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

Prince Edward Island RAILWAY.

TIME TABLE NO. 15.

Winter Arrangement.

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

TRAINS GOING WEST.

STATIONS.	MIXED.	MIXED.
Georgetown	Dp 8.15 a.m.	
Cardigan	" 8.40 "	
Mount Stewart	Ar 10.00 "	
Souris	Dp 7.00 a.m.	
Bear River	" 7.49 "	
St. Peter's	" 8.44 "	
Morell	" 9.16 "	
Mt. Stewart	Ar 10.00 "	
Mt. Stewart	Dp 10.05 a.m.	
Bedford	" 10.43 "	
York	" 11.06 "	
Royalty Junction	" 11.22 "	
Charlottetown	Ar 11.45 "	
Charlottetown	Dp 8.15 a.m.	Dp 3 00 p.m.
Royalty Junction	" 8.38 "	" 3.23 "
North Wiltshire	" 9.30 "	" 4.15 "
Hunter River	" 9.45 "	" 4.30 "
Bradalbane	" 10.21 "	" 5.07 "
County Line	" 10.32 "	" 5.18 "
Kensington	" 11.10 "	" 5.56 "
Summerside	Ar 11.45 "	Ar 6.30 "
	Dp 1.45 p.m.	
Wellington	" 2.34 "	
Port Hill	" 3.15 "	
O'Leary	" 4.32 "	
Alberton	" 5.32 "	
Tignish	Ar 6.25 "	

TRAINS GOING EAST.

STATIONS.	MIXED.	MIXED.
Tignish	Dp 6.45 a.m.	
Alberton	" 7.38 "	
O'Leary	" 8.40 "	
Port Hill	" 9.56 "	
Wellington	" 10.36 "	
Summerside	Ar 11.25 "	
	Dp 2.00 p.m.	Dp 7.45 a.m.
Kensington	" 2.35 "	" 8.20 "
County Line	" 3.13 "	" 8.58 "
Bradalbane	" 3.23 "	" 9.08 "
Hunter River	" 3.59 "	" 9.45 "
North Wiltshire	" 4.15 "	" 10.01 "
Royalty Junction	" 5.07 "	" 10.52 "
Charlottetown	Ar 5.30 "	Ar 11.15 "
Charlottetown	Dp 2.30 p.m.	
Royalty Junction	" 2.53 "	
York	" 3.09 "	
Bedford	" 3.31 "	
Mt. Stewart	Ar 4.10 "	
Mt. Stewart	Dp 4.15 p.m.	
Morell	" 5.00 "	
St. Peter's	" 5.31 "	
Bear River	" 6.22 "	
Souris	Ar 7.15 "	
Mt. Stewart	Dp 4.15 p.m.	
Cardigan	" 5.33 "	
Georgetown	Ar 6.00 "	

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

IMPORTANT SALE

—of—

VALUABLE PROPERTY.

THE Directors of the CHARLOTTETOWN WOOLEN FACTORY COMPANY offer for Sale their Valuable Property situated on Spring Park. The property consists of One Acre of Land, with the Buildings thereon, Engine & Boiler, Shafting, Bolting and complete Heating apparatus throughout the whole building. The size of the Main Building is 80 x 50 feet, three stories high, besides basement, Engine House of Brick 50 x 30 feet together with a large Building attached and used by the Company as a Dyehouse. The Engine is 30 horse power and was built by Messrs. Montgomery & Sons, of Halifax, in 1871, and cost there about $2,600. The Engine and Boiler are in a complete state of repair and almost as good as new. There is about 60 feet of 3 inch Shafting together with the Hangers. The Main Driving Belt cost about $300 and is quite as good as new. The Steam Pipes for heating extends throughout the entire building and cost upwards of $1,000. There is a never failing Spring of water within a few feet of the factory, where a sufficient quantity can be obtained for any purpose required.

For further particulars apply to either of the undersigned.

