what they pleased. Happy those whose bones whitened the fields of Surrey; they at least were spared the disgrace we lived to endure. Even you, who have never known what it is to live otherwise than on sufferance, even your cheeks burn when we talk of these days; think, then, what those endured who, like your grandfather, had been citizens of the proudest nations on the earth, which had never known disgrace or defeat, and whose boast it used to be that they bore a flag on which the sun never set! We had heard of generosity in war; we found none: the war was made by us, it was said, and we must take

THE CONSEQUENCES.

London and our only arsenal captured, we were at the mercy of our captors, and right heavily did they tread on our necks. Need I tell you the rest?—of the ransom we had to pay, and the taxes raised to cover it, which keep us paupers to this day?—the brutal frankness that announced we must give place to a new naval Power, and be made harmless for revenge?—the victorious troops living at free quarters, the yoke they put on us made the more galling that their requisition had a semblance of method and legality? Better have been robbed at first hand by the soldiery themselves, than through our own magistrates made the instruments for extortion. How we lived through the degradation we daily and hourly underwent, I hardly even now understand. And what was there left to us to live for? Stripped of our colonies; Canada and the West Indies gone to America; Australia forced to separate; India lost for ever, after the English there had all been destroyed, vainly trying to hold the country when cut off from aid by their countrymen; Gibraltar and Malta ceded to the new naval Power; Ireland independent and in perpetual anarchy and revolution. When I look at my country as it is now—its trade gone, its factories silent, its harbors empty, a prey to pauperism and decay—when I see all this, and think what Great Britain was in my youth, I ask myself whether I have really a heart or any sense of patriotism that I should have witnessed such degradation, and still care to live!

"TRADE'S PROUD EMPIRE HASTES TO SWIFT DECAY."

To hear men talk in those days, you would have thought that Providence had ordained that our Government should always borrow at three per cent., and that trade came to us because we lived in a foggy little island set in a boisterous sea. They could not be got to see that the wealth heaped up on every side was not created in the country, but in India and China, and other parts of the world; and that it would be quite possible for the people who made money by buying and selling the natural treasures of the earth, to go and live in other places, and take their profits with them. Nor would men believe that there could ever be an end to our coal and iron, or that they would get to be so much dearer than the coal and iron of America, that it would no longer be worth while to work them, and that therefore, we ought to insure against the loss of our artificial position as the great centre of trade, by making ourselves secure and strong and respected. We thought we were living in a commercial millennium, which must last for a thousand years at least. After all, the bitterest part of our reflections is, that all this misery and decay might have been so easily prevented, and that we brought it about ourselves by our own shortsight and recklessness.

Truly the nation was ripe for a fall; but when I reflect how a little firmness and self denial, or political courage and foresight, might have averted the disaster, I feel that the judgement must have really been deserved. A nation too selfish to defend its liberty, could not have been fit to retain it. To you, my grandchildren, who are now going to seek a new home in a more prosperous land, let not this bitter lesson be lost upon you in the country of your adoption. For me, I am too old to begin life again in a strange country; and hard and evil as have been my days, it is not much to await in solitude the time which cannot be far off, when my old bones will be laid to rest in the soil I have loved so well, and whose happiness and honor I have so long survived.

Select News Summary.

SLAUGHTER OF THE APACHES.

Chicago, Ill, June 14.

The Prescott, Arizona, *Miner* of June 24th, gives the following particulars of the slaughter of 56 Apache Indians, at a point near Tonto Creek in that Territory: It will be recollected that the cause of the slaughter was the killing of Bowens & Co's horsemen, and that the capture of their herd by the Apaches. The Indians had no sooner obtained possession of the heard than a messenger was despatched to convey the news of the outrage to the people of Prescott. On receipt of the news, a party of 11 citizens started in pursuit of the savages. On arriving at the Aqua Frio, they were joined by a party of five citizens of that valley and the whole force of sixteen men started on the trail. After proceeding 55 miles, they met a detachment of the Third Cavalry, under command of Lieutenant Chas. M. Morton, which was likewise in pursuit of these Indians. The citizens joined the force under Lieut. Morton, and the journey was resumed with fresh vigor. After proceeding 35 miles the party went into camp at a late hour of the evening. On the morning of the 8th they again took up the trail, which they followed for 20 miles, and at 1 o'clock, came upon a 'rancheria,' which they quickly surrounded, killing 21 of the inmates. Feeling satisfied that there were numerous Indians in the neighborhood and determined that they should have the least possible time to prepare for battle or to effect a retreat, the command moved quickly forward in search of another 'rancheria.' This they discovered on the following day, after crossing the divide between the Verde and Tonto Creek. A fight at once ensued, in which 23 Indians were killed. At this place three of the captured horses were discovered, and one was recaptured, and two were killed by the Indians when they discovered that they were about to fall into the hands of the command. From this place they followed the principal trail for three miles, when they discovered three Indians in the distance mounted on two horses, two of these were shot dead and the third wounded, and both horses recaptured. The supply of provisions being by this time nearly exhausted and the distance from Camp McDowell, the nearest military post, upwards of fifty miles, it was decided to abandon further pursuit and return at once. The command accordingly took up the homeward journey, arriving at Camp McDowell on the morning of the 12th.

