

LETTERS TO THE EDITOR.

The Prince of Wales College.

Sir,—By the very interesting article in your last issue on the Education question, it is evident you are desirous that nothing but the truth be used in discussions that favor or oppose the continuance of the Prince of Wales College.

It seems to me the question for us to consider is whether the annual expenditure on the Prince of Wales College is necessary or not? It matters little whether that expenditure be \$5,000 or \$10,000 per year. If we show it to be unnecessary that is sufficient.

For it is as great a sin for the politician to squander \$5,000 of the people's money, as it is for him to squander \$10,000. At the present time there are about seventy pupils attending the dual institution. Sixty-four of these compose the classes of the Normal School. The remaining six form a high or advanced class and are regarded as pupils of the College.

The weather in England. The Live Stock Journal (April 25th) says: "The weather lately has been much colder than some three or four weeks ago. It has been more wintry in its aspect, and, indeed, there have been some showers of snow as well as severe frosts.

Yours truly, TAXPAYER.

May 12th, 1884.

Tree Planting.

Sir,—Your report of the meeting held last Friday evening to promote the planting of trees in our town, shows that public attention is being called to a very important matter. The committee appointed that evening gives good ground for the expectation that the work will be energetically and judiciously carried out.

Of course in the present state of the Corporation, the work can only be done by private and individual action; but it is most important that such action should be also united and regulated; and it is to be hoped that the Committee will see that it shall be so.

If it is left to each individual to plant in front of his own property the trees that he fancies, in his own way, we shall have a very broken and irregular result. Two or three lines in one place, three or four poplars in another, with some spruce here and there, and great unplanted gaps between, would be a state better, perhaps, than the present state of nakedness and dirt, but far worse than what may be arranged for.

Could not the Committee do somewhat as follows:—Divide the streets into sections, and try and provide a sub-committee of two or three persons in each section, who will arrange for the symmetrical planting, of that particular section, with the same kind of tree. This will leave room for variety through the town and yet secure a certain degree of uniformity. Further, the work can be more cheaply done, as the trees with such boxes for protection, as may be needed, will be secured more cheaply if a considerable number is ordered at once.

Perhaps an emulation between different parts of the town would spring up, which would help in the work.

I throw out these two or three hints in the hope of seeing the matter discussed, and some well devised plan generally adopted.

SYLVESTER.

WANT TO RETURN.—Says the St. John Sun: Applications are being constantly made at the Boston offices of the steamship lines running to New Brunswick and Nova Scotia for information as to the chances available for securing houses and farms in the Province, most of the applicants being Provincialists, who, after living in the States for years, are desirous of returning to the land of their birth, in the hope that fortune may smile more freely on their labors than she has done in a foreign land.

The total value of Winnipeg importations for the month ending April 30, 1883, was \$1,732,420; for the month ending April 30, 1884, it amounts to \$733,648, a falling off of \$1,000,000. The duties collected in April, 1883, were \$212,571; in April, 1884, \$42,502; falling off, \$170,069.

Laying Down the New Cable.

The Faraday commenced landing the shore end of the Mackay-Bennett cable at Canso on Thursday morning, and before noon was steaming out of Dover Bay paying out cable toward Ireland.

After laying some twenty miles the end was buoyed, and the ship returned, entering the bay early Friday morning. In less than six hours the shore end of Cape Ann cable had been landed and the ship sailed for Cape Ann.

They expect to complete the laying of the cable from Dover Bay to Rockport, Mass., in less than a week and return to Halifax for coal. The cables were manufactured at the works of Messrs. Siemens, where are employed two thousand five hundred men and boys.

The Messrs. Siemens made four of the six Atlantic cables last laid down, and the cables last turned out are an improvement upon these. In the Mackay-Bennett cables the conductor is particularly heavy—the greater the conductor, the more freely are signals exchanged, and so, it is hoped, it will prove in this case.

The average weight of the conductor per nautical mile in these cables is 450 pounds, and the average weight of the gutta percha insulator is 300 pounds, giving a weight of 750 pounds per nautical mile of conductor and insulator together. Considerable attention has been devoted to the wire shield, with a view to obtain greater strength and durability. The breaking strain of the steel wire is about ninety tons to the square inch, which is the highest point yet reached by cable manufacturers.

The Weather in England.

The Live Stock Journal (April 25th) says: "The weather lately has been much colder than some three or four weeks ago. It has been more wintry in its aspect, and, indeed, there have been some showers of snow as well as severe frosts. On Tuesday night a very strong frost set in, and next morning throughout the greater part of England the ground was white with frost.

