advantage is all on our side. Our Province, and all the others, except Quebec, have virtually no funded debt at all, and municipal indebtedness is small. The entire indebtedness of Nova Scotia—federal, provincial and municipal—is not more than $50 a head, while the municipal indebtedness alone of the towns having over 7,500 inhabitants is $100 22 in Maine; $65 68 in Massachusetts; $62 93 in Rhode Island; $91.46 in Connecticut; $76 69 in New Jersey; $63.26 in Pennsylvania; $103.91 in Maryland, etc."

Overflow of the Potomac.

THE Potomac River has been for several days a more interesting subject for Washingtonians than the action of Congres or anything that President Hayes or his Cabinet can do. The river has risen higher this year than ever before, and as the city is now more compactly built up than ever before, the danger has been greater. Every overflow Washington has ever known, has been because of obstructions placed in the river by Congress.

Trade With Brazil.

A COMPANY FORMED TO RUN A LINE OF STEAMERS BETWEEN HALIFAX AND RIO.

A letter has been received from Mr. Bentley, Brazilian counsel, in which he states that he has been successful in organizing a company to run a line of steamers between Brazil and Halifax. It will be remembered that the Dominion and Brazilian Governments each granted a subsidy of $50,000 for such service. It is said the company will have a capital of half a million of dollars. Mr. Bentley left for Canada on the 17th inst., and will probably arrive at Halifax about the 1st of March.

Probably the most remarkable case of obstruction in the British House of Commons occurred in 1832, when Sir Frederick Shaw, Recorder of Dublin, divided the House seventeen times on a bill prohibiting Orange processions. He was opposed to the measure on its merits, but the immediate cause of his action was a vow, made during a fierce personal wrangle, that he would obstruct the bill by all the means in his power. Most valiantly did he keep his word. Again and again this minority of one was beaten, and each time it renewed its motion with cheerful reluctance. He declared he was sensible that he was doing very wrong; that his conduct was unhandsome and vexatious; that he heartily begged the House's pardon—but his vow must be kept. Macaulay, in telling the story, says: "Between every division this vexatious Irishman made us a speech of apology and self-condemnation." At last the bill passed. Sir Frederick, while congratulating himself on the keeping of his vow, swore at the same time, he would never make such another. The House was thoroughly good-natured throughout it all, showing no petulance at the trouble and inconvenience to which it was subjected by a single member. The House of to-day would scarcely be so forbearing.

A New Hampshire Senator proposes to put an end to the importation and manufacture of intoxicants in the United States by passing a law which shall become operative in the year 1900. He seems disposed to give the present generation of tipplers a chance to complete their work.

Proposed Establishment of a Starch Factory at the Head of the Hillsborough River.

In pursuance of notice duly given, a number of leading agriculturists and others interested in promoting the prosperity of the country, assembled at the "Cherry Hill" Schoolhouse on the 7th inst.

William L. Douglas, Esq., was invited to take the chair, and the undersigned became Secretary to the meeting.

The Chairman stated briefly the object of the meeting, which was to ascertain the sentiments of the community in reference to the feasibility of establishing a potato starch factory at or near the site of the "Old Tannery" at the Head of the Hillsborough River, and requested any person present to address the meeting, which invitation was responded to by David H. Douglas, Esq., who in a clear and forcible manner set forth the advantages accruing from the formation of starch factories to the farmer, and the general benefit to all classes of the people, giving much valuable information respecting the Starch Factory at the Head of St. Peter's Bay, and concluded his address by earnestly endeavoring to impress on all present the desirability of subscribing liberally towards the object in view.

Several persons spoke in support of Mr. Douglas's sentiments, which seemed to be entertained generally, after which a list of subscribers was opened, and although from the state of the roads, few persons had attended the meeting, yet more than fifty acres of potatoes were subscribed for on the spot.

Committees were then appointed to canvass the surrounding districts for subscriptions and report to a subsequent meeting.

After a vote of thanks to the Chairman, the meeting adjourned to re-assemble at the same place at 6 o'clock p. m., on the 14th inst., on which occasion, James McWade Esq., J. P. was the Chairman.