REMARKABLE COINCIDENCES.—The Washington Treaty has given birth to a number of historical coincidences. First, the British Commissioners landed in America on Washington's birthday, 22nd February, and the treaty was signed on the Queen's birthday, the 24th of May; the ratifications were exchanged in London on the anniversary of the Battle of Bunker Hill, the 17th of June, and the treaty was proclaimed as the accepted law of the land and of the two nations on the great anniversary day of American Independence, the 4th of July.

Americans claim that in all 234 ships were destroyed by the Alabama and other confederate privateers. The following is the list:

By the Alabama, 70 vessels	$5 310 261
By the Florida, 36 vessels	2,791,591
By the Georgia 9 vessels	332,451
By other cruisers, 115 vessels	4 435 178
Total	$12,830,384

It is also stated that 715 American ships were transferred to the British flag to avoid capture and destruction.

Pope Pius IX, celebrated his seventy-ninth birthday on the 13th May. He was elected after the death of Gregory XVI., on the 16th June, 1846, and crowned on the 21st of the same month. He has now more than completed the twenty-fifth year of his pontificate.

The Tyne crew arrived at Halifax on the 26th, en route for St. John, N. B., to row the match with the St. John crew. They return to Halifax to take part in the Aquatic Carnival.

The Examiner.

Charlottetown, July 31, 1871.

THE MEMORIAL AND REPLY

Below we give in full the Memorial of certain Members of both branches of the Legislature, and the reply of His Honor the Lieut Governor. It is a very extraordinary Memorial, and we believe, on reflection, that many of the gentlemen who were led to sign it will very sincerely regret having done so. If the names attached to the memorial were even a majority of the Legislature, it is more than any Governor dare do, to comply with the request to violate the law and commit an unconstitutional act. When a minority made such a demand, they must have known, and we have reason to believe that some of them fully expected to receive a severe reprimand instead of the statesmanly reply which they have received.

The question stands simply in this way. A law has been passed by overwhelming majorities in both branches of the Legislature. That law places certain duties and power in the hands of the Governor and Council. The memorialists ask to usurp this power by taking it out of the hands of the proper authorities. To have yielded to such a demand would have been a revolutionary proceeding, and the spirit of the British Constitution would have been outraged and destroyed so far as Prince Edward Island is concerned.

The memorial alleges that "some" of the memorialists voted for the Railroad. We can only discover the name of *one* who voted for the Railroad and that he only carried out the wishes of his constituents in so doing we know. That his constituents gave him authority to sign the memorial we doubt, as they are still strong Railway supporters.

In a document that should be above any thing small or trickish we regret to find that the defeat of Mr. Duncan should be alluded to, whilst not a word is said about the election of Mr. McEachen. The memorial, we observe, has no date. This was *canny*, as it obviated the necessity of alluding to Mr. Ferry's victory, and the feelings of the people of the West. The suppression of the date reminds one of the speech of Sergeant Buzfuz, who in reading one of Pickwick's notes to the Jury, declared that the fact of the note having no date was proof of deception. We make no such charge against the respectable gentlemen who signed the memorial, many of whom no doubt, signed it against their will, and to get rid of importunate canvassers. Now that their fears have been allayed, the contractors fairly dealt with and the calumnious slanders of the suspicions scattered to the winds we are firmly persuaded that several of them will support the Railway policy of the country.

To His Honor William Francis Cleaver Robinson, Esquire, Lieutenant Governor, &c., of Prince Edward Island.

The Memorial of the undersigned Members of the Legislative Council and House of Assembly, respectfully sheweth,—

1. That your Memorialists have observed in the newspapers advertisements calling for tenders for the construction of a Railway from Alberton to Georgetown, under the Act passed last session in which advertisements Wednesday the 19th July, instant, is named as the last day for the reception of tenders.

2. That the work for the construction of which tenders are being called will involve an outlay amounting to at least from six to eight years revenue of the Colony.

3. That the Act authorizing this undertaking was passed almost at the close of a long session, and was opposed in both Houses by a very respectable minority, and has not yet, as far as we know, received the royal assent.

4. That the question of building a Railway has never been submitted to the people at the polls, and that only two electoral districts have as yet had an opportunity of expressing, in a constitutional manner, their opinion of the measure.

5. That one of these districts the Fourth of Queen's County, has, by a large majority, rejected the Hon. James Duncan, a member of the Executive Council, and Chairman of the Railway Board.

6. That inasmuch as the contemplated line of road has not yet been located or surveyed, its actual length cannot be given, and an examination of the specifications &c. now in the office of the Chief Engineer, shows conclusively that any intending contractor must submit his tender in ignorance of the number and character of the stations and bridges he may be required to build, and of the extent of the grading he would have to make.

7. That a widespread feeling prevails throughout the Colony that sufficient time has not been given to parties from a distance to compete for the work even if they were willing to do so, and that sufficient data have not been furnished to enable intending contractors fairly to estimate the cost of the road, or prepare tenders which while doing justice to themselves, would also deal justly with the country.

8. That several gentlemen who came to this Island for the purpose of gathering information and who consulted the Engineer, and the specifications and other documents submitted to them are reported to have gone away expressing their opinion that it was impossible to tender honestly with such a lack of particulars.

9. That a few months delay cannot possibly result in any injury and would, in all probability be productive of great good.

