and fearless, and the cruel storm was gaining strength

Presently it burst upon her. The winds clashed like ten thousand warring sabres, and the mad waves ran mountains high The little boat went over like a cokle-shell, and the man who sat in it went down.

Janet uttered a wild cry, and leaped down from the rock. She felt as if her own soul were being engulfed in those mad waves She ran down upon the wet sand to the very edge of the foaming water. A great convulsive shock, a towering wall of foam spinning up into the darkness, and then a drenched figure, a white, dead face, lay at her feet.

She knelt down, raising the poor head to her lap, parting the tangled hair from the icy brow. Then her wail of agony rose above the dim of the storm.

'Oh, Ross! Ross!' she cried; 'I have waited so long, and must I loose you now?'

* * * * * *

Once more the sweet-scented hyacinths threw their incense on the breeze, and the golden hearted panzies bloomed on the garden borders, and the happy birds sang. The old rector of Streamville slept sweetly in the little churchyard, and the bells in the windy steeple were ringing out a wedding chime. The fitful April sunlight streamed through the low windows of the parsonage, glinting in golden flashes on the spotless robes of a bride—on the fair, sweet face of a woman whose soul had been purified of all dross, in the hot furnace of sore affliction The happy bridegroom stood at her side.

'At last!' he murmured, his clear eyes aglow with rapture. 'At last! Ah, Janet my darling, this hour, repays me for all the bitter years of banishment.

She looked up with a happy smile, putting her hand on his.

'God kept us for each other,' she said, 'and nothing had power to part us. True love is omnipotent, dear Ross; it brought you back to me from the very ends of the earth; even out of the depths of the stormy sea.'

And then the wedding chimes filled all the summer air, and hand-in-hand Ross Milburn and Janet Raeburn went down to the church, the people shouting, and little children strewing flowers along their way; and there in the presence of God, the two became as one flesh. And from henceforth their one life knew naught but perfect peace.

THE sentimental looseness which is so largely encouraged in our day finds its illustration and evil result in numerous ways. We are expected to govern and conquer by "love," ignoring the severe means by which authority has been wholesomely maintained in all time To the cultivation of these ideas we may justly refer, in a large part, the prevailing laxness of idea and conduct in the marriage relation. Persons of both sexes who find, after the novelty of the union has worn off, that there are hardships and heart-burnings to be endured, are seized with sentimental longings for "soul unions," and notions that the "sacred human heart" is not to be "outraged" by a life spent with an uncongenial companion, and hence our dockets abound in divorce cases We need in every relation of life more of the old notions of the corrective, preventive and disciplinary effect of pain, both moral and physical. The movement in favor of penal form is also open to the charge of a sentimental element which encourages crime and injures society. But perhaps the most dangerous form of this sentimentality is the almost universal deference and tenderness shown towards children. The old idea of tender love mingled with severe authority is giving way to the tenderness without the severity. Children are to be governed by "love" untempered by the rod and are largely having their own way as to conduct and dress. Parents have grown so tender especially that they cannot permit the rod to be used in the school, and nervous teachers who do not like to apply the rod join in the anti-corporal punishment movement. The result is that the young are now in a condition of unrestraint which shows itself offensively in a thousand minor ways and frequently breaks out into crime which brings ruin upon the child and incalculable distress upon the parents. Within a few weeks several murders have been committed by boys under fourteen. Recently a gang of boys belonging to respectable and well to-do families in New York, were arrested for theft and robbery practiced in an organized and systematic manner. But the most conspicious and shocking instance of juvenile outrage, and the one which suggested these notes, was perpetrated on Wednesday last, at Canton, Massachusetts. Four lads, between the ages of nine and thirteen, lay in wait for the district school teacher and stoned her to death as she was on her way to dinner, The offence of the teacher was that she shut them out when they refused to return promptly at the ringing of the bell after the noon recess. The young wretches first stoned the house and then waited until school was dismissed and stoned the teacher so that she died from the effects of her injuries. It is very mild, after reading these facts, to observe that there is something radically wrong in the rearing and education of children While we are considering the Divorce question, the Capital Punishment question, and the Corporal Punishment question, we are confronted by the question of youthful depravity and unrestraint, which is becoming one of the most serious of our social questions. Love is a good thing with which to govern the young, but it needs to be warmed in with the rod.—*Weekly Toledo Blade.*

ARRIVAL OF THE FENIAN EXILES IN NEW YORK.

The exiled Fenians arrived in New York on Thursday night. The steamer Cuba, which conveyed them from Liverpool, was signalled off Sandy Hook at 8 o'clock, and as soon as the fact of her arrival was know amongst the small fleet of steamboats that had been chartered by friends of the exiles to welcome them to these shores all was bustle and activity. Down the bay scudded the Antelope, the McCulloch, the Bronx, the Fletcher, the Jasmine, and a host of smaller craft under full steam, racing for the first sight of the long expected steamer. The Bronx, however, flying the national colors and being armed with the authority of the revenue service of the United States, captured the vessel, and all boats containing other welcoming parties were ordered away, much to their dissatisfaction and disgust. The Cuba then steamed up to the quarantine station on Staten Island where, in accordance with the law, having arrived after sunset, she was detained until Friday morning.

