

THE DAILY EXAMINER.

JANUARY 30, 1882.

Winter Communication.

The Terms of Union with respect to Winter Communication must be fulfilled.

If so, close connection with the railway system of the Dominion must be made somewhere.

Wherever it may be, that particular place is likely to profit to some extent—while other places may be expected to suffer.

It does not, therefore, on this account, matter much where the required facilities are placed.

But, on the other hand, if the route and the facilities provided by the Dominion Government should prove detrimental to the interests of the Island and unsatisfactory to its people, there would be good cause for complaint on our part.

As we are the people most deeply interested in this matter, as we know most about it, and as it is the duty of the Dominion Government to act, with respect to it, as nearly as they can in accordance with our well-understood wishes, so we should not hesitate to give expression to our views as to the route and the facilities to be provided.

Now, while the "Northern Light" has shown the feasibility of crossing the Straits by the Georgetown-Pictou route, so long as there is no heavy ice in the Straits, she has also shown the utter impossibility of crossing while the Northern ice is there, and the fearful risk which is run by both the ship and passengers in attempting to do so.

It is manifest that crossing can be more easily and more safely effected where the distance across the Straits is shortest.

The distance is shortest between Capes Traverse and Tormentine; and all the experience of the past points to the Capes route as the best winter route.

The Capes route should, therefore, be adopted.

From Cape Tormentine to the Intercolonial Railway there is a fine agricultural district, the people of which are anxious for a Railway; and from Cape Traverse to the P. E. Island Railway there is a fine agricultural country wanting railway accommodation.

These railways would, if built, directly and indirectly, benefit this part of Canada, would afford the required accommodation to the people living along the lines, would be a means of overcoming much of the hardship of travelling between the Island and the Mainland; and would be feeders of the main lines of railway now in operation.

But, if built at all, these Railways will have to be built by local effort, unless they form part of an interprovincial service such as that which the Dominion Government have agreed to perform between this Island and the Mainland.

On this account, also, we should favor the Capes route.

That the adoption of this route cannot prove either so highly beneficial to the Capes or so terribly fatal to the Charlotte-town and Summerside as some persons seem to fear is evident. How much has Georgetown been enriched by the "Northern Light"? Has Summerside been stimulated to a very wonderful degree merely by the daily trips in summer of steamers between there and Shediac? and if not what likelihood is there that she shall be ruined by the route being transferred to Cape Traverse in Winter. Have Shediac and Pictou grown prosperous by reason even of the summer traffic they have enjoyed with this Island? They have not. Nor is there good reason to suppose that if increased traffic passes Cape Traverse and Cape Tormentine in winter they will grow rich at the expense of existing towns. The great bulk of the profit derived from traffic is with the points of destination; the points along the line receive comparatively little advantage. Charlotte-town, Summerside, Souris, Georgetown, Alberton, —these— the commercial centres of populous settlements adjoining them,—these, by reason of their harbors —the chief points at which our exports and imports, our summer traffic, must ever go and come—these must remain the chief points of destination for both passengers and freight; and, while the whole community profit, these towns must certainly profit most by reason of an increased volume of traffic and improved modes of conveyance in winter.

To all these towns it would be fairest to adopt the Capes route; for Cape Traverse is just about the same distance from Tignish, in the Western extremity of the Island, as it is from Souris, in the Eastern.

From every point of view the Capes route seems to be the best, the only one, which can be adopted for winter travel; and we can see no good reason whatever why the people of this Province should not let their representatives and the Dominion Government know that if, while maintaining suitable steamers on the Georgetown-Pictou route, and on the summer routes, they improve the Capes route by branch railways and strong steam launches, etc., as required, they will act in accord with the unanimous desire of the Body Politic of this part of Canada.