Farm crops have not sustained much damage, but fruit-trees and bushes have been hurt. In some districts the ice on the pools was exceptionally thick for this date of the year. Vegetation of all kinds has been decidedly checked, and farmers are complaining that the supply of pasture for stock is not so plentiful as it was two or three weeks ago.

Cattle Shipments.

A BIG EXPORT FROM TORONTO.

The first shipment of the 4,000 head of cattle that have been fed all winter in Gooderham & Worts' byres was made on Monday. There was a considerable crowd present to see the "bulls turned out." The bullocks will come out next. The byres were scrupulously clean, there was only the ordinary barnyard smell, and the cattle were in the pink of condition.

Mr. Gooderham says they were the best he ever saw turned out, and he ought to know. A number of doctors were present; they had been inspecting the byres and examining the water in the marsh. The value of the cattle in these byres is close to three quarters of a million. It is admitted by competent judges that there are no cattle, either in the United States or Canada, that can be compared with those fed by Gooderham & Worts during the past twelve years.

Michael Davitt's Position.

Regarding Michael Davitt's abandonment of Irish politics and proposed departure for Australia, a cable despatch says: For some time it has been known that Parnell and Davitt were at variance on various matters, but especially regarding the manner of conducting the coming election campaign, and a somewhat angry discussion took place a few weeks since between Davitt and Harrington, M. P., the latter being understood to represent Parnell's views, and insisting that the parliamentary party should have the selection of the candidates in the several constituencies, while Davitt urged the utmost freedom in the choice of the standard-bearers of the nationalists.

It was also understood that there was a wide divergence in the views of the two chiefs on the land question. Davitt taking the more socialist side of the argument, declaring also that the land act is utterly useless and had failed to secure the objects in view when it was framed. The reason now generally assigned for the change of residence is that the dispute between Davitt and Parnell has resulted in the success of the parliamentary chief.

The department of Marine and Fisheries has decided to send an officer to St. John's, Nfld., to select a vessel for the Hudson's Bay expedition. It is proposed to equip and dispatch a vessel so as to reach the straits by the middle of July. The summer will be spent in cruising about the straits and bay and landing parties, who will remain through the winter, make observations and be taken off next year.

TELEGRAPHIC NEWS.

[SPECIAL DESPATCHES TO THE EXAMINER.]

IN THE ICE.

Two Steamers and a Bark Jammed.

A Dangerous Position.

CAVENDISH, May 10.

At noon to-day one steamer with two masts and a large bark was seen in the ice off here about one mile and a half out. The ice was broken up on shore, but there is heavy ice outside of them. They appear to be trying to go west, the wind being variable with thick fog.

At two o'clock, another steamer, same class, was in sight. Both are lying alongside of one another, and only half a mile from shore. They can make no headway.

LATER.

Steamer Tunstall Sunk.

ALL HANDS SAFE.

MORELL, May 12.

One of the steamers in the ice off the north coast got nipped at an early hour this morning, and sunk about six miles off St. Peter's Bay light. Captain J. B. McKie and his crew escaped with great difficulty; but all succeeded in saving their lives. They arrived here about noon to-day.

They report having tried their best to save the steamer, and are thankful that they saved their lives.

[The Tunstall was one of the Black Diamond Line, plying between Montreal and Charlottetown, Pictou and St. John's, Newfoundland. She was 1,247 tons register, and was bound from Pictou to Montreal with a load of coal. Messrs. Peake Bros. & Co. are the agents in this city.]

Movements in Egypt.

CAIRO, May 11.

Osman Digna has been ordered to march into Upper Egypt. Diebch Pacha has declared he will not rest until he has killed Gen. Gordon.

Failure of a Mission.

CAIRO, May 10.

Government messengers sent to General Gordon from Dongola have returned to that place, having been unable to enter Khartoum.

Distress in Shropshire.

LONDON, May 11.

Great distress has been caused in South Shropshire on the stoppage of work at the lead mines there.

Midhat Pacha Dead.

CONSTANTINOPLE, May 11.

Midhat Pacha died to-day from the effects of a carbuncle.

Weather Bulletin.

Probabilities for the next 24 hours for the Maritime Provinces.

TORONTO, May 12—10 a. m.

Fresh to strong westerly winds; cloudy to fair weather, with showers; not much change in temperature.

METEOROLOGICAL OFFICE, Charlottetown, May 12, 1884.