In reply to the official invitation extended them on behalf of the city authorities by the Hon. Richard O'Gorman, and the overtures of rival deputations, the exiles responded as follows:—

To the Gentlemen of the Several Deputations for Receiving the Irish Exiles:

Gentlemen—We thank you all for your invitations, and we will try to accept all; but we are only a few of many. Our fellow prisoners are on their way hither, and we will take no public step until they arrive. You look upon us as representing the cause of Ireland, for the interests of which cause we desire that all Irishmen should be united. It is painful to us to-night to see so much dissension amongst yourselves For what your reception concerns us as individuals we care little compared to what we feel about it in connection with the interests of Irish independence, and as you have not united harmoniously to receive us, we will not decide upon anything until the arrival of our brothers. We will remain on board the ship to-night and go to a hotel to-morrow.

We remain, gentlemen, yours, very respectfully,
JEREMIAH O'DONOVAN ROSSA
CHARLES UNDERWOOD O'CONNELLY,
JOHN DEVOY,
JOHN MCCLURE,
HENRY S. MULLADY

The party on board the steamer "Bronx" consisted of John Savage, Chief Executive of the Fenian Brotherhood; General F. F. Millen, Executive Secretary, Joseph Paul, A. A. Griffin, R. S. Morrison, and John Barry, of the Fenian Brotherhood Council; P. G. Duffy, Secretary of the Fenian Brotherhood of Manhattan; Colonel P. Leonard, Leiutenant-Colonel Pierce, J. Butler, and Capt. B Starrs, of the Legion of St. Patrick; J. A. Burke, brother of Thomas Francis Burke, one of the prisoners; D. O'Donovan Rossa, Jr., son of the exile; Daniel McClure, father of Capt. John McClure, another of the prisoners, and who was under sentence of death at the time of his banishment; Colonel Thomas J. Kelly, who was rescued by his brother Fenians from the British officials in the streets of Manchester, in 1867, Thomas P. Masterson, Edward J. O'Byrne, Captain John Kirwin, M. Moynahan, Major B. Downing, and Dr. D. Bell, of the Irish Refugee Society, R. C. McCloud, and Colonel T. Hanley of the "United Irishmen," General J. R. O'Bevine, and others.

The following is the

ADDRESS OF WELCOME

prepared by the United Irishmen of the District of New York, with a view to its presentation.—To the released Irish Political Prisoners;

In the name of the United Irishmen of the District of New York, we tender you the welcome which is your due, not alone as brothers in the same holy cause in which we are enlisted, but as representatives of the great principal of liberty, which has found in you some of its worthiest and most consistant exponents. For that principal the Irish nationalists of the past, in whose footsteps you have faithfully trodden, dared the worst at the hands of the oppressors of our native land. Upon the altar of their country they sacrificed everything that men hold dear, gave up their friends, home, wealth, preferment, and all the inducements by which men are impelled to strive for the esteem and approval of their fellow-mortals. In the opinion of the worldly and venal they failed; but all true Irishmen, regarding their actions and achievements with the eyes of patriots, known that they did not teach, struggle, and die in vain. Generation after generation they made their mark in the age in which they lived; and the records of their lives and their sacrifices remain bright as beacon lights upon the stormy sea of revolution, to point out to those who come after them the only path to which the freedom of their country may be won. You, too, martyrs of the cause of Ireland, have done your share of impressing on your age the great truth that right is indestructible, and, in the end, must triumph. Following the example of the patriots who have gone before, by your noble self negation, by your unflinching courage, and the integrity with which at every personal risk, you have upheld that national cause, you have shaken the power of the enemy of Ireland more thoroughly than a hundred defeats in the field of battle and have proved to the world that, however England may endeavor to crush out the aspirations of the Irish people for independent national existence, she cannot extinguish in our breasts the holy flame of liberty or prevent the transmission from one generation to another of that sacred legacy which binds our whole race, wherever scattered, to unite their efforts and their power, and never to desist until our country shall be redeemed and recognized as one amongst the free nations of the world. To aid in the accomplishment of this great aim, to unite all national Irishmen in an honest, unselfish, and practical endeavor to bring about the realization of the idea the "United Irishmen" in America have banded themselves together determined to persevere to the end. In your long wished for, and almost unhoped for delivery from the thraldom of the foes of Irish freedom, and your arrival in this republic, we hail the happiest omen for the future that yet gladdened our expectations. After a contest so heroic, in which you have never yielded an iota of principle, but rather have extorted from the enemy concessions and admissions of right which have added largely to the moral power of the Irish cause, we regard your advent among us as the era of a new and energetic departure upon the path by which our people must advance to the attainment of the liberty they have so long sought, and we hail you as the heralds of that true union of all Irishmen — the perfection of which will develope our national strength into a power which will make us all in truth "United Irishmen," and give to Ireland the great element which has unhappily been wanting in all previous efforts for the establishment of her independence. In the name of the United Irishmen we again congratulate you on your safe arrival on these hospitable shores, and on the prospect that our conjoint efforts, and those of patriotic Irishmen everywhere shall again be directed to the advancement of the cause of Irish freedom, which in the past has suffered reverses, but has never gone backward, and never shall be abandoned while a trace of foreign domination is found in Ireland, or a remnant of our own race remains to conspire, to labor, and to fight, as you have done, against the hated rule of England.

Richard McLeod, Chairman Committee on Address; Colonel Timothy Hanley, Supervisor; John McCarthy, Treasurer, J. T. McGuire, Sheridan Section; Dennis Kelly, Red Hand Section; Timothy Ryan, Clianna Gael Section; Timothy Connelly, Bentart Section; James Beglin, Emmett Section; Patrick Logan, Halpin Section; James M. Brant, Sarsfield Section; John Kelly Geraldine Section; William F. Foley, Sheridan Section.

NAMES OF THE EXILES.

The following are the names of the liberated exiles:

John McClure, death, commuted to penal servitude for life.