10. Under these circumstances your Memorialists, some of whom voted for the passing of the Railway bill, feel it to be their duty as representatives of the people to remonstrate against the hasty manner in which the contracts for a work of such magnitude are proposed to be entered into, and to submit to your Honor their earnest but respectful protest against such precipitate action, praying that your Honor will withhold your acceptance of any tender until all those received are laid before the Legislative Council and House of Assembly for their consideration.

Your Memorialists would further remind your Honor:

11. That the Washington Treaty lately entered into by the Joint High Commissioners of Great Britain and the United States of America contains provisions seriously affecting the interests of this Island, which provisions in so far as they may benefit us, are to remain inoperative until they receive the sanction of our Legislature.

12. That it is eminently desirable that the representatives of the people should have those provisions of the Treaty submitted to them for their consideration before the present fishing season expires, in order that the Colony may be in a position, if the Legislature should ratify the Treaty, to reap during this summer whatever benefits or privileges may be thereby secured to this Island.

13. That a disposition on our part to assist the Imperial Government in removing any causes of irritation between the Mother Country and the United States of America would, we feel sure, meet with the hearty approval of our gracious Sovereign and of your Honor as Her Representative in this Colony.

Your Memorialists therefore respectfully pray that your Honor will call a special session of the Legislature at as early a period as circumstances will permit, to take into consideration the momentous questions to which we have drawn your Honor's attention.

DONALD MONTGOMERY, P. L. C.
ROBERT P HAYTHORNE, M. L. C.
GEORGE BEER, M. L. C.
JAMES MUIRHEAD, M. L. C.
JOHN BALDERSTON, M. L. C.
JOSEPH WIGHTMAN, M. P. P.
BENJAMIN DAVIES, M. P. P.
PETER SINCLAIR, M. P. P.
CORNELIUS HOWAT, M. P. P.
ANGUS McMILLAN, M. P. P.
DANIEL DAVIES, M. P. P.
H. J. CALLBECK, M. P. P.
HENRY BEER, M. P. P.
DAVID LAIRD, M. P. P. (elect)
WILLIAM HOOPER, M. P. P.
J. R. McLEAN, M. P. P.
JOHN YEO, M. P. P.
JAMES ROBERTSON, M. P. P.
WM. S. McNEILL, M. P. P.

(REPLY:)

GOVERNMENT HOUSE,
July 24, 1871.

GENTLEMEN,—

The Lieutenant Governor has not failed to give his most attentive consideration to the Memorial in which you request him to withhold his signature from the Railway Contracts now about to be entered upon, and to summon a special Session of Parliament in order that the Tenders for the construction of the Railway may be submitted to the Legislature, and that the Legislature may have an early opportunity of considering those portions of the Treaty of Washington which affect the interests of this Colony.

2. The Lieutenant Governor has come to the conclusion that he cannot with propriety comply with your request.

3. The Act authorizing the construction of the Railway was passed in the Legislative Council by a majority of 8 to 4; and in the House of Assembly by a majority of 18 to 11; and by your showing, judging, that is to say, from the signatures attached to the Memorial, the present Government still command majorities in both branches of the Legislature. Moreover, were Parliament at this moment in Session, the responsibility of dealing with the Tenders and Contracts would rest, according to the Act, with the Executive Government, and not with the Legislature. This being so, and having regard to the circumstance that no Contract can be entered into by Government for the construction of the Railway conditioned for the payment of any greater sum than that authorized by the Legislature the Lieutenant Governor does not consider that there exists any sufficient necessity for inviting the Legislature to amend the act — the only means by which the contracts could be brought under its control—and assume functions which the Executive Government have been called upon, by law, and are now about to perform.

4. The Lieutenant Governor entirely concurs with you in thinking it most advisable that this Colony should be enabled to avail itself at once, and during the present fishing season of advantages which are proposed to be conferred upon it by the Treaty of Washington. But for this a special Session of the Legislature will not be required, for the Lieutenant Governor has much satisfaction in informing you that arrangements have been made between Her Majesty's Government and that of the United States, in which the Government of this Colony have already concurred, which will have the effect of securing the very desirable result which you advocate in the present Memorial.

I have, &c.,
KILDARE C ROBINSON,
Private Secretary.

The Hon. DONALD MONTGOMERY,
" " ROBERT P. HAYTHORNE, and others.
The Hon. JOSEPH WHIGHTMAN,
" " BENJAMIN DAVIES, and others.

£4035 PER MILE.

There were 21 tenders for the Railroad eight of which were low, the others were high. A good deal of interest was evinced on Monday evening last to know the lowest amount and who had tendered. Not till Tuesday was it ascertained that Messrs L. & C. Walker had put in the lowest tender, namely £4035 currency per mile. They are a reliable firm and are backed by the Waring Brothers of London. The next lowest tender was that of W. D. O'Brien, Esq., who offered to do the work at the rate of £4153 per mile. The country will be satisfied now that the Railroad will not cost from £8,000 to £10,000 per mile as many supposed. It will be a first class road; and for the sum above named, we believe it will be one of the cheapest and best roads ever constructed for the money.