HENRY LONGWORTH, President.
D. R. M. HOOPER, Director.
ALBERT SIMPSON, Secretary.

June 30, 1880.—caw-wkly

THE EXAMINER, WEEKLY EDITION.

TERMS:

ONE DOLLAR A YEAR,

(ADVANCE PAYMENTS.)

THE following gentlemen have kindly consented to receive subscriptions for the WEEKLY EXAMINER:—

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The Weekly Examiner

FEBRUARY 4, 1881.

The Taxation View of the Question.

SOME of our contemporaries are figuring up the increase of taxation to this Province which the construction of the Canadian Pacific Railway will involve. But it seems that this phase of the question was considered when making terms of Union with the Island; and that in consideration of the increase of taxation consequent upon the construction of the Canadian Pacific Railway, we received on entering the Union $22.50 per head of our population, more than Nova Scotia and New Brunswick received when they entered the Union. Sir Leonard Tilley in his able speech—which we regret we cannot publish in full—says:

"We have had a mammoth petition presented here to-day from Prince Edward Island. I have read the speeches of hon. gentlemen down there, and they have been most energetic in that little Island, which I have admired with its people since I visited it first in 1854. It is one of the loveliest spots in the Dominion of Canada, and contains 1,250,000 acres of land that cannot be excelled in fertility, in my judgment, in the North West, and it was an Island which we all coveted and desired to bring into this Union. Our Government made many efforts to induce them to come in. * * * After a time we succeeded in making terms with them, and they entered the confederation, and one of the gentlemen who visited that Island during the recess was one of the parties to negotiate with reference to terms of the Union. (Hear, hear.) He knows perfectly well that at that time, the speeches which were made on this subject pointed out the increase of taxation which would be imposed upon Prince Edward Island for the construction of this road. This was part and parcel of the contract in 1873 when they came into the Union, and this was the policy which was then agreed upon. (Applause.) But did he and those members who visited Prince Edward Island, and took an active part in this matter, tell the 4,000 who it is said signed this petition, that the construction of this railway formed a part of the engagements of the Dominion of Canada when they came into the Union? Did they point this out? Did they go further, and point out another important fact, which was part and parcel of the terms of Union between the Island and the Dominion: that in consideration of the large expenditure incurred by the Parliament of Canada for the construction of railways and canals, in view of the possible readjustment of the financial arrangements between Canada and the several provinces now embraced in the Dominion, as well as the isolated and exceptional condition of Prince Edward Island, that this colony should, on entering the Union, in view of these considerations, be entitled to incur a debt equal to $50 a head of its population, as shown by the census of 1871, that is to say $4,701,050, whereas New Brunswick and Nova Scotia came into the Union with a debt of only $27.50 a head, and in consideration of the Government having undertaken to build this Pacific Railway and to give 50,000,000 acres of land and $30,000,000, that the Government should give the Island $22.50 per head over and above New Brunswick and Nova Scotia, in compensation? (Hear, hear.) I wonder whether this fact was stated to the gentlemen who signed this petition containing 4,000 signatures against the construction of this road. (Hear, hear.) I don't believe it, and if this had been mentioned, I believe that 400 names would not be on it instead of 4,000. (Applause.) I only refer to this matter because hon. gentlemen opposite have sought to make political capital out of this question on the Island. (Hear, hear.)

When it is remembered that the 125,000,000 of acres land which the Government has reserved in the North West—sold at half the price placed upon them by the Opposition leaders—will pay all the additional taxes, we do not think the people of this Island have much to fear from greatly increased taxation.

Judicial.