Henry S. Mullady, death, commuted to penal servitude for life.

Jeremiah O'Donovan, (Rossa), penal servitude for life.

Charles Underwood O'Connelly, ten years' penal servitude.

John Devoy, fifteen years' penal servitude.

BRITISH COLUMBIA.

The Victoria *Colonist* says: One of the most interesting and by no means the least important of the questions to be decided by the Legislative Council during the approaching session is that of Responsible Government—whether British Columbia is to have that form of Government simultaneously with its admission into the Dominion, or whether it is to enter with the six-by-nine constitution and seek a more liberal one afterwards. Should that question be submitted to a vote of the whole Council, there can be little doubt that the decision will be adverse Should it, as was understood, be confined to the elected members, the probability is that the decision would be favorable, although it is not quite certain. Rumor makes out the new Council to be less liberal than we had ventured to hope, and should there be any division in the liberal ranks the cause may be lost. It cannot be denied that the enthusiasm for Responsible Government has been somewhat cooled since the elections.

Good news from Peace River comes thick and fast Ten Chinamen arrived at Quesnelmouth with $18,000 in dust from the Omenica mines. They averaged $30 per day to the hand. Kwong, Lee & Co, have received a letter announcing this. There will be a rush of Celestials to the new diggings next spring.

WALLA WALLA.—The lands in this part of the Territory are being settled more rapidly than formerly. During last month (November) about 2,000 acres were entered at the Land office.

We learn from the Victoria *Standard* that the Secretary of the North Pacific Railway has arrived at Olympia, to select a site for the terminus. It is expected that a point near what is called the "Narrows," on Puget Sound, will be the spot Arrangements have been made to lay 25 miles of the line next year, and immediately after complete 85 miles more, so as to connect with the Columbia River.

The Victoria *Standard* of the 7th instant says:—The general election is over at last, and the returns from the constituencies have been received. Seventeen candidates took the field —eight have been defeated and nine elected. In every district there was a contest, except in Victoria District. The list of successful and unsuccessful candidates is as follows: Victoria District—DeCosmos, elected without opposition. Victoria City District—Nathan and Helmcken elected; Nicholson and Carey defeated. New Westminster District—Nelson elected; Armstrong defeated. Nanaimo District — Bunster elected; Robson defeated. Cariboo District—Dr. Carroll elected; Booth defeated. Kootenay District—Skinner elected; Jessop defeated. Yale District—Cornwall elected; Smith defeated. There will at least be four official nominees; Secretary Hankin, Surveyor-General Trutch Attorney General Philips, and Collector Hamley. Whether the other two nominees will be officials is still unknown to outsiders. It would be better for the country if the whole six were officials, for the nomination of unofficials to the Council would be a pernicious example. An official may be reached, but an unofficial and irresponsible nominee cannot. By all means give us nominees who have some degree of dependence on the people, if it be only for their salaries. As it is, the new Council, with Helmcken and Carroll in the Executive, stand eight for the Government to seven independent members. Of the latter some will be found consistent supporters of the Government, no matter what it may propose. The Government has consequently a trusty working majority; the people, we hope, a faithful minority on whom popular rights depend.

ENGLAND has evidently got a very confirmed attack of the war fever. The pacific ex-President of the Board of Trade did not retire a moment too soon, for the new struggle between Liberals and Conservatives is to be, who is prepared to spend most money on military preparations. The Conservative platform has evidently been anticipated by the Government in power, for we have in the latest mail files some hints of a stupendous scheme, said to be under consideration, for the fortification of London. It appears that a similar project was discussed ten years ago, and that the most feasible of the plans then submitted consisted in erecting a number of small forts, one mile apart, and at a distance of five miles outside of London. To defend the forts themselves, a quarter of a million of men were considered requisite, and to operate against the enemy in front of them another quarter of a million. At the present rate of military preparation, the "armed peace" of the last ten years will be found by England to be a very trifling burden when compared with what will shortly have to be paid for. It might, after all, have been cheaper to have stretched a helping hand to France.—*Exchange.*

BISMARCK has been sounded on the subject of the future government of France, and on the situation generally. On the former point he said:—

When Paris falls we shall find a *de facto* government. If it is willing to accept peace and elect a Constitutional Government to confirm the terms we will not interfere with the internal affairs of France. If, on the other hand, the temporary government is inclined wickedly to prolong the wicked war, we will be willing to treat with the Empire, which has not yet been constitutionally set aside.

The idea is thrown out that should the Empire be restored there might possibly be a close alliance between France, Prussia and Russia! A possible treaty is referred to in the telegrams of the following tenor:

First, the modification of the commercial treaty of 1860.

Second, the oriental question to be henceforth regarded as a secondary matter by France

Third, that portion of Belgium known as French Flanders to be annexed to France, in lieu of Alsace and Luxembourg, to be annexed to Germany.

It is supposed that the latter proposition will satisfy the *Amor Propre* of France and reconcile the people to the restoration.

LATE TELEGRAPHIC NEWS.

Brussels Jan. 14.—It is expected that 50,000 Belgian troops will be concentrated on the French border, in case Gen. Faidherbe is forced back to the frontier.

London, Jan. 23.—Paris despatches state that a decree of the Government has just been issued which will startle those who sought their safety out of Paris. The privacy of their houses left behind is about to be violated by authorized plunderers; their cellars sacked of wine, wood and coal, and their storerooms invaded, and their contents delivered over to fill the empty public stomach and replenish the public coal scuttle.