A NEW ENTERPRISE.—Three young men, now in this city are making arrangements to begin shortly the business of putting up pickled and spiced tripe. This is a new business in Nova Scotia, though the articles they purpose offering to the public have been for some time esteemed as dainties elsewhere. They will, doubtless, be recognized as "soothsme" by all here who "know a good thing when they see it."—Hollis Herald.

TWENTY-THREE years ago Flora Temple described the world by saying 230. Would it ever be better? was the question. Since then eighty four horses have trotted in 230 or better, and quite a large number have come within a fraction of it.

On the 25th inst., the Governor General was presented with a civic address of congratulation on his departure to Ottawa.

CORRESPONDENCE.

We do not hold ourselves responsible for the opinions or statements of our correspondents.

Letter From Mr. DeBlois, M. P. P.

To the Editor of the Examiner.

Sir,—In your journal of the 20th inst., is a letter signed "Fenton T. Newbery," containing the following paragraph: "Mr. DeBlois, in his remarks last night in the Market Hall, undertook to lecture the promoters of the meeting for having the presumption to call a public meeting without first consulting him as one of the Representatives of Charlottetown, in the Local Legislature." Mr. DeBlois begs to say that the statement therein is the reverse of fact. He made use of no language that could convey any such idea, save, perhaps, to some over-sensitive mind like that of Mr. Newbery. He stated, in effect, the following:—That he knew nothing of the nature of the resolutions that were to be brought before the meeting, as he had nothing whatsoever to do with them nor with the calling of the meeting, and was not asked, although a Representative of the city, to take any part in the meeting, save casually on the street, by Mr. Newbery, to second some resolution, the nature of which was not made known to him. This he (Mr. DeBlois) declined to do and, therefore, came to the meeting rather as a hearer than as a speaker, and thought the promoters of the meeting should explain its object.

The rest of Mr. Newbery's letter is simply the emanation of his evidently excited brain, and requires no notice from Yours obedient servant, G. W. DeBlois.

Monday 30th Jan., 1882.

Letter from Councillor McLean.

To the Editor of the Examiner.

Sir,—In your issue of Thursday last an article appeared headed "Civic Elections," which requires an explanation from me. You state, as facts, that the neglect of my duty is attributed to want of proper instructions in the duties of returning officer. The facts are that I received all necessary instructions, and was fully prepared to carry them out, and did so to the best of my ability, with fairness and impartiality. But after declaring Mr. Hooper elected Mayor and A. Horne Councillor, I omitted subscribing the oath or filling in the returns before closing the poll book. When informed of the omission I requested to be permitted to do so then. But was told I could not touch the book after delivering it up. Fortunately for my character the law allowed three days to make those returns. Had Mr. McDonald reminded me of my neglect to sign the oath, that would have been sufficient. How could any man mistake an oath that he read over and swore to in presence of another for a precept of the Mayor which should have been signed previously. I would be guilty of an attempt at wrong, if refused to sign the oath when told to do so. Why did the magistrate sign it as witness when refused, as you say I did. The statement to say the least is ridiculous. The whole trouble was the omission, and if all hands were posted in the law there would have been no trouble, as the returns could have been filled in immediately, as well as waiting until 3 p.m. next day, and saved the breeze, and all the miserable aspersions cast on myself and others in connection therewith. By publishing the above explanations you will assist me in putting myself right before my fellow citizens.

Yours, etc., T. A. McLean.

Bank of P. E. Island.

To the Editor of the Examiner.

With reference to Hon. John Longworth's letter in your issue of the 27th inst., it may be said that no one doubts the "high and honorable character" of his lordship, Judge Hensley, Eoth Mr. Longworth and Mr. Hensley have long stood at the topmost rung of social eminence, and the writer believes they both deserved the distinction. But the question now is what is their relation to the Prince Edward Island Bank. These gentlemen, between them, occupied the position of President during the time the Bank's affairs were being so ruinously mismanaged. They received extra pay for their services, and their duty was to watch daily the operations of the Bank. From their high character and professed business capacity, the Directors had a right to expect, that they were carefully guarding the Bank's operations. When no information of mismanagement was conveyed to the Directors by their Presidents, they (the Directors) might not unreasonably expect that everything was right. Now, it is the duty of every patriot to be decided whether the Bank will go into liquidation or not. If it should, the country will be nearly ruined. It is certain that the Presidents will be called to a strict account.