The Committees appointed at the former meeting, gave most satisfactory reports of their proceedings, more than two hundred and fifty acres of potatoes having been subscribed for, and many farmers present came forward and manfully added to the number of acres for which they had previously subscribed.

The spacious Schoolhouse was then fairly filled, and had the condition of the roads permitted persons to travel otherwise than as pedestrians, the meeting would have been larger.

Mr. Duncan Douglass moved, and Mr. Thomas Douglas Coffin seconded the motion—

That a delegation to confer with capitalists willing to erect a Factory for which a proper site can readily be obtained, be appointed, which was resolved accordingly.

James R. McEwen, Alex. Augustine McDonald, William Henry Douglas, John McDonald, and Robert Farquharson Esqs., were appointed delegates—to report proceedings on the 12th of March, proximo.

It was moved and seconded that the Chairman vacate the chair and that James R. McEwen be called thereto, when a vote of thanks to the Chairman for so ably presiding, was carried. Mr. McWade suitably returned thanks, and the meeting dispersed after 11 o'clock at night.

EDWARD B. ALLEYNE, Secretary.
Hd. Hillsboro' River, Feb. 15, 1881.

Valor Rewarded.

A GALLANT RESCUE OF THE "ANCILLA'S" CREW—NOBLE CONDUCT OF FOUR RUSTICO FARMERS—ACKNOWLEDGMENT BY THE MARINE DEPARTMENT.

On Thursday morning, 17th February, 1881, over four hundred people of Rustico Parish met in the Bank Hall to witness the honor conferred upon four young men of that locality. On the 22nd of June, 1880, Mr. Martin Pinaud, accompanied by Mr. Moses Blaquiere, Mr. Solomon Gallant, and Mr. Maxime Gallant, moved with pity on seeing the distressed condition of the crew of the schooner "Ancilla," wrecked on the Rustico Sand Bar, resolved on going to their rescue. A boat had already twice attempted to reach the scene of the disaster, but owing to the violence of the wind and the immense waves which swept everything in their passage, they were compelled to return to shore. Mr. Martin Pinaud seeing the unfortunate crew at the mercy of the waves, and knowing that they were doomed to perish in a very short time, if speedy assistance were not offered to them, resolved, in spite of the two unsuccessful attempts previously made, to do his utmost to save them. The courageous and noble heart of Mr. M. Pinaud could not allow him to witness the sad spectacle which was before his eyes without trying to relieve those whom he saw so near death. Moved with love for his fellow men and prompted by his courage, he accordingly set out with three companions, at the risk of their lives, and through his skill and their bravery, succeeded in reaching the schooner and bringing ashore the four men who composed the crew. They had scarcely reached shore when the "Ancilla" became a total wreck. The master of the schooner, Mr. Walpole, grateful to Mr. Pinaud and his companions, informed the Hon. Minister of Marine and Fisheries of the bravery of the four liberators of the crew of the "Ancilla," and recommended in the warmest terms this act of bravery to the consideration of the Marine Department in Ottawa. Hon. J. C. Pope, in recognition of the inestimable services of these four brave men, sent them valuable gifts through the Bishop of Charlottetown, and requested His Lordship to present them.

His Lordship expressed his great pleasure at the honor conferred upon the people of Rustico in the persons of Mr. M. Pinaud, and his companions, Messrs. Moses Blaquiere, Maxime Gallant and Solomon Gallant. He highly complimented the four champions who had saved the lives of the crew of the "Ancilla," praised their courage and added that their noble conduct on that occasion was worthy of the greatest admiration, and a most sublime example of bravery to ail. He felt happy to see that the Marine Department of the Dominion had recognized the valor of these four men and sent them rewards for their noble conduct. His Lordship then presented Mr. Martin Pinaud with a silver watch, and Messrs. M. Blaquiere, Solomon Gallant and Maxime Gallant, each with a check for a sum of money. After receiving the gifts Mr. Pinaud made the following reply:—

"MY LORD,—We beg most respectfully to express our most sincere gratitude and thanks to those who have been so kind as to interest themselves in our behalf, as well as the Government of the Dominion of Canada, for the gifts of which we are to-day the recipients—gifts which are the more precious in our sight because of the worthy and reverend hands commissioned to deliver them to us. In going to the assistance of the crew of the shipwrecked schooner "Ancilla" we were certainly not actuated by any hope of reward from the Government or any one else. We saw our fellow creatures in danger, and we did towards them what we would expect any of our brave fishermen of Rustico to do towards us under similar circumstances."