Berlin, Jan. 16.—Bismarck, in a note just issued to the North German representatives abroad, defends the German mode of warfare and appeals for witnesses to the English and American reporters with the German armies He cites two cases as evidence of French barbarity, in which the French fired upon the parliamentaire, and also thirty-one violations of the Geneva convention. He also says that the French use explosive missiles, burn ships, maltreat prisoners and encourage the violation of parole by French officers. In conclusion, Bismarck says that the French rulers do not wish for peace, but gag the press to prevent a convocation of the National Assembly, and force the people to continue the war.

London, Jan. 16.—Jules Favre has addressed to the powers concerned, a circular, dated Paris Jan. 12, replying to Granville's invitation to the French Government to send a representative to the Conference on the Eastern question. He points out that any settlement of the questions to be considered by the conference with France unrepresented would be void, and adds that he had been instructed to proceed in person to London by Gambetta, to attend the Conference, but was unable to do so because the Prussians fire on flags of truce sent out from Paris. It is true that Mr. Washburne, the American Minister, is now authorized to promise him a pass and safe conduct through the German lines, and if it is received, and the condition of Paris permits, he will proceed to London. But while the bombardment continues his departure is impossible. In the meanwhile the defence of the city goes on with undiminished vigor.

London, Jan. 19.—Despatches from Bordeaux announce that fifty thousand fresh troops left that city on Tuesday last to reinforce General Chanzy's army.—Correspondents before Paris report that numerous fires are seen burning in some places inside the city. In other places, there are black hills of ruins covered with dense clouds of smoke. The city begins to wear a dismal look, as seen from the outside. The bombardment continues, and almost every hour volumes of smoke arise, to show that new places have caught fire. The scene is described as heartrending.—The French have reoccupied fort D'Issy and are strengthening the defences of the fort.—Fort Vanvres has been terribly damaged by the constant cannonading of the German artillerists. The soldiers occupying it are mounting lighter guns in place of the ones destroyed.—On Monday morning the French, taking advantage of a dense fog which prevailed, unmasked several forts. Towards the afternoon the weather becoming clear, the Germans bombarded these forts and knocked them to pieces.—The Prussian Governor of Alsace has expelled twelve Polish families from the country under his charge. They were all suspected of being in active sympathy with the French and of acting as spies, affording information, provisions and ammunition, to the roving bands of Franc-Tireurs.

Ottawa, Jan'y 19.

The Dominion Board of Trade has present thirty-six delegates from thirteen Boards throughout the Provinces. Hon. John Young has been elected President; W. J. Patterson, Secretary of the Montreal Board of Trade and Corn Exchange Association, was chosen Secretary of the Dominion Board.

A Council of eight (8) was chosen from different cities represented. The subject of Canal Improvements occupied the greater part of the afternoon and evening sessions. The enlargement of the Welland and the St. Lawrence Canals, and the construction of the Bay Verte Canal were finally recommended as, in the opinion of the Board of Trade, necessary for the trade of the country.

St. James Hotel was burned down this morning. The loss is estimated at $25,000 for the building and $10,000 for the furniture. The guests at the hotel lost their personal effects.

Montreal Jan. 19.—The widow of D'Arcy MaGee died here suddenly yesterday, the 18th instant.

Ottawa, Jan. 24.—Terms of Union agreed upon by British Columbia Legislature, by a unanimous vote, on the 18th instant.

SPECIAL TELEGRAMS TO THE Charlottetown Associated Press.

SACKVILLE, Jan. 23—Amount in bullion bank, England, decreased during the week £181,000.

All members of diplomatic Corps in Paris, excepting the American Minister, applied for permission from Prussian Military authorities to withdraw from the city, request refused.

King William's despatch to Queen congratulates her on repulse of Bourbaki, states that he is now retreating and bombardment of Paris continues with good results.

Cessation of firing on Paris on the 17th and 18th for 24 hours.

Attributed peace overtures of some nature will be made if bombardment proves a failure.

Balloon landed in Belgium from Paris on the 18th. Bombardment causing considerable damage. fires occasioned by it easily extinguished. Some Mills grinding corn have been damaged, and supplies of meal not easily obtained. General ——— telegraphs that his vanguard is pursuing Bourbaki; other despatches say Bourbaki's retreat unmolested.

SACKVILLE, 8, a. m—Thermometer stands 35 at Ottawa, 39 at Farther Point, 38 at Quebec in shelter, 36 at Dalhousie, 25 at Fredericton, all below Zero. Several persons frozen to death last night west of Ontario.

Sackville, Jan. 27th, 1871.

Garibaldians gained victory at Dijon, capturing many Germans. Prussians repulsed at attempts to retake town after severe engagements lasting twelve hours. 1200 Germans expelled from Marseilles. Losses of French in recent sortie 3000. Germans captured large quantity of stores at Dole. Firing at Longuy, hot and effective, and losses on both sides heavy.

Terrible condition in Paris, one more earnest combined movement towards immediate mediation have been begun with prospects of good result. Berlin despatches announces the capture of Gen. Faidherbe and staff. Whole northern portion of France entirely open to Germans.

SACKVILLE, Jan. 27.—Trochu has resigned.—Rumored that peace negotiations have begun again.—The French are moving on Abbervilliers.—The Prussians have evacuated Alecon, and cut railway between Lyons and Besanon. Lesto, the French Minister of War, has resigned—It is thought that Admiral Laronciere or Scissel will succeed Trocau.—Later news from Dr. Livingstone reports him safe and well.—Fortress of Longny capitulated to Germans.—The surrender of Paris is hourly expected.—Favre was at Versailles on Tuesday, and discussed terms of capitulation with Bismarck. The latter said he would demand unconditional surrender; if not accepted, the Germans would re-establish Napoleon on the throne and make peace with him.—The committee of defence instructed Favre to make the best terms he could, and bring the conflict to a close in any case.—London "Echo" says a message from Versailles brought intelligence that the surrender was signed by Favre and Bismarck.