Highest Temperature Saturday.....51.9

Lowest Temperature Saturday.....38.0

Highest temperature yesterday.....40.7

(Lowest temperature (read at midnight).....31.8

Lowest temperature this morning.....32.7

Temperature this morning, at 8 o'clock.....40.0

Temperature this afternoon, at 1 o'clock.....42.8

Commercial Notes.

CHEESE.—A good enquiry existed for new cheese in Montreal, and the Gazette says sales of several lots were made at 114c to 12c. A lot of 300 boxes of Allan Grove was sold to arrive at 12c. The cable was unchanged at 68s, but in New York the cable to the Mercantile Exchange quoted choice cheese at 69s.

THE SEAL FISHERY.

Advices received from Newfoundland by a shipping firm there state that the catch of seals by steamers was about 150,000, by northern sailing vessels 20,000, and by shoremen about 15,000 to 20,000, making a total of 185,000 to 190,000 seals, against 350,000 which had been taken in this time last year, showing a decrease of 160,000. This is very discouraging to the fishermen generally, and shippers state that the dullness of the Newfoundland trade is partly caused by the failure of the fishery.

"I can't pay that bill just now; you will have to wait a little for the money." "All right, sir," cheerfully responded the boy, as he seated himself and unfolded a copy of the morning paper. "Them's the orders of the boss," "What are the orders of the boss?" demanded the gentleman, sternly. "I'm to wait for the money."

SEED WHEAT.

BY AUCTION, TUESDAY, MAY 13th, at 10 o'clock, 75 bags No. 1 White Russian Wheat, direct from Simcoe County, Ontario.

A. McNEILL, Auctioneer.

Ch'town, May 12, 1884.

Supreme Court.

Mrs. Dingwell's application for her discharge from King's County Jail was resumed this morning before the full court, and resulted in the application being dismissed and the motion for her discharge from jail refused. The Court held that the summons only charged one offence, and that the subsequent proceedings were all regular.

Rogers vs. Howlan.—Argument on demurrer was heard this morning. Warburton for plaintiff, D. C. McLeod for defendant.

The Court then adjourned until tomorrow morning.

Loss of the City of Portland.

MR. PHILIP CAHILL, of Kildare, who was a passenger in the steamer City of Portland, wrecked on the rocks off Rockland, Maine, a few days ago, informed a St. John Telegraph reporter that he was in the cabin when the steamer struck and was AWAKENED BY THE SHOCK.

He turned out and got on deck almost immediately after. The captain was then directing the officers and men. In lowering the boats everything was done expeditiously and without any disturbance. The passengers came into the saloon, pretty quickly, but as they did not appear to appreciate the danger of the situation, there was no excitement. Danger signals were hoisted without delay, and a yacht and steamer took passengers to Rockland, where they were comfortably looked after. The passengers left on the noon train, some returning to Portland to take the steamer State of Maine to St. John. All speak in the most kindly terms of the manner in which they had been treated by the company since the accident occurred.

Our Advertisers.

John Hughes publishes the summer time table of the Heather Belle.

The str. Carroll sails for Boston Wednesday afternoon at five o'clock.

Peake Bros. & Co. advertise the steamship Colban of the Black Diamond Line.

A. McNeill will sell seed wheat, imported direct from Simcoe, Ont., to-morrow at two o'clock.

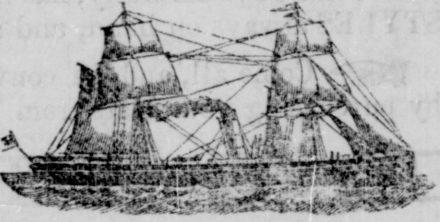
An auction sale of dry goods, oil paintings, etc., will be commenced to-morrow evening at seven o'clock, in the store next to Watson's drug store.

D. M. Reid informs his patrons that he will be absent from the Island for three months, and will, on his return, be prepared to attend to all orders in his line of business.

Horace Haszard informs stone masons that he will receive tenders up to noon of the 16th inst., for the building of a basement wall for the block of stores on the south side of Queen Square.

BLACK DIAMOND LINE.

Between Montreal, Charlottetown, Pictou, and St. John's, Nfld.



THE FINE STEAMSHIP

"COBAN,"

1,050 TONS REGISTER,

CAPT. ROBERT FRASER,

WILL SAIL FROM

Montreal for St. John's, Newfoundland

ON OR ABOUT THE 17TH INST.,

Calling at Charlottetown and Pictou.

For Freight or Passage apply to

PEAKE BROS. & CO.,

AGENTS.