Now the Bank may be saved; but only on the plan proposed at last Thursday night's meeting. To carry out this plan the Directors must raise nearly \$50,000 of the total \$200,000 required. If they do not, the Bank will go into bankruptcy.

The two Presidents must raise their subscriptions, and if they do, the other directors will follow and the amount will be raised. Let them rise to the occasion like men, dry up their griefs and work.

A LOVER OF HIS COUNTRY.

Dr. Jenkins' Letter.

To the Editor of the Examiner.

Sir,—In last night's issue of your paper there is a long letter from Dr. Jenkins, concerning the late Asylum scandal. Dr. Jenkins' disinterestedness in coming forward as the champion of poor Manson is certainly to be commended. None would be ungenerous enough to think for a moment that the Doctor is actuated by any other motive than sympathy for Manson's wrongs. He feels rightly that the outrage committed was and is yet a foul blot upon our civilization, and, as one member of the community, aware that his honor, which he holds, and which all true gentlemen regard as sacred, suffers in the general disgrace, he comes forward and throws the responsibility on the proper shoulders. Solid motives he has none; his feelings are hurt, and he is consequently indignant.

Very clearly and forcibly does the Doctor point out the incompetence of the Committee to discharge the duties imposed upon them. Their report he characterizes as being far from impartial. Instead of instantly demanding the dismissal of Dr. Blanchard for his neglect, he says no reason why the public should not retain the fullest confidence in that gentleman. This being true, we are not surprised at the report of the Investigating Committee

being so unacceptably condemned. No wonder Dr. Jenkins' indignation is aroused; and notwithstanding the fact that, at the time the assault occurred, he was in the Old Country, yet, even in that far distant land, his large and philanthropic soul must have shed tears of sorrow. Surely the Provincial Secretary does not wish to put Dr. Jenkins in a false position, when he avers his disbelief in the Doctor's sincerity. The position of Surgeon to the Lunatic Asylum is undoubtedly an honorable one; but when a man rises superior to the petty grievance of disappointment in the discharge of what he considers to be his duty, who regards only the welfare and good name of the community, rather than condemn, we should admire him.

Yours truly, ADVOCATE.

Communication with the Mainland.

To the Editor of the Examiner.

Sir,—I was much disappointed at the results of Friday night's meeting in the Market Hall, and cannot help thinking that a similar disappointment was felt by many others. It is certainly a matter for congratulation that party politics were put to one side. But there was evident, in both resolutions and speeches, a great deal of hesitation. Mr. Brecken spoke decidedly in favor of the Capes Railway; but many other speakers seemed afraid that by expressing a decided opinion, they might injuriously affect some sectional or personal interests.

I cannot but think that a fatal mistake will be made if we are content with insisting upon the Dominion Government fulfilling its obligations without saying specifically what we want. The consequences of this line of action will be most disastrous. The Dominion Government will try and hit upon some compromise that will partly meet the views of everyone, wholly of no one—with the usual result of such an attempt. A great deal of money will be spent upon an unsatisfactory compromise. Our interests will be sacrificed, and we shall have ourselves to blame. If we complain there will be said to us: "You, who were deeply interested in this matter; you, who were on the spot, who had the best knowledge of the advantages and disadvantages of the various routes,—you refused to say what you did want. You threw upon us the responsibility of a decision, and now you must abide by your choice. Had you at first said what you wanted, we would have given it to you. But it is too late to complain, now." Such a reproach would be a just one.

Are there not some elements in this discussion, principal ones, about which there cannot be much doubt. If we get these fixed in our minds and then approach the solution of the question, I think we shall not find much room for differences of opinion.