So the agony is over. The bottom has dropped out of Pandora's box. The ring is broken, and the Philistines have proved false prophets. Where are now the clamors about jobbery and corruption? Where are the asseverations that there was not time enough given to contractors? Where are the men that say there was no chance for fair competition? We hope they are now satisfied, and that in future a better spirit will exist amongst our public men. The course of certain parties, daring the past few weeks has been such as would destroy all confidence in society. We hold that it is a good and sound principle that a number of men in a government should not be convicted upon mere suspicion or circumstantial evidence, such as would not convict any one of them individually. It is, moreover, one of the maxims of the English law that no man should be considered guilty until his innocence had been disproved. But some of our factious anti-Railroad, greedy-for-office people would reverse all this. We deprecate such efforts to succeed, as they are uncharitable, unfair, unwise, and not worthy the teachings of our free institutions.

THE *Patriot* of last week seems to be very petty and very spiteful in referring to the EXAMINER. He garbles the meaning and words of a correspondent whose references to Mr. Laird he does not deny. We let our correspondents have their say, and are not responsible for their opinions. We are, however, for their language and we trust we shall never publish such a vile, personal tirade as the *Patriot* did recently against one of our City contemporaries. We have no desire to be the organ of any party and we have more sagacity than to hold ourselves responsible for the doings of any Coalition, be they in office or out. There is really no party in the Country now except the Railroad Party and Anti Railroad those in favor of Religious education and those opposed to it.

As to the other statements we may say as politely as possible that they are incorrect. We may say, that unless the *Patriot* goes down on its marrow bones as it has had often to do before for making wrong statements, we may bring him before a tribunal where we understand, an Elder should not give scandal, by saying what he might easily find out is not true. The abuse of the EXAMINER by the anti Railroad *Patriot* and the anti religious education *Progress* is good proof that our course has been consistent on the Railroad and School Questions. The *Progress* imagines that it is want of ability that prevents us defending ourselves from his attacks. Prodigious! We always thought that it required no ability to be a very bad scold, and that it shows more real ability and strength to forbear. We do not know that it is necessary for one, in going through the world to notice every drivelling lunatic that may happen to assail him. Neither is it of any consequence to us what our opponents say, and if they say it falsely and foolishly, so much the worse for them. The *Progress* thinks it is not honest not to defend oneself. What about a certain description of himself, which, *at the time*, we considered unjust, and concerning which he has been as silent as the grave. Our Philosopher is not consistent nor would he have us practise his philosophy. No wonder he opposes grants to "sectarian schools,"—or, in other words schools in which the doctrines of Christianity are inculcated.

Go to W. A. Weeks & Co. for Cheap Goods.

We have much pleasure in directing attention to the advertisement of the *Continental Life Insurance Company* of New York, which appears in our columns this morning. The large accumulation—the excellent management—and the liberal conditions of the *Continental* have secured for it a popularity and a patronage, unprecedented in the history of Life Insurance. We hope our Citizens will generally avail themselves of the advantages offered by this excellent Company, and will throw around their families the protection which Life Insurance so effectually affords. The advantages of Life Insurance are now all but universally admitted though there are a few *old fogies* who still think there is something wrong in a man insuring his life but that he should trust to Providence. It is, of course all right to trust to Providence, but we must not do so to the extent of neglecting our own duties. Providence ever protecting those most, who most protect themselves. In fact Providence commands us to do our own duty in this respect, as the Scripture emphatically tell us that "if any man provide not for his own and especially for those of his own house he hath denied the faith and is worse than an infidel." It will thus be seen that Providence does not wish men to neglect making provision for their families depending upon him. There is no way that this provision for a family can be so safely and so easily made as by Life Insurance especially under the liberal conditions and perfect safety offered by the Continental.

We, last year, had the pleasure of an introduction to the manager, Mr. McDonnell at St. Stephen's, were he formerly conducted a large mercantile business and judging from the hosts of old friends by whom we saw him there surrounded and from the number of the leading business men and others whom he insured there and in Calais, we have no doubt that he will here be found "the right man in the right place." We bespeak for Mr. McDonnell the consideration of our Citizens, and we wish him every success.

THE RAILWAY BRANCHES.—We have been assured by a member of the Legislature that the Railway Act already puts the certainty of a branch line to Tignish and Souris beyond the reach of political changes, so far as law can affect it. The sixth clause of the Act reads as follows:—

'6. After the said line shall have been so completed the Railway shall be extended to such places as shall be approved of by both Houses of the Legislature, and shall be designated by an Act of this Island or by Resolutions entered upon their Journals.'

This it seems, refers to such lines as may be desirable after the line from Alberton to Georgetown, including the branches to Tignish and Souris shall have been completed.

The second clause of the Act says so soon as the line from Alberton to Georgetown is completed, 'the Government are hereby authorised and required to enter into a contract for the extension of the said line of Railway to Souris and Tignish."

We have been informed that Mr. Laird at one of the meetings at Alberton or Tignish, said that were he in the Government he would carry out the law in good faith and have the branches built to Souris and Tignish on the completion of the main line. The present Government will do no less.

EMPIRE CITY CIRCUS & MENAGERIE.