In the Commons, the other day, a return was brought down, from which it appears that there were nine Judges in Upper Canada, entitled at the time of Union to retiring allowances, twenty-four in Lower Canada, none in Nova Scotia, New Brunswick, Manitoba or P. E. Island, and one in British Columbia. Those who were in receipt of retiring allowance at time of the Union were: Upper Canada one, $3,333 per annum; Lower Canada two, $4,800; Nova Scotia two, $3,400; British Columbia one, $2,435. In 1880 the judges who are entitled to retiring allowances are: Dominion, 6; Ontario, 61; Quebec, 32; Nova Scotia, 15; New Brunswick, 12; Manitoba, 3: British Columbia, 9; Prince Edward Island, 6. The judges who were actually receiving retiring allowances in 1868 were: Ontario 2, $6,666; Quebec 3, $7,068; Nova Scotia 2, $2,400. The number actually receiving allowances on 31st Dec., 1880, was: Dominion 2, $10,000; Ontario 2, $3,200; Quebec 10, $29,666; Nova Scotia 1, $2,666; British Columbia 5, $8,111; Prince Edward Island 1, $2,000; New Brunswick and Manitoba none.

The Ten Per Cent. Limit.

ANOTHER OBJECTION REMOVED.

A MATERIAL POINT with the Opposition has been the 10 per cent. limit beyond which the profits of the Syndicate must not go. Mr. Blake contended that the 10 per cent. was to be over their expenses, and not upon the Capital Stock of the Company. Mr. McDougall, in his speech, expressed a fear that this construction could be placed upon the provision. On which Sir John McDonald immediately rose and said:—

"I may inform the hon. gentleman that the construction he fears is not the construction the Government puts upon it; it is not the construction he puts upon it; and to prevent the possibility of any doubt on the question, there will be a clause inserted in the Consolidated Railway Act, which is to be introduced by the Minister of Railways, defining and limiting, in the sense the hon. gentleman would desire, the extent to which the 10 per cent. profit goes."

The Scott Act.

THE following is clipped from the Ottawa *Free Press* of the 25th January:

"The Executive Committee of the Dominion Alliance met yesterday and arranged for a meeting of the Alliance on the 9th February. A committee consisting of Hon. Mr. Vidal, and Messrs. G. W. Ross, Muttart and Longley, M. P's, was appointed to wait on the Minister of Justice with reference to certain amendments to the Act. It is said that in Prince Edward Island there is no officer to try offences under the Act, and that in Nova Scotia, outside of the city of Halifax, there is some difficulty in bringing the Act into force in consequence of no licenses being issued. The Act provides that the Act shall go into operation after the licenses then in force shall have expired.

Like Master—Like Man.

FOLLOWING the lead of Mr. Blake, the Halifax *Chronicle* says:—

"Immigrants should not be advised to go there (the North-West,) while they can get cheap land in the United States and have the benefits of competing railways."

This is the outcome of Grit patriotism,

School Statistics of Canada.

MR. BOURINOT, in his paper on Canadian Intellectual Development, published in *The Canadian Monthly*, for January, submits the following table, carefully prepared, to the latest date, from the voluminous official returns annually presented to the different Legislatures of the Provinces of Canada:—

Total number of public educational institutions in the Dominion	13,800
Number of pupils in attendance throughout the year	925,000
Amount now annually contributed by the State and People	$6,700,000
Number of Colleges and Universities	21
Number of Undergraduates in Arts, Law, Medicine, Theology, about	2,200
Number of Superior and High Schools, including Academies and Collegiate Institutes	443
Aggregate attendance in same	141,000
Number of Normal Schools	8
Number of students in same	1,400
Amount expended in Ontario alone during 30 years (from 1850 to 1880,)* for erection and repairs of school-houses, fuel and contingencies, about	$15,000,000
Total amount expended in same province, for all educational purposes during same period, upwards of	$50,000,000
Total amount (approximate), available for public school purposes, in *all* Canada, since Confederation, *i. e.* in 12 years	$64,000,000

These statistics prove conclusively that Canada occupies a foremost position among communities for its zeal in developing the education of the people, irrespective of class. The progress that has been made within forty years may be also illustrated by the fact that, in 1839, there were in all the public and private schools of British North America only some 92,000 young people, out of a total population of 1,440,000, or about one in fifteen, whilst now the proportion may be given at one in four, if we include the students in all educational institution.