DIRECTORY.

Bank of P. E. Island.—Cashier, Wm. Cundall. Discount Days, Mondays and Thursdays.

Union Bank.—Cashier, James Anderson. Discount Days, Wednesdays and Saturdays.

Savings' Bank—Colonial Building. Banking days, Tuesdays and Fridays.

Farmer's Bank Rustico.—Cashier, Marin J. Blanchard. Discount day, Wednesday.

Summerside Bank.—Cashierr, R. McC. Stavert. Discount days, Tuesdays and Fridays.

Y. M. C. Association—Thursday evenings during winter.

C. Y. M. L. Institute.—Tuesday evenings.

Metropolitan Lodge, British Templars, meet in Falconer's Hall, on Wednesday evenings.

City Lodge, British Templars. meet in the Athenæum on Tuesday evening.

Victoria Division—Sons of Temperance, meets Monday evenings.

St. John's Lodge, Masons, Second Tuesday in each month.

Odd Fellows—Monday evenings.

NEW ADVERTISEMENTS.

Immense Redct'n in prices S.W McMurray
A Card .... Mark Butcher.
Carriage Stock .... A. A. Baldwin & Co.
Wanted .... do
Kerosene Oil, &c .... do
Mud Digger Chain, &c .... do
Circular Saws, &c .... do

The Examiner.

Charlottetown, January 30, 1871.

RAILWAY COMMUNICATION having now become to the inhabitants of this Island a topic of general interest and speculation we propose to view "the situation" in this respect, and to see if we can afford to build and maintain a line.

Whilst almost the whole of the civilized world outside the Colony of Prince Edward Island, are enjoying the benefits and advantages which are to be derived from the construction of railroads, we have done nothing in that direction. We are not only behind the age in this particular, but the absence of them places us almost out of the way of the traveller and the tuorist.

If we had a railway between Summerside and Georgetown, and perhaps touching the northern part of the Island, with steamers running each way daily, between Summerside and Shediac on the one hand and Georgetown Picton and Cape Breton on the other, we would be within circuit of the traveller; and this becomes especially a matter of importance to us in prospect of the early completion of the several lines of railway in the neighboring Provinces, particularly of that one between St John N. B., and Bangor, Maine, which will give *Shediac* daily connection by rail with the whole of the American continent Three hours by steamer will then connect us with Pictou, three with Shediac, and about twenty-four hours *with Boston.*

There can be no doubt but that this would attract during the summer months a large portion of those travelling either to recruit, or for pleasure, who will not now take the longer trip by sea.

It is a fact gathered from the various registers of the hotels and of the railway and steamboat offices in the United States that out of New York, Philadelphia, Boston, Brooklyn and other large cities, 1,250,000 people go annually to the different watering places during the hot months of July, August and September, when the energies of the people are prostrated by the exces sive heat, and when summer diseases prevail.

We have, during the summer months, a more bracing and delightful climate, better opportunities for sea-bathing and sporting than can be found at any of the watering places of the United States.

The beneficial results to Sir John A. McDonald and to S. C. Hersey, Esq., the President of the Portland Me. Board of Trade, who visited and remained on this Island for many weeks during the past summer, to recruit after long and severe illness, are well known.

Had such occurrences happened at any place in the United States, not sufficiently well known, the facts would have been exhibited in the most favorable light and the place having been thus extensively advertised, the result would have been a large and immediate increase to its population, and consequent advantage to its business and commerce.

Another advantage as a watering place possessed by Prince Edward Island, will be found in the cost of living, which is less by one-half than that of less favored resorts in the United States. A "summer trip" would thus be brought within the reach of very many persons who cannot now well afford the expense incident to other places.

Generally, the American people do not go beyond the sound of the whistle of the locomotive, so that at short notice they can return to their places of business. Weekly, or semi-weekly outlets do not serve their purpose. Give us a railway and daily communication with the United States, then visitors will flock hither, and large hotels at every interesting and available place on this Island will surely follow; when. if Saratoga can draw annually her 250 000 people, and Mount Desert down on the rocky and desolate coast of Maine, her 75 000, it is fair to assume that. the Island, with a proper effort, can draw at least 100 000 visitors; but if only one half that number come. and the time spent should be taken at the very low average of two weeks. and their daily expenditure be $3.00 per day, we have 50,000 x 14 x 3= $2,100,000, which, if spent in the community would thus directly enrich the farmer and the mechanic, and be indirectly an advantage to the whole population of this Island. It is also fair to presume that as our tariff is much lower than that of either Canada or the United States, a large retail furnishing business would soon follow, as is now the case in Halifax and St. John.

This source of wealth which may be annually increased and may assist in making us independent of all outside influences, is one phase of the advantages which the people of this Island will derive from a Railway intersecting it, and connecting its more important places.

Let us now consider its value from another point of view:

If extended to the harbor of Cascumpec, there is no doubt but that it could be so located as to bring almost every part of the Island within a distance of from 10 to 15 miles from some one of its stations.

It would enable persons to go to or from any place in the Western part of the Island, and Charlottetown, in from four to six hours, Georgetown, in about one and a half hours more. and other places in the same proportion of time

To do this, and return as persons could within the limits of one day, would with the demand required for produce by the almost certain influx of strangers and ready means of export, completely and advantageously revolutionize the whole business of this Island by bringing every farmer within easy reach of the principal markets, and to make the *best* available at a time when it would suit his convenience to forward his crop, which he is now compelled to prepare early, and sell in the nearest place, or haul long distances over bad roads.