This combination closed a very successful season at St. John, N. B., on Saturday last, and after exhibiting at different places, between here and Digby, will open on Thursday, August 17th, remaining three days and performing every afternoon and evening. The St. John *Telegraph* publishes the following notice of the exhibition and performance on Friday last:—

Two more profitable houses greeted this popular Company yesterday, and admirable order prevailed. The *elite* of the City visited the grand exhibition afternoon and night, and there was but one expression upon the lips of every body, and that was of the warmest commendation. The equestrian feats of Edwin Watson, the pirouettes and poses of the dashing Le Clair, and the beautiful riding of M'lles Andrews and Stokes were the theme of praise on everybody's tongue. The Watson brother, George, Edwin and Thomas remembered as a part of the original Hanlon Troupe, are undoubtedly among the first gymnasts of the world, and their splendid and perilous act of the "three flying men," brothers brought forth the loudest acclamations of delight. There is no feat in the gymnastic art that they will not attempt and successfully perform.

The double act of Olympians by Messrs. Hawkins and Sylvester, was most successfully rendered. The horizontal bar by Sanhed, Tuttle, Harry Wambold and Tom Ashton, is among the most attractive features of the exhibition. The tumbling vaulting and contortion feats are all first-class. The children are delighted with the dozen excellent performing dogs, and even the old people confess they have not seen anything like them in all their lives. The terrific and thrilling performance in the den of lions excites wonder and admiration for the daring woman who thus imperils her life for the public's entertainment.

A TERRIBLE TEMPEST occurred last month 13th June on the coast of Labrador. In the account given in the New York *Herald*, we find that the *Gulnare* Steamer has been rendering good service.

The steamship Gulnare which was despatched from St Johns. N. F. to the scene reached the settlement in Labrador known as "Indian Tickle" on the 5th July. There was hardly a house, store, fishing flake skiff or trees in the settlement left whole. The wharves where in many cases entirely swept away and the few that remain on their own site are warped and very much damaged. Trees of great size were strewn on the seashore in a fantastic manner. Over fifty schooners were swept from their anchorage near the shore and never since heard of. The accident involves the lives of nearly three hundred men as each craft kept two or three hands on board at night to watch the fish taken on the previous day. The harbor was filled with the wailing of widows and orphans. Families lost their entire summer supply and were left utterly destitute. About three weeks after this catastrophe befel the unfortunate fishers the supply of provisions had disminished to such an extent as to compel them to live on a limited allowance. The Gulnare left a large amount of provisions and immediately returned to secure a further supply for the above and other settlements on the Labrador coast.

BENEVOLENT IRISH SOCIETY PICNIC.—The Picnic of this long established Society came off as advertised, on the grounds of St Dunstan's College. The day was fine and the party enjoyed themselves very agreeably. Galbraith's Band were in attendance, and their excellent music added greatly to the pleasures of the day. The usual games were kept up with as much animation as the hot weather would permit and the young folks kept up the dancing, regardless of the thermometer. Everything passed off very creditably, and towards evening the Society and their friends marched in to the City preceded by the Band, being well pleased with the day's recreation.

TEMPERANCE CONVENTION.—On Thursday last about seventy gentlemen met in the Athenæum, representing different Temperance Societies. J B Cooper Esq. was called to the Chair and Mr. J. J. Chappel read a report of last year's proceedings. In the evening, General Neil Dow of Portland, delivered a very able address before a crowded audience. On Saturday evening he again addressed a meeting in the Market House. On both occasions he enchained the attention of his hearers and showed himself a perfect master of the Temperance Question. In a future number we will give a full report of his lecture.

It is reported that eight tenders have been received. To make a show of fair dealing, it will be necessary for the "table men" to have a respectable number of offers to build the railroad. The "ring" will see to that part of the business and if tenders should be disposed of without consulting the Legislature we believe that the name of no member of the "ring" will *appear on the face of the contract.—Patriot.*

The sands are beginning to shift already. The old dust is losing its power. There have been twenty-one tenders received despite all the hue and cry about rings. It is cruel on the anti railroad people that the *Patriot* should be the first to knock the bottom out of their Pandora box. We expect that the result of the tenders will knock the *Patriot* and *Progress* higher than kites and as flat as flounders. But, like the Phœnix their imaginations will rise again more lovely than before!

We happen to know that the success of the Government candidates, in all the late contests, was altogether owing to ecclesiastical influence.—*Patriot.*

What about the influence of a certain praying gentleman, named Mr Kenneth Henderson, who is said to have held a series of little prayer meetings during the Belfast canvass! Well! no wonder he should pray for the souls of the poor bodies who had the misfortune to take any of his villainous nostrums.

We have been informed that the potato Bug has made its appearance in some parts of the Island. If this be true it will be a bad job for our farmers, as these destructive insects have made fearful ravages in the United States and Canada.—*Summerside Journal.*

We trust the above is not correct. It is hardly probably that the Colerado Bug could get across the Straits, though we have read of its getting across rivers in the United States and Canada.

WE believe that His Lordship Bishop McIntire is a friend of the railway. So also are many clergymen of other denominations whom we might name; and so also is every intelligent man in Prince Edward Island who has given the subject his serious and unprejudiced consideration.—*Her.*

We have heard it stated by one that has made inquiry that there is not one clergyman on the Island opposed to Railroads.

WE are in receipt of Harper's Magazine, and the Phrenological Journal for August and Blackwood's Magazine for July. We have also received "Pure Gold" published in Toronto, and the "May Flower," published in Halifax, which with the "New York Mercantile Journal" we shall notice fully next week.

We understand that the Rev. James Benson and O'Neill, (the evangelist James from Cowley Oxfordshire), are expected here on Friday evening next, and that they will hold a mission in St Peter's Church during next week, commencing on Sunday 6th August.