Sixth Annual Report of the Boston Fish Bureau.

In June, 1875, Mr. Franklin Snow (known to many in our community as the propector of the line of steamships that ply between Boston and this port) called the fish dealers of Boston together, offered suitable rooms free of rent for a year, and the "Boston Fish Bureau" was organized. Sometime in March last, Mr. Snow died, regretted by many. Of him the present Report says: "For twenty-eight years he was one of the leaders in the trade, ever known at the front in good works, and numerous institutions for the benefit of others, as well as the many business enterprises of which he was the founder of, or connected with. He has been, and long will be missed, as well by the humble fisherman that received his kind look and word, as those having large business transations with him."

Mr. Barna S. Snow, his brother, is President of the Bureau. From this Report for 1880, we gather some facts which will, no doubt, be of interest to our fishermen readers.

From 1873 to 1879, inclusive the United State, suffered unusual depression in business. Oddly enough the catches of fish, by the United States fishermen, during the period mentioned were inferior, and the prices for fish in addition were low, in consequence of the depression. In 1880, however, while the business "boom" was in full and prosperous career, the productions of the fisheries were unprecedently abundant for the leading fish. The year was also remarkable for its unusually fine weather for prosecuting the fishing industry, and the small amount of loss of life and property. These advantages were followed by a good and steady demand for the products as soon as placed on the Market. Four fishing vessels with 28 men were lost during the year. Adding the lives lost from dories and small boats, the aggregate lives lost was 58, from the entire New England fleet, against 33 vessels and 266 men in 1879. The average loss of life, from the one port of Gloucester alone for the past twenty years has been 92.

The first catch of mackerel reported in 1880 was in April—25,000 fish. Many of the Southern fleet got poor fares, while others returned empty. The Report deprecates the prosecution of these early voyages, as the fish are poor and a large catch injures the demand for better fish later in the season. It counsels the abandonment of these voyages for the future. The first catch of mackerel for 1880 in the weirs at Cape Cod, was on April 26. The first new salt mackerel arrived in Boston, May 10. The market ranged for new stock from $5 to $6 per barrel. Early in June an unprecedentedly large body of Mackerel appeared in Massachusetts Bay. The oldest dealers and fishermen had never known them so plenty. They continued in the Bay until the close of the season in December. The entire fleet did well. The catch of fish in the Provincial waters by the American fleet was almost an entire failure, numerous vessels returning without a single barrel. The total catch by the Massachusetts fleet was the largest since 1874, amounting to 255,986 inspected barrels. This catch has only been exceeded ten times since 1804. The total catch by the New England fleet—Massachusetts, New Hampshire and Maine) was 349,674 inspected barrels—a gain of 129,075 barrels. The number of barrels of mackerel landed at Boston from the Provinces for the year was 105,730—against 84,213 in 1879. The total quantity of home and foreign catch received in Boston in 1880 was 196,493 inspected barrels.

There is one thing in the Report that should especially demand the attention of our fishermen. It has reference to the codfisheries. The Report says, in speaking of the United States Fish Commission: "Of the field work of the Commission many good results have been accomplished. During the past season the artificial propagation of the various salt-water fish has been successfully carried on; among which, for the first time, that of the Spanish mackerel is of much importance—its spawning place being heretofore unknown." The Bureau think the United States can render itself independent of the world in the matter of the production of fish, in consequence of the discoveries and experiments of the U. S. Fish Commissioner, Professor Spencer F. Baird, and proceeds: "The last improvement that has come under our notice is one that, if it continues to do all that it gives promise of doing, will be of great value to the fisherman, and revolutionize the present manner of catching ground fish. We allude to the use of gill nets in cod-fishing. As is well known, the Norwegians take more than half the number and two-thirds of their catch of cod by gill nets. Yet it has been unknown to our fishermen until the present month. The Commission, having provided the Norway net to experiment with, Capt. George H. Martin, of Gloucester, has been using them to good advantage in Ipswich Bay, fishing with two dories, two nets to a dory, nets each fifty fathoms long, three fathoms deep, suspended by glass balls or floats at any required depth. Nets of ten inch mesh are set the same as herring nets, being set in the morning or during the day, and are hauled the next morning. As yet no fish are caught except at night, and only the largest cod. The catch for the three first trials, with unfavorable weather, was respectively, 4,000, 6,000 and 7,000 pounds. Capt. Martin is much pleased with his success, and has ordered new nets. These nets can be used in any depth of water, say from fifteen to fifty fathoms." The report further says that it would not be surprising to see the gill net entirely supersede the old and much condemned, as well as expensive, method of trawling.