Look at the map of this and the neighboring Provinces, and remember how the main lines of railway run. What do we see? All freight and trade from the greater part of Nova Scotia, must come to Truro. All freight and trade from all the rest of Canada, and from the United States (except what comes by Boston steamer) must come to Moncton. From Truro to Ch'town via Pictou is 102 miles; from same place via Amherst and the Capes is 167 miles; from Moncton to Ch'town via Shediac is 98 miles; from same points via Amherst is 138 miles. From Truro the distance and consequent expense to Charlottetown would be increased about 66 per cent., from Moncton about 48 per cent., if the route were by the Capes. To Summerside the discrepancy would be still greater. Imagine going from Moncton to Summerside via Amherst and County Line. And this is not a matter of merely sectional interest. Charlottetown and Summerside are, and for many years to come must be, the chief collecting and distributing points for this Island. Increased expense in reaching them, means increased expense to the greater part of the Island.

Here then it seems to me we have one fixed principle by which to stand, viz: Our summer route must be as at present.

Now let a sufficient subsidy be given to enable a company to run daily trips from Charlottetown to Pictou, and from Summerside to Shediac. Their boats should be screw boats, not attempting to fight with Arctic ice, but able to make their way through the earlier winter ice, and the lighter spring flows. About the beginning of December, was the season requires, both should run to Georgetown and so ensure daily trips there until in an ordinary season, the 10th or 15th January, resuming work then about the middle of March.

Now our next fixed point is that, for the three or four winter months, the route must be by the Capes, with railroad connections. This, too, we must demand. "Continuous connection with the Railway System of the Continent, both winter and summer, is our right; and we must have it. It is not given to us when we are jolted in sleighs for fifty miles. No doubt to make the same route serve for winter and summer would be very convenient. But nature says "no" to that, and it is no use quarrelling with her about it.

At the Capes there should be a suitable steamer belonging to the railway, always ready to cross when the state of the Gulf would permit it. The ice boats and their crews should be ready to start when the steamer could not. All proper houses and other appliances which experience has proved needful, should be provided for the boats.

Whether the steamer should cross at the Capes in summer might be left an open question, to be decided in the interests of the railroads. A growing trade with Pughwash, Wallace and the North Shore might warrant it. While freight and business travellers will always take the shortest and cheapest routes, tourists will often go out of their way to make the water journey as short as possible. This might draw a good deal of the pleasure travel to the Capes in summer.

Now, Sir, if we all take this ground: (1) the same route will never be satisfactory for both summer and winter; (2) in summer we must continue the present route, with round trips daily at both points; (3) in winter we must use the Capes route and have with it railway and steamboat connections, supplemented by the ice boats with all proper appliances. If we agreed on these points, and firmly insisted upon them, we might leave matters of detail to be settled by the Dominion Government, and feel safe that we should have efficient communication. If we leave the Dominion Government to choose the route, we shall be certain to put into the hands of their opponent a most useful weapon of attack; but the whole Island and all parties will suffer for all time to come.

The distances and dates given in this letter are only approximate. I shall be glad to see them corrected by any one who can speak with certainty about them. My letter has already run to an unreasonable length, but if you are not too tired yet, I will ask you to borrow a few more lines for another, which I promise shall be much shorter than this.

W.

If you want a cheap second-hand sleigh go to H. Coomb's. He has a lot of them. 130 St.

TELEGRAPHIC NEWS.

Special Dispatch to the Examiner.

OTTAWA, Jan. 28.

It has been decided to increase the mounted police force from 300 to 500 men. Recruiting will begin at once. The following are the principal of a number of appointments and promotions made to fill vacancies in the force: Lieut. Col. A. G. Droine to be Commissioner, vice Lieut. Col. J. T. McLeod appointed vice magistrate. To be Superintendents, Albert Shurtleff, vice Jas. Walker resigned; J. H. McInroe, vice William W. Fisher resigned; Lt. Col. A. McKenzie, vice Wm. D. Jarvis, services dispensed with. To be Inspectors, A. B. Perry, vice Shurtleff, promoted; H. B. Prevost, vice McLeod, promoted; Frank Norman to be senior Surgeon; Angus Jakes, M. D.