The Dominion Board of Trade and National Board of Trade of the United States, are making arrangements to consider the subject of more beneficial commercial relations between the two countries.

The first railway passenger car in the history of Cape Breton, passed over the line of the Intercolonial Coal and Railway Company on the 18th inst.—It was built at Halifax.

Corp Hickey of the 'Halifax Rifles,' has again made his 60 points, and won the first prize at the annual target practice on the 25th, at Halifax.

The Marquis of Lorne and the Princess Louise are expected to arrive in Canada, about the commencement of Autumn.

The Barks *Morion* and *Lelia Alice* from Liverpool, with Goods for this Port, the former to Owen & Walsh, and the latter to Peake Bros & Co., arrived here on Wednesday last.

Arrived at Bordeaux, Barque Ripple, with Sugars, from the Mauritius. At London, Barque Alma, with oats, from United States. At Swansea Brig Excel, and brigantines Maud and Princess, with oats, from P. E. I.

The above vessels belong to Hon W Richards, of Bideford, Lot 12.

A London telegram of the 25th inst says:—A series of terrible earthquake shocks recently occured in one of the Phillippine islands. More than two hundred persons were swallowed up, and every one of them was almost instantly killed. Sixty dead bodies have been recovered. The rest of the inhabitants have fled from the island.

☞ The Steamship *Alhambra* ran on the bank at the south side of this Harbour, at the top of high water, on Wednesday morning last just before day light, where she remained twenty-four hours. She had to discharge her cargo and some seventy tons of coal before was worked off again. The Steamer *St. Lawrence* broke two hawsers in trying to heave her off, at the top of high water, on Wedensday evening. The *Alhambra* sailed again on Thursday, for Halifax and Boston.

During the past week we noticed several mowing machines leaving Summerside. Our Farmers are now beginning to realize the value of these labor-saving machines. Hay making will be commenced generally, the first of next week. A farmer who has a machine to cut it, and one of Proctors' hay forks to lift it will not take long to save his hay crop.—*Sum Journal.*

FIRE.—On Thursday last, the 20th inst., a fire broke out in the premises occupied by Mr. Neil Matheson of this town from a defective flue in the upper part of his house. Had it not been for the prompt action of two or three persons who happened to be present, this fire would have been a most serious affair as nothing could have prevented such a conflagration as was never seen in Georgetown, from the fact that a heavy breeze was blowing at the time and every article as dry as tinder. If this fire had got properly ignited the adjoining buildings would have been undoubtedly swept away and the probability is that the whole block would have been burnt down.—*E. Advocate.*

MELANCHOLY ACCIDENTS.—A correspondent at the Magdalen Islands, communicates to us under date of the 19th inst., the following sad intelligence: On Sunday afternoon, two young men from Amherst, on returning from a vessel off the harbor, a squall struck the boat, when she went down and they were both drowned. Yesterday, off P. E. Island, on board of a Gloucester vessel, name not known, a young man named McInnis, whilst heading a barrel of Mackerel, got on top of it, when the vessel gave a lurch, and he fell overboard. The boat was at once got out, and in attempting to save McInnis the boat went over and another man was drowned. McInnis was from St. Peter's Bay, P. E. I.—*Herald.*

BODY FOUND.—On Saturday last the 22nd inst., the body of a man was found in this harbor supposed to be that of Alexander O'Hanley, Lot 35, who was drowned last April from the Sch *Flirt*. An inquest was held before John McKeown, Esq., one of the Coroners for this County. Verdict—Found Drowned.—*East. Adv.*

FIRE.—About 12 o'clock on Thursday morning the citizens were aroused by an alarm of fire. On rushing to the spot it was found that some hay in a small stable belonging to Mr. Comerford, butcher, in rear of his dwelling house on Kent Street was in flames. The engines reached the scene of action in a few minutes, and subdued the fire in less than a quarter of an hour. It appears that tallow was being rendered in the lower part of the stable, and the probability is that the hay ignited from sparks from the pipe which went up through the roof.—*Patriot.*

THE QUEEN AND THE POPE.—A letter from Rome, published by the Paris *Temps*, states that while Pius IX., on the occasion of his jubilee, was replying to an address from some ladies, he held a telegraphic despatch in his hand. Referring to it, he said they would be gratified to learn that it was a proof of sympathy from an illustrious lady, viz. the Queen of England. He then read the despatch to them. Immediately after their audience, the ladies met and drew up a telegraphic message to Archbishop Manning, requesting him to express to Her Majesty in name of 800 Roman ladies their profound gratitude for the telegram she has sent to his Holiness.

THE POPE.

Preparations to move to Corsica—Measures for the Election of a Successor—a Syllabus to be Issued.