His Lordship addressed a few words to the meeting, complimented the people of Rustico on their spirit of thrift and industry with regard to the culture of their lands and on their generosity on account of the beautiful institution they are getting up for the education of their daughters. He hoped that the example given by the four champions who had just received a reward, would stimulate and foster that noble and self-sacrificing spirit which characterized the good people of Rustico.—COM.

Superannuation.

A RETURN recently presented to Parliament has been the cause of a good deal of discussion, and possibly of a good deal of misapprehension. The fund provided for superannuation purposes has always been the theme of hot discussion. There can be no doubt that in the hands of a reckless Government the superannuation system is available for the purposes of favouritism and corruption. Possibly cases of that kind have existed; we entertain the opinion that during the five years of Mr. Mackenzie's rule a good deal of unpleasant dealing with the superannuation system took place. But as to the system itself, a good deal of misapprehension probably exists. The return to which we refer was summarized as follows:

	Receipts.	*Payments.*
To 30th June, 1879, as per return dated 18th Feb., 1880	$391,922 66	$673,065 11
During year ended 30th June, 1880.	43,531 80	127,792 22
Totals	$435,454 46	$800,857 33

It would appear from this that the Government was contributing nearly $400,000 to this fund, for the benefit of persons who as a rule are not popular objects of sympathy. Of course if the figures thus given were absolutely correct and final there would be some reason for popular prejudice and parliamentary condemnation, at least of the details of the system. But we incline to the belief that the figures are not correct, and are not final as a statement of the effects of the superanuation law. The return recognizes only cash receipts and cash payments; it does not include the saving to the Government which has resulted, in many cases to large amounts, from superanuation of officials whose places have not been filled. We omit the consideration of the better work done by the rearrangement of the duties of an office. There are at present more than two departments, possibly, in which the superannuation of officials deplorably incompetent through age, slowness, and unconquerable officialism, would result most beneficially to the public in the more rapid discharge of public business. And though in each case a new sum would be added to the payments for superannuation, on the other hand a considerable saving would be effected in case the places were filled properly by trained officials, whose own places need not be filled. This saving would not be recognized in such a report as this from which we have taken the above figures. We incline to the belief that on examination it may be found that the sum paid by Government, less the sum saved by the Government, is after all not so large as represented.

In every civilized public service there is some kind of superannuation system, and on many great railway lines like the Grand Trunk, and in many great banks, like the London and Westminster and the Bank of Montreal, the directors find it to be to their advantage to pay one-half of the superannuation fund of their employes. In Canada the system was originally adopted, not for the benefit of the service, but for the convenience of the Government; and it has been administered in that sense largely ever since. There are very many grivances entertained by those who pay superannuation deduction from their salaries, and these grievances are in some cases well founded. The subject is not unlikely to receive consideration by the Civil Service Commission, and if so no doubt some light will be thrown on a subject which for the public in general is somewhat shrouded in darkness. Meantime we venture to offer the foregoing suggestions to those who seem to be discussing this subject under a mistake as to the real bearing of the figures we have quoted.—*Toronto Mail.*

To Tell the Age of Cows.

The age of horned cattle may generally be known by rings on the horns till their tenth year; after that they give no indication of age further than that the animal has passed its tenth year. The first ring appears on the horn after the animal has passed two years old—soon after, as a general rule, though sometimes before that age. During the third year the ring gradually increases, and at three years of age it is completely formed. The second ring appears during the fourth year, and at the fifth year it is complete. After that period an additional ring is formed each year. This rule is sufficiently plain, and even a young farmer needs but little practice to enable him to read a cow's age on her horns. A cow with three rings is six years old; with four she is seven years old. No new rings are formed after the tenth year; the deeper rings, however, and the worn appearance of the horns are pretty sure indications of old age.