BERLIN, Jan. 29.

A mission will shortly be sent to Constantinople to invest the Sultan with the order of the Black Eagle.

CAIRO, Jan. 20.

The assembly of notables so far has adopted no resolution in relation to the budget or to other matters in dispute. The English and French Consuls have informed Cherif Pasha that as the existing regime is the result of an agreement with England and France, there can be no change without the assent of the contracting parties; but should he judge a change necessary, they are ready to communicate any proposals to their Governments.

VIENNA, Can. 29.

It is reported that ten Gendarmes were recently surprised by a band of insurgents in Horogovina, and massacred under the most frightful circumstances.

Weather Bulletin.

Probabilities for the next 24 hours for the Maritime Provinces.

TORONTO, January 30—10 a. m.

Northwesterly to southwesterly winds, fair weather, stationary or higher temperature.

Resolutions of Condolence.

At a meeting of the Board of Trustees of St. James' Church, held on the 23rd inst., the following action was taken in noticing the decease of W. R. Watson, Esq., a member of the Board, viz:—

The Trustees of St. James' Church, at a meeting on the 23rd inst., passed the following resolution:—

Resolved, That while deeply sympathizing with the bereaved family in their severe affliction, we confidently trust that the All-wise, All-loving Father will over rule this dispensation of his Providence for his truest interests.

Resolved, That a copy of these resolutions be transmitted to the widow of our late Brother.

We understand that a delegation from the Board waited upon Mrs. Watson, and presented the resolutions, as given above.

"EVERYBODY INJIN NEXT WEEK."—The Scott Act came in force in Northumberland County, New Brunswick, on Monday, and many stories are told on the part of some to stock up a little before the final day of closing down came. Among the applicants at one of the liquor stores was a son of the forest, who drew a black bottle from the recesses of his blanket and archly requested that it be filled. The dealer glanced furtively at the red man, then at the bottle, and speculating a moment on the chances of the Indian getting drunk and rendering him liable to an action for violating the law, was obliged, though reluctantly, to decline the request. The Indian waxed indignant, and finding that he could not prevail, took one last lingering look at the whiskey barrel and, with withering sarcasm, as he beat a hasty retreat, remarked: "All right, everybody Injin next week."—News.

The Irish-American National Executive Committee have issued an address naming the 22nd February next as to be appropriately celebrated by the Irish in the United States as the anniversary of Washington's birthday and as the centenary of the demand successfully made by Henry Grattan for the independence of the national Parliament of Ireland. The committee suggest that in lieu of unseemly processions, banquets, etc., on next St. Patrick's Day that the Irish in America assess themselves for what would be the cost of regalia, flags, music and caterers, and transmit the amount at once to redeem the pledge of \$200,000 made at the Chicago Convention. The address is signed by Michael Boland, chairman, and A. F. Brown, secretary.

WRECK AT MIQUELON.—Information has been received at St. Johns, Nfld., of the loss of the schooner "Mary Paul" and of every soul on board. The scene of the terrible disaster is near the precipitous wall of sea rock that rises between the northwestern point of Miquelon Island and Mont Calvaire. The crew consisted of six men and the supercargo, the latter being a son of the owner of the vessel. A large two-topmast schooner has been seen blown up on the northern side of Miquelon Island, and the description given of her tallies very accurately with the hull and rigging of a Nova Scotia schooner that left Harbor Grace some three weeks ago, bound for Cow Bay, but has not yet arrived at her destination.

EX-LIBIT GOVERNOR LAIRD, of North-West Territory, arrived at Winnipeg on Saturday evening the 22nd inst., from Battleford, having taken five weeks to accomplish the journey.