New York, July 25.—Great preparations are being made at a chateau at Corte in Corsica, for the reception of the Pope, whose arrival is daily expected. The owner of the chateau is M. Valery who has placed it at the disposal of the Pope. Cardinal Antonelli, several months since arrived at an understanding with M Valery respecting the departure of the Pope from Rome to Corsica. The French clergy have set all their influence in motion in order that France should guarantee the temporal sovereignty of the Pope in Corsica. A despatch of yesterday from Rome says that the Pope may leave Rome any day. There is great excitement in the Vatican. Messengers and attendants hurry to and fro. The cardinals of the papal household are almost constantly in council with the Pope. Admittance is denied to ordinary visitors and the persons of the Pope's immediate retinue observe great secrecy. Gloom pervades the whole papal household, as if some dreadful event were imminent; all present indications point to an intention on the part of the Pope to leave the Vatican. This step is generally attributed to the counsels of Cardinal Antonelli and the general of the Jesuits. The Pope it is said feels even now so reluctant about leaving Rome that he may abandon the idea of going at the last moment. The age of the Pope and his growing feebleness are matters of grave concern to the prelates. The college of cardinals have represented to the Pope the propriety of the election of a successor to be ready for an apprehended emergency, and to avoid the confusion which might ensue upon the death of the Pope. Measures have already been taken for the choice of the next Pope. Several cardinals are averse to an offensive policy and propose to choose a moderate member of the college of cardinals one who is not unfriendly to Victor Emmanuel, in order to bring about a compromise between the Italian kingdom and the papacy. Cardinal Cornellie de Peti is mentioned as the candidate of the majority of the cardinals. The Pope is going to publish a syllabus regarding the Italian occupation of Rome. He will declare that all temporal power over the Roman States rightfully belongs to him and that it is void when held against him.

Late Telegraphic News.

London, July 24.—In the House of Commons Mr Dixon, member for Birmingham, wished to know if the reduction of the civil list was possible.

Mr. Gladstone replied that the list was a solemn compact between the Sovereign and the people at the beginning of each reign, and any commercial advantages which resulted were to be credited to the Crown and not the country.

The Prince of Wales goes on Monday next to Dublin with Prince Arthur, Duke of Cambridge, Princess Louise and Marquis of Lorne.

A series of fetes and balls, with a grand review is projected during the stay of the royal visitors.

London, July 25.—Consols 93 1-2

Paris, July 24.—Serrano having failed, Zurilla is endeavoring to form a new ministry.

French journals are discouraged at the apathy of the citizens in elections.

Dublin, July 24.—A grand meeting was held on Saturday, on Lloyds Hill, Meath, to protest against eviction of large numbers of farmers. Violence was threatened if necessary to resist the evictions. Moderate Republicans in Assembly negotiating for Union with Radical left.

Madrid, July 25.—Serrano's Cabinet have accepted and taken oath of Office.

London, July 25.—The Pope may leave Rome at any day. Preparations are being made for his reception at Chateau at Corte Corsica. Measures have been taken for the choice of his successor.

London, July 25.—Series of terrible earthquake shocks recently occured in one of the Philippine Islands. More than 200 swallowed up and were almost instantly killed. 60 dead bodies have been recovered. The rest of the inhabitants fled from the Island.

London, July 36.—Canadian Volunteers, some of whom won prizes at Wimbledon Rifle Meeting have been entertained at a *dejeuner* by English Officers. They will soon return home.

Goodwood meeting commenced yesterday, and continues until Friday.

Great race to-day for the Goodwood stakes handicap; fourteen horses entered; won by Taratan; Lady Hungerford second.

Prince of Wales, Prince Imperial, Frederick William of Germany, Duke of Cambridge, Grand Duke of Constantine of Russia, Crown Prince Oscar of Sweden, were present.

Thiers has induced Bismark to consent to evacuation of Paris forts held by German troops and of departments of Seine and Semeetoise on or before 31st August.

New York, July 27.—Gold 112 1-4.
Exchange 110 1-2.

The cable to day reports consols at 93 5-8 corn 31s.; pork 52s.

Accounts from Persia are fully confirmed. In addition to famine, cholera, typus feaver and the plague are making terrible ravages. The Governor of Sairaz has placed a guard at each of the Cemeteries to prevent the unfortunate and starving people disinterring the bodies of the dead for use as food. The attaches of the British Embassy and Telegraphers have fled the country.

The Emperors of Russia and Germany have been interviewing each other at Jugenhiem, Bavaria.

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SLANDER.

Pay no attention to slander or gossip. Keep straight on your course, and let their backbitings die the death of neglect. What is the use of lying awake nights brooding over the remark of some false friend that runs through your brain like forked lightning. What's the use of getting into a worry and fret over gossip that has been set afloat to your disadvantage by some meddlesome busybody who has more time than character. These things can't possibly injure you, unless you take notice of them, and in combatting with them; give them character and standing. If what is said about you is true, set yourself right at once, if it is false, let it go for what it is worth. If a bee stings you, would you go to the hive and destroy it? Would not a thousand come upon you? It is wisdom to say little respecting the injuries you have received. We are generally loosers in the end if we stop to refute all the backbitings and gossippings we may hear by the way. They are annoying it is true, but not dangerous, so long as we do not stop to expostulate and scold. Our character are formed and sustained by ourselves and by our own actions and purposes, and not by others. Let us always bear in mind that "calumnies may usually be trusted to time and the slow but steady justice of public opinion."

THE POWER OF LITTLES.—The enormous amounts that can be collected in small sums is well exemplified by the result of the halfpenny postage system. In the first six months of the change in the rate in Britain, fifty-eight million post cards and about a hundred and fourteen million halfpenny labels and stamped labels were issued. During the three months that have followed, and of which we have not yet recived the returns, the number has been increasing. The exact returns as given for the six months, are: postage labels 77 215,680, duty £160,866; post cards 58,4[illegible]5,960, £[illegible]21,845; wrappers 33,048 420, £68 850; total £351,561 stg., all collected in cents at a time.