Lady Macdonald appeared at a ball held recently in a dress entirely of Canadian manufacture. How much may be done were her ladyship's example generally followed can be well understood from the result of Miss Kate Field's experience abroad. While in Paris she wore a costume built from American silk. Mrs. J. W. Mackey, wife of the famous bonanza king, admired it and had a similar dress made by M. Worth, the man milliner, who gave it as his opinion that in a few years Americans would excel the French as makers of silk, as the French material is constantly deteriorating. Canadian ladies, travelling will always, therefore, please wear dresses made from home manufactured goods, so that while not detracting a single jot from their own attractiveness, they may confer an enduring benefit on their country.—*Toronto Mail.*

THAT GRAIN ELEVATOR.—The Chignecto *Post* says Halifax is famed for two things, viz: her harbor, which is unsurpassed; and her grievances, which are vast and illimitable. Halifax, by the promise of politicians, by geographical position, by immemorial tradition, by primogeniture and entail, and by the unlimited laziness of its people, has the right to live and thrive at the expense of the rest of Canada. This is all right, but when the pap is given it, Halifax might find its own ladle. Not so. Sir Charles Tupper now comes to the front with even this—a new elevator to cost $130,000, and let us hope the country has now heard the last of Halifax grumbling.

An Irish shipowner named Lynch, who is seventy-five years of age, has been sentenced at the Glamorgan assizes to three month's imprisonment and a fine of £500 for sending a vessel to sea in an unseaworthy condition, whereby the lives of the crew were endangered, at Cardiff in October last.

The Dublin correspondent of the New York *Herald* states that such an exodus as is now taking place from Ireland has not been known since 1866.

Local and Other Items.

SMALL-POX is raging in Carleton Co, N. B.

"THE Pirates of Penzance" is now the rage in Halifax.

HAY is being largely exported from Canada to the United States.

PARNELL, while in Paris, dined with Victor Hugo and Henri Rochefort.

JAMES STEPHENS, the Fenian Head Centre—that used to be—has turned up in Paris.

THE brigt. Natalie, Capt. W. H. Barnard, arrived at St. John, N. B., on 17th inst., all well.

MR. BOULTBEE'S Bill amending the Canada Temperance Act has received the "six months hoist."

A DEPUTATION of Monctonians is at Ottawa asking a grant for certain harbor improvements.

Two Philadelphia men are reported to have accomplished the feat of riding 600 miles on a bicycle.

JOHN KENNEDY, of Pictou, was killed by the falling of a tree in Pennsylvania on the 20th ult.

THE barque "Claribel," McRae, master, arrived at Baltimore from Bordeaux, on the 16th inst.

THE walking match in Market Hall concluded last Thursday night, and was easily won by Leggett.

A SON of Dr. Tupper is trying to have Mr. Johnston, a County Court Judge in Nova Scotia, impeached.

THE barque "Minnie Carmichael," Taylor, master, sailed from Sharpness Point for Baltimore, on the 19th inst.

THE *Moncton Times* has an article on the Alley-Duchemin case, which is not at all flattering to Charlottetown.

WILLIAM REID of the Island has received a mate's certificate after passing a satisfactory examination in St. John.

WARREN SMITH has challenged George H. Hosmer to row a three-mile race for one thousand dollars a side in June next.

THE Princess Louise was not too tired of "Pinafore" to see a children's performance of it on the 28th of January in London.

EDWARD HENNING, of Hamilton, Ont., aged 20, was fatally shot while examining a revolver, in Chicago, on the 13th inst.

PERSONAL.—Mr. James Paton, of the firm of W. A. Weeks & Co, left for Great Britian on Friday, to purchase the firm's spring goods.

THE brigt. *Natalie*, Bernard, arrived at Vineyard Haven, on the 13th inst. with a full cargo of sugar and molasses from Demerara, and sailed for St. John, N. B.

THE Cadets of Temperance, we are glad to learn, have resumed meeting. The Section will in future open every Friday evening at half past seven, and close at half past nine.

CURLING.—The Bluenose Club, of New Glasgow, Nova Scotia, is one of the two successful competitors for the Governor General's prize. The Club will go to Ottawa when the final heat for the prize will be played with the Caledonian Club of Toronto.