The total New England fleet, engaged in codfishing the past year was 579 vessels, with 6,068 men. The total catch was 647,496 quintals.

NOTES FROM THE CAPITAL.

THE PACIFIC RAILWAY

policy of the Government is meeting with expressions of approval from all parts of the country. The latest comes from the County Councils of Gloucester and Northumbland, N. B. [illegible] would endeavor to make the public believe that there is a universal feeling of opposition to the present Government in his adopted Province. The telegram read by Mr. Boulltee on Friday last from Gloucester County Council approving of the Syndicate Contract shews how matters stand there. At a full meeting of the County Council of Northumberland, N. B., the Government Railway policy was endorsed by a vote of sixteen to seven. The Representative of this County, Mr. Snowball, has not displayed himself, in Parliament this session, being absent in England on private business.

GRIT POLITICAL MORALITY.

A petition has been fiyled in the Court of Queen's Bench, by Mr. G. R. Pattulo, defeated candidate, against the return of Mr. James Sutherland, the new M. P. for North Oxford. Both these gentlemen are Reformers of the first water, and, it would be interesting to know the amount of corruption practiced in a clear Grit constituency like that of North Oxford. But the latest news is to the effect that Mr. Patullo's petition has been withdrawn owing to counter charges having been fyled by Mr. Sutherland. So on the principle—"your're another"—the whole case is dropped. It will be remembered that Mr. Patullo was the great organizer-in-chief for the Reform Party at the last general election. In his manifesto issued at that time he prophesied that after making every allowance for probable defeat in certain constituencies, Mr. Mackenzie would be sustained by a majority of fifty or sixty. A false prophet then, and a disappointed man now, is G. R. Patullo.

PRINCIPAL GRANT,

of Queen's College, well and favorably know in P. E. Island, preached here in St. Andrew's Church, both morning and evening services, on Sunday last. The Principal, who, by the way, appears to be in exceptionally good state of health, delivered, on this occasion, most practical and argumentative sermons.

REV. DR. HUNTER,

of Toronto, preached the anniversary sermon of Dominion Methodist Church on Sunday (24th.) The audience was large and the sermon flowery. The collection was tolerably good. The Dominion Methodist is one of the finest churches in Ottawa. It furnishes sitting room for over fifteen hundred persons. The choir is one of the best in Canada, and certainly the most proficient in this city.

FOUR MONTHS ABROAD.

Mr. Landry, M. P., "the little joker" of the House, gave a lecture on Monday evening (24th), at the Canadian Institute, descriptive of his trip to Europe last summer. Italy, in all it natural and artistic beauty, was the principal subject of the lecture.

THE LATE JOSEPH KEELER, M. P.

Another M. P. has been stricken down by the hand of death. Mr. Keeler, member for West Northumberland, died at the Russell House on the morning of the 21st, aged 56 years. Mr. Keeler was a National Liberal Conservative, and in favor of protection to home industries. He was returned to Parliament at the last general election by a small majority over his opponent. He was a quiet, inoffensive man. His efforts in Parliament were directed against the Supreme Court of Canada.

HEAVY DEBATING—MR. MACKENZIE.