TO CAPITALISTS!

WANTED to borrow Three to Four Thousand Dollars on first class security. Apply at this Office. Ch'town, Jan. 20, 1882.—W. W. W. 11

BANK OF P. E. ISLAND.

BANK OF P. E. ISLAND NOTES taken at their face for Goods or in payment of Bills, at

BORHAM'S BOOT STORE.

Nov. 29—1f

MARRIED. At St. Andrews, on the 17th inst., by the Rev. James McDonald, P. P., James McDonald, Esq. of Tracadie, to Miss Marcellina McEachern, formerly of San Francisco.

EVENING SALES!

AT AUCTION.

F. LEPAGE & CO.

—WILL SELL—

At Auction,

A VARIETY OF

GOODS,

AT THEIR STORE,

53 QUEEN STREET,

Commencing this Evening, Jan. 30th,

and continuing for a few weeks.

Householders and others will do well to attend, as bargains may be expected.

E. NEEDHAM,

Auctr.

Bank of Prince Edward Island

ADJOURNED MEETING.

SHAREHOLDERS AND DEPOSITORS are specially requested to attend the adjourned Bank Meeting at the Masonic Hall, on Wednesday next, the first of February, at eleven o'clock, a. m., as matters of great importance will then be submitted for their consideration.

J. LONGWORTH,

President.

CARD.

The friends and customers of the late W. R. Watson, Christ and Drogist, are hereby notified that the business he carried on by his widow, who respectfully solicits a continuance of the patronage and custom so liberally bestowed upon her late lamented husband by a kind and appreciative public. Charlottetown, Jan. 27, 1882.

GROCERIES, &c.

AT THE FISH MARKET

Wholesale and Retail.

50 barrels SUGAR (Yellow Extra C), 200 barrels Granulated SUGAR, 100 half-chests and caddies TEA, 200 barrels Choice Family FLOUR, 100 barrels (American) K. D. MEAL, 10 barrels BEANS, 10 barrels DRIED APPLES, 50 boxes Valencia and Muscatel RAISINS, Soap, Brooms, Buckets, Wash Boards, &c., &c.

—ALSO—

500 qtts Choice Family Codfish; Shad, Salmon, Mackerel, Herring, Digby Herring, Pork, Hams, Bacon and Lard at lowest prices.

J. H. MYRICK,

Ch'town, Jan. 27, 1882—91 cod

FOR SALE.

A HANDSOME BUILDING LOT, 55 by 100 feet adjoining the residence of H. C. Green, Esq., Postmaster, Summerside, will be sold very cheap and on reasonable terms. It is situated on a slightly elevated hill. Remember, land investments in our days are the safest investments for your money.

jan 25

R. K. BRACE.

SCOTCH ROUND COAL.

FOR SALE—About 50 Tons of SCOTCH ROUND COAL, superior for Grates and Parlor Stoves.

jan 25—3w dy

OWEN CO OLLY.

CHARLOTTETOWN BUSINESS COLLEGE,

(ESTABLISHED 1873.)

Welsh & Owen's Brick Building, Corner of King and Queen Streets, Charlottetown, P. E. I.

REAGH & MILLER, - - Proprietors.

Designed to Educate Young Men for Business.

OUR SYSTEM is conducted on Actual Business and Scientific Principles, and embraces all subjects necessary for a thorough COMMERCIAL Education. Our facilities for teaching these are the most complete that have ever been devised. Theory and practice are combined, and the whole course rendered so interesting and practical that the duller student cannot fail to be largely benefitted. The course of Study is short, practical, useful and reasonable; it is just what every MAN needs and will use, no matter what his calling or profession is to be.

The youth commencing a business life with only industry and integrity as his capital, the clerk engaged during business hours, but desirous of evening study to repair the defects in his education, each have the ADVANTAGE offered by our sessions commencing JAN. 12, and 2 to 4 p. m. Evening Session, 7.30 to 9.30.