COUNTRY DEALERS are requested to bear in mind that the P. E. I. Pottery Co., are manufacturing milk dishes and other ware in large quantities, and will supply the trade in the spring with an article cheaper and better than can be imported. FRED. W. HYNDMAN, Agent. jan. 19, 2aw & w

CATTLE AND SHEEP FOR ENGLAND.—The S. S. "City of London," which sailed from Halifax on Saturday last for London, took 315 head of Nova Scotia cattle and 240 sheep. The steamer "Lake Champlain," which sailed the same day for Glasgow, took 147 head of cattle and 306 sheep.

DECEASED WIFE'S SISTER.—Among the petitions laid on the table of the House of Commons, on the 14th inst., was one from the congregation of St. Peter's Church, Charlottetown, praying "That any bill to be introduced, having for its object the legalization of marriage with the sister of a deceased wife, may not become law."

A SCENE.—The following scene took place in the Montreal City Council recently "Alderman Allard—'You don't understand the question.' Alderman Hood—I understand the matter as well as you; you are a muff; you are a humbug.' Alderman Allard—'You are a d—d old fool.' Alderman Hood—'I am a match for you any day; you are a blackguard.' Alderman Allard—'You are a ruffian.'"

SHEEP-STEALING.—A novel method of sheep-stealing has come to light recently, not far from Dundas. The heads of seventeen sheep were found under a bridge across Graystone Creek, on the Launching Road, one day last week. The ears of the sheep bore the owners' name, and several of them have been identified. No clue has been found to the robbers, but it is supposed that a short time will elecit some facts relative to this startling affair.—*Advertiser.*

FIRE DEPARTMENT.—At a meeting of the Fire Department last Friday evening, A. N. Large, Esq., was unanimously elected Chief Engineer for the present year. The fire bell in order of succession has been respectively named "Big Donald" and "Little John." We suppose it will now be known as "Little Newton," as the appellation "*Little Large*" would be rather paradoxical. Seriously, we congratulate Mr. Large on his appointment and the city on having secured such an active and efficient officer.

RAPSOM CAPTURED.—A despatch from Kingston says that Rapsom and Shiotte, the other two escaped convicts, were arrested at Watertown, N. Y., and brought back to Kingston. They arrived there on the 16th. Shiotte is entirely used up, but Rapsom looks as well as ever. He told the Warden that he intended to make another attempt to escape before long: Amos Arnold was discharged from the Penitentiary. He had escaped three times, but was recaptured in each instance. The last attempt was made seventeen months ago.

ARRIVALS OF AMERICAN CATTLE AT LIVERPOOL AND LONDON FOR 1880.—Messrs. Vaughan Bros. & Co.'s Liverpool circular give the following particulars of arrivals of live stock from America at the ports of Liverpool and London for the year 1880. The arrivals at Liverpool were 87,645 cattle, 60,202 sheep, 11,338 pigs, and 233 horses. There were lost on the voyage 3,408 cattle, 2,136 sheep, 1,418 pigs, and 14 horses. The percentage of loss was as follows: Cattle, 3-88; sheep, 3-55; pigs, 21-36; horses, 6-48. The arrivals at London during the same period were 66,845 cattle, 22,236 sheep, and 672 pigs. Of these there were lost 3,134 cattle, 868 sheep, and 133 pigs. The percentage of loss was: Cattle, 4-67; sheep, 3 90; pigs, 21-21. The total percentage of loss in the London and Liverpool shipments was: Cattle, 4 24; sheep, 3-64; pigs, 12-96, and horses 6-48.

DOMINION RIFLE ASSOCIATION.—The Dominion Rifle Association met at Ottawa on the 16th inst., when the following officers were elected for the ensuing year:—

President—Lieut.-Col. Gzowski, A. D. C., Toronto.

Vice-Presidents—Ontario, Allan Gilmour.
New Brunswick, Lieut. Col. Hon. A. E. Botsford.
Manitoba, the Hon. Senator Girard.
Quebec, Lieut.-Col. Hon. L. R. Masson, M. P.
Nova Scotia, Lieut.-Col. A. K. McKinlay.
British Columbia, Hon. W. J. Macdonald.
Prince Edward Island, Lieut.-Col. Hon. R. P. Haythorne.

The Council chosen were about the same as last year. Lieut.-Col. Stewart was re-elected secretary-treasurer.

Contributions and special prizes were received to the amount of $1,160.