Ch'town, May 12, 1884—3i

Great Auction Sale.

5,000 worth of Dry Goods, Oil Paintings, Chromos, Photo Frames, etc.

BY AUCTION, next door to Watson's Drug Store, Queen Street, commencing TUESDAY, May 13th at seven p. m., a large assortment of Goods, suitable for family use, which must be closed out without reserve.

A. McNEILL, Auctioneer.

Ch'town, May 12, 1884.

NOTICE.

D. M. REID wishes to state, for the information of all parties whose Pianos he has been attending, that he will be absent from Charlottetown for three months, having made arrangements with a professional voice builder for a course of his instruction in that art, and on his return will resume the care of all instruments with which he may be favored.

Ch'town, May 12, 1884—li

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BY AUCTION, TUESDAY, MAY 13th, at 10 o'clock, 75 bags No. 1 White Russian Wheat, direct from Simcoe County, Ontario.

A. McNEILL, Auctioneer.

Ch'town, May 12, 1884.

STEAMER CARROLL

WILL SAIL FOR BOSTON.

ON Wednesday, 14th instant,

FIVE P. M.

CARVELL BROS.

May 12, 1884—2i

STONE MASONS.

TENDERS will be received up to Friday next, the 16th instant, at twelve o'clock, noon, for the building of a basement wall for the block of stores, etc., to be situated on South Side of Queen Square. Plans and specifications can be seen at the office of W. C. Harris, Esq., Architect, Mr. Cundall's Brick House, King Street. The undersigned does not bind himself to accept the lowest or any tender.

HORACE HASZARD.

Ch'town, May 12, 1884—4i

STEAMER "HEATHER BELLE."

SUMMER ARRANGEMENT.

ON and after Tuesday, May 13th, the new steamer "Heather Belle," Hugh McLean, master, will run as follows:—

Every Tuesday morning, at four o'clock, will leave Charlottetown for Orwell Brush Wharf, leaving Orwell Brush Wharf at seven a. m., for Charlottetown, calling at China Point and Halliday's Wharves; leaving Charlottetown, at three p. m., for Halliday's, China Point and Brush Wharves, where she will remain over night.

Wednesday, will leave Brush Wharf for Charlottetown at seven a. m., calling at China Point and Halliday's Wharves; leaving Charlottetown at three p. m. to return, remaining at Brush Wharf overnight.

Thursday, will leave Brush Wharf for Charlottetown at seven a. m., calling at China Point and Halliday's Wharves; leaving Charlottetown at three p. m. to return; leaving Brush Wharf at six p. m. for Charlottetown.

Friday, will leave Charlottetown for Crapaud at four a. m.; leaving Crapaud for Charlottetown at seven a. m.; leaving Charlottetown for Crapaud at three p. m., remaining over night.

Saturday, will leave Crapaud for Charlottetown at seven a. m.; leaving Charlottetown for Crapaud at 1.30 p. m., and returning to Charlottetown from Crapaud same day.

FARES:

Cabin, to and from Orwell and Wharves, 30 cents; deck, 20 cents.

Cabin, to and from Crapaud, 40 cents; deck, 30 cents.

Excursion return tickets will be issued from Charlottetown to Orwell every Thursday evening, at one first-class fare. Also, excursion return tickets will be issued every Saturday to Crapaud, at one first-class fare.

JOHN HUGHES, Agent.

Ch'town, May 12, 1883.

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MAIL CONTRACT

TENDERS, addressed to the Postmaster General, will be received at Ottawa, until twelve o'clock, noon, on FRIDAY, the sixth of June, for the conveyance of Her Majesty's Mails, on proposed contracts, for four years, from 1st of July next, over each of the following routes, viz:

Barrett's Cross and Park Corner. Brae Station and Railway Station. Caledonia and Orwell. Cardigan Bridge and Lot 56. Flat River and Selkirk Road. Fort Augustus and Soutport. French Village and Mount Stewart. Georgetown and Murray Harbor North. Mill View and Vernon River Bridge. Monaghan and Disquid. Montague Cross and Murray Harbor Road. Mount Albion and Pownall. Murray Harbor South and White Sands. O'Leary Station and West Cape.

Printed notices, containing full information as to conditions of proposed contracts may be seen and blank forms of Tender may be obtained at the Post Offices at which the services commence and terminate, or at the office of the subscriber.

A. A. MACDONALD, Assistant Post Office Inspector.

Post Office Inspector's Office, Charlottetown, April 3, 1884.

[may 10 3i wkly 3i]

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