The reporters as well as the members are not only tired, but many of them are shewing the effects of late sittings. The Hon. Mr. McKenzie is still very unwell, and unable to leave his room. Hopes are entertained of his recovery. Both parties sympathise with the hon. gentleman in his illness; and his return to parliamentary duties will be a great satisfaction to his friends.

BYSTANDER.

Professor Goldwin Smith says the "Canadian negotiators are undeniably able, and thoroughly masters of the subject; nor have we the slightest reason to suppose that they have not done their very best for the country. Their own position was staked on the result. It is suggested that they feared to fail in their mission; but this fear must have been more than balanced by that of laying before the nation an agreement which it would condemn. We are inclined, therefore, to believe that this *is the cheapest* rate at which the country can, as people think fit to put it, accomplish a great national achievement, or get out of a desperate scrape." This is a broad and statesmanlike view of the subject. The building of the Canadian Pacific is a national undertaking, and should be considered outside of the strictly partizan arena.

LADY TILLEY'S BALL.

Last Wednesday evening Lady Tilley gave a grand ball in the Geological Museum Building on Sussex street, to which a very large number of people were invited. It, and Mrs. Senator McPherson's "at home," on the night after, has been, so far, the principal fashionable events of the session. All who were present at this Museum Ball, without exception, pronounced it the handsomest, and being conducted on strictly temperance principles, the most enjoyable that has ever taken place in the Capital. No pains were spared to make it a great success; and the popular hostess had the proud satisfaction of seeing all at this magnificent entertainment, enjoy themselves to their hearts' content until the wee sma' hours were reached. The walls of the ball room were decorated with flags and bunting, as well as with the arms of the different Provinces. All the rooms were brilliantly lighted and what with the elegant costumes of the ladies, the dashing uniforms of the military officers and other public officials, the stirring music, the whirl and excitement of the giddy dance, and the fine appearance of the splendidly-decorated apartments—the whole scene was one of the most brilliant and attractive that possibly could be winessed. Lady Tilley and Sir John McDonald, Lady McDonald and Hon. H. Langevin opened the Ball, after which dancing was kept up incessantly till the close. The banquet could not be easily excelled, for its elegance and variety. Lady Tilley's Ball, in short, was in every respect, a grand and complete success.

THE "AT HOME."

On the evening immediately succeeding Lady Tilley's Ball, Mrs. Senator McPherson—wife of the Speaker of the Senate—gave an "at home" in the Senate Chambers, to which several hundreds of guests wire invited, including a goodly number of the Senators and members of Parliament. The programme at this entertainment consisted principally of vocal and instrumental music, in which some of the leading singers and musicians of Ottawa took part. Dr. Fortin, M. P., for Gaspe, distinguished himself in singing almost as much as in his efforts to "develop the fisheries." With his fine voice and commanding presence the wonder is that he can retain his bachelorhood so long. One distinguishing feature of this entertainment was a grand champagne supper. Although this "at home" was on a quieter scale than Lady Tilley's Ball, yet there were fully as many people present, and the refreshments were of the most elegant and sumptuous description, manifesting a generosity and liberality which had no regard to expense. As an "at home" and fashionable gathering it was not less brilliant and successful than the ball of the previous evening. Senator McPherson, who is every inch a Highlander—and a larger man than Hon. James Duncan—made every one feel, in reality—as well as in word—"at home."

FESTIVITIES AT RIDEAU HALL.

In addition to those festive and fashionable entertainments, the Governor General has been giving a series of private dinners and skating and tobogganing parties at Government House and it has been remarked that the Marquis of Lorne, on such occasions, proves himself the most agreeable and cheery of hosts, striving to contribute to the pleasure of his guests by assiduously looking after their comforts, and chatting freely to one and all. The gallant Campbell Clan, may well feel proud of their namesake and countryman, who at present presides over the affairs of this Canada of Ours.

A Chapter in Our Island History.