We will return to this subject again, and further consider this *matter* in connection with the cost of transporting overland to the different shipping places; the produce of the Island, and make some figures showing the saving which would be effected to our farmers, had we a Railway.

WM. HEARD & I C. HALL VS. MARINE INSURANCE COMPANY.

The Plaintiff, Wm. Heard, owned the ship *Model*; and he and Mr Hall put a cargo of potatoes and fish on board of her in December, 1869, for Cuba. They insured £1000, P. E. Island currency, on the cargo under deck, and the vessel sailed on the 10th December, 1869. She grounded before leaving the harbor, was caught in the ice outside the harbor. was dragged by the ice over the St. Peter's Island Bar, and was drifting about the Gulf all winter. carried to and fro by the ice. She got into Port Mulgrave, Gut of Canso, early in the spring, about April, 1870. There was a survey held on the cargo there, when some of it was found damaged. These facts were communicated to the Insurance Company, and Wm. Heard, being one of the Company, understanding that it was the wish of the Company to take the vessel to Charlottetown or Halifax, made entry, as President of the Company, in the Company's Minute Book to that effect. At the next meeting of the Board of Director's, when the entry made by Mr. Heard was read, it was pronounced by the Board not to be authorized, and they accordingly entered a minute showing that the Board did not give any directions to the Plaintiff in regard to the cargo of the *Model*. In the meantime Mr. Heard started for Halifax, where he arrived on the 22d day of April, 1870. The *Model* was then there, the cargo was sold the next day without any further survey. All expenses of sale, and also full freight from Charlottetown to Cuba were deducted from the proceeds, and the Plaintiffs claim from the Company the difference between the net proceeds and the £1000 they had insured on the cargo. It appeared that the potatoes were considerably damaged; the fish to a less extent. Some of the fish was bought in by parties in Halifax who re-dried and reshipped part of it to the West Indies. The Plaintiffs claimed the difference between the net proceeds of the sale (after deducting $900 freight) because they said the cargo was a total loss from perils insured against, and because, whether it was a constructive total loss or not, the Company had accepted it as such as was proved by the entry in their Books. The Company refused to pay because they alleged it was not a total loss, and the cargo should not have been sold, but forwarded to its destination, and that whatever damage it had received was not from sea perils. They denied the Plaintiffs' right to deduct the freight, or that they had authorized the sale at Halifax.

Considerable evidence was given on these points on the trial before Judge Peters and a Special Jury; but there was very little evidence as to the extent to which the cargo was damaged. The following is the substance of

JUDGE PETERS' CHARGE TO THE JURY.

Gentlemen:

The main question for you to decide is, Was there a total loss of the cargo of the *Model?* If goods are insured in £1000 say, and ship and goods go to the bottom and are never seen, there is no difficulty in saying that there is a total loss, the underwriters are liable to pay the amount of the risk.

But in other cases the goods insured do not disappear. They are brought to, say an intermediate port; but so damaged and deteriorated in value by perils of the sea, that they are not worth the expense of forwarding them to their destination. This is called a *Constructive Total Loss.* This is what the Plaintiffs claim has occurred in this case.

But before you come to decide this question, there are other preliminary questions you must decide. And 1st.—Was the damage to this cargo caused by sea perils, as the Company insure against? If you find it was not, the Company are not liable. For example, there is evidence that some of the potatoes were damaged. Was this caused by sea perils—such as the ship making water or stranding, or did the damage arise from the natural decay of the potatoes from being kept so long in one place, as we find them decay in our cellars and warehouses? These are questions for you to decide. It has been argued on the part of the Plaintiffs that the damage to the potatoes was caused by detention in the ice, that this detention in the ice is a peril insured against, and that the Insurance Company are liable; but he (Judge Peters) did not think so: for in taking the risk both Insurers and Insured knew that at that late season, the 10th December, any perishable cargo was subject to destruction from inherent tendency to decay, apart altogether from the damages of the sea. When this vessel was caught in the harbor, the owners had a perfect right to cut her out and not land her cargo. But in doing so, they knew that she would be exposed to the dangers incident to the voyage. Both the Insurance Company and the policy holders equally knew the low degree of temperature to which the cargo would be exposed, and its natural effects on a cargo of a perishable nature. The Insurers, therefore, cannot be held liable for any loss arising from atmospheric causes, and not from dangers of the sea.

Neither are they liable for loss consequent upon the detention and length of the voyage. Potatoes especially, from their perishable nature, may rot from their inherent qualities. apart altogether from any sea perils. Here His Lordship quoted law authorities showing that insurers had nothing to do with losses caused solely by protracted voyages.

Insurance contracts, he said. were not made against adverse winds, but against dangers of the sea, and damages resulting from the perils of the sea only. Another point to be considered was, did the dampness of fish arise from sea water, or from that natural dampness inherent in the article itself. If dampness arose from the leakage of the vessel, then the Insurers were liable. Here, His Lordship quoted English and American authorities on this point, and told the jury to consider the question as to whether the dampness arose from sea perils or from the natural causes alluded to. In regard to a clause in the policy, which seemed absolutely to exempt the Company from any damage arising from goods being mouldy, spotted or discolored, the judge thought the true construction of the policy was that the Company would be liable for damages of this description if caused by sea perils, notwithstanding the broad manner in which this clause of the policy was expressed. The rule of law he said was to look not to one clause only, but to consider the general or broad construction of the whole contract. If the potatoes were damaged from their own perishable nature, or from frost, or protracted voyage, those were casualties not insured against; and if the fish were damaged by the liquid exuding from the potatoes, damaged through any natural or atmospheric causes, and not from sea water, the Insurers were not liable for the damaged fish. These points, he told the jury, were left for them to decide, and if they arrived at the conclusion that the damages to the cargo did not arise from sea perils, they would find verdict for defendants; but if you arrive at the opposite conclusion, then comes up the question of *Constructive Total Loss.* His Lordship then reviewed the evidence touching the meeting of the Board of Directors, the entry in their Minute book, and the construction put on said Minutes, which he said was not an acceptance of abandonment.