Diplomas granted to such as pass satisfactory examinations. Students may enter at any time. No entrance examination required. Business men and others are cordially invited to call and examine our system.

Teach your sons what they will practice when they become men.

Full particulars concerning Terms, Tuition, Scholarships, &c., &c., on application to

L. B. MILLER,

Principal

Jan. 7, '81—sod.

SUBSCRIBE FOR THE DAILY EXAMINER

the Cheapest and most Newsy Paper published in the Province

PROGRAMME OF Earle's Concert,

TO BE HELD IN THE

Y. M. C. A. HALL,

—ON—

Tuesday Evening, 31st inst.

- 1. Overture—The Dawn of Day... Webb BAND.
2. Chorus—Victoria, from Fra Diavolo... GLEE CLUB.
3. Vocal Solo—The Land of Rest... Piantini Mrs. W. LONGWORTH.
4. Inst. Duet—Selections from Il Trovatore... Verdi MISS MACLENNAN AND MR. EARLE.
5. Song—The Englishman... Blockley MR. R. J. BUTCHER.
6. Solo and Chorus—The Rose Crown, from Der Freyschutz... Weber GLEE CLUB.
7. Flute Solo—Ah Non Crede... Bellini MR. MITCHELL.
8. Vocal Solo—I'm But a Withering Flower... Miss HAYDEN.
9. Lucky Star Waltzes... Round BAND.
10. Glee—Daughter of Error... Bishop 11. Song—The King and the Miller... Keller MR. READ.
12. Piano Solo—Adagio and Finale—7th Symphony... Haydn MR. EARLE.
13. Chorus—From Ernani—O Hail ye ye Free GLEE CLUB.
14. Piano Duet—Overture in E Flat... Weber MRS. MALCOLM MACLEOD & MR. EARLE.
15. Solo and Double Quartets—The Moonlight soft is falling... Keller Solo by MISS KNIGHT.
16. Vocal Solo—The Minstrel Boy... DR. CREAMER.
17. Duet Vocal—Minute Gun at Sea... King MESSRS. MAYNARD AND BEER.
18. Vocal Solo—Twickenham Ferry... Marials MRS. MALCOLM MACLEOD.
19. Chorus—Hail to thee, Liberty, from Semeramide... Rossini GLEE CLUB.
20. Overture—Golden Sunshine... Welle BAND.
21. Chorus—God is Night Beloved... Piantini GLEE CLUB.

Positively no encres will be permitted. Tickets 35 cents each, to be had at the Drug Stores of C. D. Hagkin and Fraser & Neale. Concert at 8 sharp. Sleight at 15 to 10. Jan. 24, '81.

PROGRAMME OF CONCERT!

In Aid of the General Hospital,

—ON—

Wednesday Evening, 8th Feb.,

—IN—

Y. M. C. A. HALL.

- 1. Orchestral Club—Queen of the Valley... Bessige
2. Duet Vocal—When the Winds Blow in from the Sea... Smart MISS PALMER AND CAPT. MAXWELL.
3. Solo Vocal... MRS. W. LONGWORTH.
4. Piano Solo... MR. EARLE.
5. Orchestral Club—Selections from Stradella... Flatau
6. Solo Vocal... CAPT. MAXWELL.
7. Violin Solo—Fantasia Norma... MR. VINNCOMBE.
8. Solo Vocal... MRS. McLEOD.
9. Orchestral Club—Le Val d'Amand... Donizetti
10. Solo Vocal—The Gate of Gold... Blumenthal MISS PALMER.
11. Duet—Oh, wert-thou in the cauld snail... Mendelssohn MR. AND MRS. MITCHELL.
12. Solo Vocal—Echo Song... Bishop MRS. JACK.
13. Orchestral Club—String Quartette... Haydn
14. Solo Vocal... MR. CLAVEN.