A NOVEL RAILWAY.—A one-rail railway has been in successful operation between Raney and Montfermeil, near Paris for two years. The locomotive for a one rail road has four wheels, two being placed one at the front and one at the rear of the engine, bearing on the rail. These give the direction and are double-flanked. The other pair of wheels are place in a traverse plane passing on a line in front of the fire-box. they run on oak plank or macadamized road, as the case may be, and are the driving wheels. This sort of railway can be built in France for about 1,[illegible] per mile. The locomotives weigh six and ten tons; the former runs fourteen miles an hour, drawing, besides its own weight thirty-five tons up a grade of two feet in a hundred; the latter will draw fifty tons at a rate of eight miles an hour up the same grade; on a level it would draw one hundred and eight tons. This system is the invention of M. Larmanjat, a French civil engineer, and many believe thet it may be succesfully introduced on turnpike roads with the grades and curves which the common highway usually has.

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A. B. SMITH,
MANUFACTURER,
IMPORTER & DEALER
IN
HATS, CAPS, & FURS,
—ALSO—
Boots and Shoes.
HIGHEST PRICE PAID FOR
MINK, MUSKRAT, FOX & OTHER FUR SKINS.
SOUTH SIDE QUEEN SQUARE.
Charlottetown, Prince Edward Island.
January 17, 1870. 3m

Marriages.

At Fort Augustus, on Tuesday, 25th inst., by the Rev. A. McDonald, P. P., Philip McNally, Esq., of Fort Augustus, to Maggie, youngest daughter of Mr. John Dumphy, Johnson River.

At Vernon River, on the 11th July, Mr. Walter Morrisie, China Point, to Miss Katie Evangeline McInn's, of Gallas Point, fourth daughter of Mr. John McInnis.

Deaths.

At Charlottetown, on Friday evening of, paralysis Bridget, the beloved wife of Mr. Thomas Sutchwell, tailor in the 67th year of her age. Funeral to-morrow at 3 p. m.

In Boston, Mass., U. S., on Friday, 14th of July, inst., in the 21st year of her age, Christie McIntosh, eldest daughter of Mr Donald McIntosh of Springton, Lot 67, P. E. Island.

Drowned, while bathing at Bristol, England, on the 3rd of July inst., Mr. Charles Longard, aged 19 years, sailmaker, on board the Barque *Clifton* owned by Hon J. C. Pope. Deceased was the eldest son of Mr John T. Longard, of this City and late of Halifax. (Halifax papers please copy)

At Little River, on the 6th July, of consumption, after an illness of one year which he bore with christian resignation to the Divine Will, Tabine McDonald, aged 24 years and six months. His kind and amiable disposition won for him the esteem of all who had the pleasure of his acquaintance.

In Dover, N. H., July 16th, Captain H. H. Champion, son of Alvah Champion, aged 37 years, 9 months.

At Charlottetown on Thursday morning the 27th inst., after a long and lingering illness of disease of the heart Mr. Martin O'Halloran, merchant aged 63 years. The deceased leaves a wife and six children to mourn their loss.

Suddenly, at Straight Shore, Portland, on Monday, the 24th inst., Bennet McNeill, aged 35 years, a native of P. E. Island, leaving a wife and four children, besides a large circle of friends, to mourn their loss.

At Charlottetown, on Saturday, the 16th inst., after a short illness, Bridget Lappin, wife of John Lappin, in the 64th year of her age.

At her residence, Middleton, Lot 27, on Thursday, the 20th inst., after a lingering illness, which she bore with resignation to the Divine Will, Ann, the beloved wife of Mr. Major Craig, aged 30 years.

At Pinnett, Belfast, July 10th, John Alex., infant son of Donald and Annetta McLeod, aged 1 year and 5 months.

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In the Court of Insolvent Debtors.

35 Vic., A. D. 1871, 28th July.

THE Meeting of the Insolvent Debtors' Court is Postponed from Monday, the 31st July, instant, to TUESDAY, the 1st day of August next, at 11 o'clock, a. m., then to be held in the Court House in Charlottetown.

CHARLES YOUNG,
Judge or Commissioner I. D Court.

CITY OF CHARLOTTETOWN.

THE Common Council have appointed SATURDAY, the 12th August, and MONDAY following, in the City Hall, at 10 o'clock, forenoon for the purpose of hearing Appeals against the Annual Assessment Rate, revising the said Assessments, and finally determining the same.

Dated at Charlottetown this 31st July, 1871.
By Order.
WILLIAM SHEPHERD,
City Collector.

SIMON DAVIES & CO.
HAVE JUST OPENED
AT THE
LONDON HOUSE,
Ex *Peruvian*, via Pictou by Rail,
4 cases Summer Goods,
Gloves,
Fancy Ties,
Hosiery,
Ladies' Hats,
Ribbons,
Ostrich Plumes,
and a variety, in other departments, requisite for the season.

SIMON DAVIES & CO.
ARE NOW OPENING AT THE
London House,
Ex *Lelia Alice* and *Marion*,
Their Midsummer Supply of
STAPLE DRY GOODS!
Hardware!
Groceries, &c.
July 31, 1871.