Next, came the question, Was the state of the cargo such as to justify the abandonment? His Lordship then explained the law on that point showing the difference between a partial loss and a Constructive total loss. He also pointed out the law touching the duties of ship masters, to use all reasonable means within their reach for the protection and safety of property in their charge. The owners of the cargo state that there was not sufficient facilities for drying it at Halifax in order to send it on to its port of destination. On this point, and as to the probable cost of drying and repacking the fish at Halifax, sufficient evidence was wanting to enable the Jury to find whether the loss was total or partial. From the testimony however, of the merchants who purchased the fish at Halifax the probabilities were that it cou'd be dried and forwarded to its destination. His Lordship then referred to a case in which a vessel was detained by ice at Quebec. In that case the expense of discharging cargo, and all the particulars were given, but in the case before them they had no evidence of the cost of reshipping from Halifax, and, therefore, it was difficult to ascertain what profit, if any could be found for the owners, provided they had reshipped the cargo.

The Judge then directed the Jury that the freight to Cuba could not be retained by Mr. Heard out of the proceeds of the sale at Halifax; but that a question might hereafter arise whether Mr. Heard would not be entitled to a proportionate share of the freight from Charlottetown to Halifax. He directed the Jury if they found on this point, to specify the pro rata freight separately.

The Jury returned into Court after considerable consultation, and returned a verdict of a Constructive Total Loss and gave damages to the Plaintiffs for £243 0s 6d, which is made up as follows.

Amount insured on cargo,	£1000	0	0
Proceeds of sale of cargo at Halifax, without deducting freight,	621	13	6
The Company paid into Court,	100	0	0
The Plaintiffs owing on the premium,	35	6	0
	£756	19	6
Amount verdict,	£243	0	6

A. MCNEILL, Reporter.

ALL those who are favorable to the building of a Skating Rink in Charlottetown, are requested to meet in the City Hall, on Tuesday evening next, the 31st inst., at 7 o clock, to take into consideration the raising of the necessary ways and means.

THE "Royal Gazette" of Saturday last, contains a Proclamation by His Honor the Lieutenant Governor, calling the General Assembly to meet for the DESPATCH OF BUSINESS on Wednesday, the fifteenth day of February, next.

The Charlottetown Debating Club, intend giving a Literary Entertainment in the Market Hall, on or about the 15th Fed. Full particulars will shortly be given in the papers.

WE have much pleasure in placing on our Exchange list, *The Church Observer* published weekly at Montreal for $2.00 per year.

MAILS.—Colonial and Foreign Mails were received at the General Post Office, on Friday Evening last, and a further mail yesterday.

CITY COUNCIL proceedings, with reply to the Grand Jury presentment, came too late for insertion, will appear next week.

Charlottetown Debating Club.

On Friday evening last the subject announced was discussed, and the following resolution carried unanimously. "Resolved, that additional taxation, if expended for the purpose of giving greater facilities for the exportation of the products of our soil and fisheries, and the development of our natural resources, would be advisable." The subject for next Friday evening's discussion will be—"Is it the duty of the State to provide for the Religious Education of the people." Opener, R R. FitzGerald. Place of meeting, Oddfellow's Hall, Exchange Building. Debate to commence at 8 o'clock sharp. R. HARRIS. Sec'y.

Jan. 28, 1871.

An Havana special of January the 23rd states that December the 20th, in the Pacific, the Prussian frigate *Medusa,* 13 heavy guns, sunk two small French gun-boats, cruisers, and the *Brenox,* a French frigate. The *Creole* left Montevideo in search of the *Medusa.*

THE STANDARD LIFE ASSURANCE COMPANY.

The *Times* of London, G. B., in its money article, 2nd November, 1870, extracts from the *Review Insurance Journal* a statement of new Life Insurance effected in twelve months by 70 life offices carrying on business in Great Britain and the Colonies,—according to their last Annual Reports. It will gratify those interested in the Standard, of which the Hon. John Longworth is General Agent for this Island, to learn that this popular and prosperous Company stands at the very head of the list; having assured in the twelve months nearly two hundred thousand pounds sterling, in excess of the next Company in the list. This fact is the more cogent and gratifying as a proof of the high estimation in which the Standard is held, when it is known that, although aiming to afford to its policy holders every advantage and facility which experience proves can be conceded with safety; it has ever been characterized preeminently by that prudent care in the selection of lives. and in the general management of its affairs for which the Scottish Institutions have always been famed, and has never yielded to the temptation to reduce its rates or modify its terms for mere effect; nor resorted to those means for procuring an increase of proposals involving lavish expenditure, and too frequently exhausting the treasury only to acquire an unduly inflated and precarious business. The caution exercised by the directors of this Company is indicated by the statement contained in their last report, of which an abstract has recently appeared in our columns, that of 2026 proposals made in the year ending 15th November, 1869, four hundred and seven for assuring £350,520 sterling were declined, not being considered eligible. The Standard is evidently a first-class office for those who look to security in their transactions, as all should do in a matter of such importance, and involving so long duration, as the contract of life assurance.

Y. M. C. A. Debating Club.—The Literary Entertainment announced to take place on Tuesday evening 31st, will be postponed until further notice, on account of other meetings taking place on that evening.

R K. JOST, Sec'y.

Ch'town, Jan. 30th 1871.

In referring to the prosperous condition of the Savings' Bank, last week, a few inaccuracies were inadvertently committed by us. On the 13th inst, the deposits in that useful and popular institution amounted to £1173; on the 17th, to £1719; and on the 30th to £1962. The total deposits having reached the point limited by law, the Government have been notified of the fact, and no further deposits—unless to replace amounts withdrawn—can now be received by the Treasurer, until the law is amended—as we presume it will be—to legalize the same.—*Isl.*

SABBATH SCHOOL TEA.—The Sabbath School Tea held in connection with St. James' Church, in the Market Hall, on Wednesday evening last, was a happy meeting both for the children of that Church and those of Zion Church who, with their Teachers, were kindly invited to the entertainment. After the feast of good things, came music, addresses, and Mr. Hubbard's magic lantern views. Among the speakers were Judge Young, R. M. Barratt, Rev. W. R. Frame and Dr. Fraser. The speeches were listened to with as much attention by the little ones as could be expected, considering the excitement of the occasion. The most interesting magic lantern views were received with a perfect storm of applause. We cannot conclude this notice without expressing our pleasure at the manner in which the children sung several Sabbath School hymns, under the leadership of Mr. Smythe, who presided at the organ.—PAT.

SUPREME COURT.—In Heard and Hall vs the Marine Insurance Company which lasted nearly four days, the Jury returned a verdict for the Plaintiffs for £243 being the amount of the sum insured less the price for which the cargo was sold in Halifax. Several law points having been reserved for argument, are still undecided. The appeals and summary suits were taken up on Tuesday.

A. Buchannan and A. McVarish, were sentenced to six, and Smith Robins, to twelve months' imprisonment, with hard labor in each case.

Mr John Crawford, law student in the office of Hon. John Longworth, Q. C., passed a very good examination, and was admitted an attorney of the Supreme Court yesterday.—PAT.

A memorandum on the Reading Room slate, mentions the loss of the brigt. *Annandale,* at Marie Joseph. We learn that the *A.* was from St. John's, Nfld. for this port, with a cargo of fish. She was owned by Capt. Michael Foley, of Charlottetown, P. E I., and was in charge of Capt. Henry James. The *Annandale* was a brigt. of 100 tons, about five years old. The vessel and cargo was but partially insured.—*Hx. Rep.*

The Inman Steamship City of Brooklyn, from New York, December 31 for Liverpool, recently reported as having lost her propeller on the 2nd of January when 840 miles east of Sandy Hook, passed Queenstown, Sunday last, having made over 3000 miles under canvas in fourteen days, an average of 143 miles per day, which may be considered remarkable even at the best season of the year.

The *Gleaner* says that this has been a very unhealthy season on the Miramichi, hardly a house in which there are children having escaped a visit from that scourge, scarlet fever.

The N. Y. *Sun* says: It is known that the steamer *Hornet* left a port of a republic in South America which has acknowledged the belligerency of the Cubans on the 31st ultimo. It is stated on good authority that she had on board a body of trained soldiers and a considerable cargo of amunition. Since that date nothing has been heard of her. She must—unless she was captured by a Spanish man-of-war—have effected a landing on or about th 5th instant. The *Sun* adds: The best proof that she has not been captured is that the Spaniards have said nothing about her; and the same negative reason is a valid one for believing that she has successfully landed her cargo and passengers.

Jan. 26th—A later rumor from Vesailles is in circulation to the effect that terms of surrender have been nearly agreed on between Von Moltke and Jules Favre. The propositions of the German Commander-in-Chief have been written out, and the Emperor William has sent a special messenger into Paris to arrange details. An extra of the *Times* contains the statement, and makes the announcement, that the surrender of the city will end the war. The same extra says that General Trochu is ill and that General Vinoy has assumed command; and that the disasters resulting from the last sortie led to the proposal for the surrender of the city.—*Halifax Reporter.*

THE LOSS OF THE "EMELINE"—In addition to what we published the other day, we are enabled to give the following in confirmation. The despatch came to Douglas McLeod, Esq., of this city, and is dated Port Hood, 21st inst

"Schooner Emeline found near Broad Cove, on Thursday, 12th inst., dismasted. Our worst fears are realized."

Since the above was written, we learn that there were on board Dr. Clay's two brothers, Darius and Harry his brother-in-law, Capt. Saville (of the Emeline) and his son Frank.

In addition to the above, we have the following from a thoughtful correspondent from Broad Cove:

On the morning of the 13th inst., a large vessel. water-logged and dismasted was discovered off Broad Cove Marsh, driven towards the north by the current, the weather at the time having been calm, when several young men immediately launched their boats and towed her towards the shore until she grounded. The vessel is a large schooner called the "Emeline," and hails from P E Island. being water logged her cargo, which, from what can be picked up from under the water, consists of herring and merchandize of other descriptions, cannot be got out of her until the first strong gale from the north-west drives her dry ashore. Her foremast was entirely gone, and the mainmast with sails and other rigging attached, hung by her side, a fact which indicates that her crew met watery graves. A trunk has been picked up from her cabin, containing clothing and some valuable articles of jewelry.—*Hx. Paper.*