LECTURE BY THE VERY REV. DR. MCDONALD, VICAR GENERAL, ETC.—A LARGE AUDIENCE AND A PLEASING AND INTERESTING DISCOURSE—SUMMARY REPORT.

THE lectures of the warm-hearted Vicar-General always draw; and it is not surprising that the Market Hall was well filled last Friday evening. The lecture was under the auspices of the charitable society of St. Vincent de Paul; and Professor Caven, President of that Society, occupied the chair. His Lordship the Bishop of Charlottetown, Rev. A. McGillivray, Rev. Gregory McDonald, Rev. Dr. Chaissow, Rev James McDonald, Rev. Wm. Phelan, and Rev. Stephen Phelan, were present besides many prominent persons of various denominations.

The chapter in Island History to which the Very Rev. Lecturer directed the attention of his audience was the immigration to this Island from Invernesshire, Scotland, which took place in 1772—just 108 years ago last June, and only about nine years after the Island had, by the Treaty of Paris, became a British possession. The chief promoter of this immigration was Captain John McDonald, Laird of Glenaladale and Glenfinnan, one of the most finished and accomplished young gentlemen that Scotland could, at that time, produce. The particular circumstance which led to the immigration was a petty religious persecution commenced by Alexander McDonald, Laird of Boisdale. This gentleman married a Protestant wife and then turned Protestant himself; and not satisfied with that, he wanted his tenants to turn Protestants too. To this they demurred. Having a firm belief in the Divine right of Lairds—Boisdale tried to force them into his way of thinking, and, the lecturer said, actually attempted, with his yellow walking stick, to drive them to the Protestant church. By reason of this, his stiff-necked tenants dubbed his religion "the religion of the yellow cudgel. The condition of the persecuted ones, of course, attracted the attention and sympathy of Bishops and Priets of the Church to which they belonged—and of McDonald of Glenaladale. The idea of emigrating to the Island of St. John's was formed, a subscription was raised, Glenaladale mortgaged his estates, and in May, 1772, 210 Scottish Highlanders embarked in the good ship *Alexandra* and set sail for the "fertile Island of the Gulf." Among them were the Rev. James McDonald, a secular missionary priest of great piety and learning, and Mr. Roderick McDonald, a skilful physician. They arrived safely at the end of seven weeks, having lost, on the passage, but one child. At first they were charmed with the appearance of the "forest primeval" which, at that early time, fringed, to the water's edge, the banks of the noble Hillsborough Bay, and the beautiful harbor and rivers beyond it. They dropped anchor off the site of what is now the flourishing city of Charlottetown—then a place of stumps and swamps. But the captain of the *Alexandra* was persuaded to take them right up the Hillsborough river to their destination, opposite Tracadie Bay; and they landed, with their goods and chattels, and provisions for a year, at the place they thereupon called Scotchfort, the name by which it is known to-day. They had not been long on *terra firma* before they began to experience the difficulties and privations inseparable from the life of emigrants. After a time some began to prosper and to send home cheerful accounts of their circumstances; but, on the whole, their progress was slow, and their prospects gloomy. Glenaladale followed them here in the summer of 1773, coming by way of Boston, and bringing thence a stock of necessaries very acceptable to the poor people. The emigrants were constantly encouraged by the offices and ministrations of the generous spirited and good Missionary Priest by whom they were accompanied, and of whose life and labors the lecturer gave a pleasing sketch. The very full and particular biographical sketches of the Glenanadale family were extremely interesting—and the interest was skillfully heightened by an occasional sprinkling of pure gælic and unadulterated wit. Tracing the career of these immigrants—the McDonalds McEacherns, McKinnons, McIntoshes, etc., and their descendants to the present day, the lecturer came to the conclusion that they have not on the whole, made so much real progress as they ought to have made. It is impossible, the lecturer said to close our eyes to the fact that many are to-day, notwithstanding the fine style they put on, not so thoroughly comfortable as their grandfathers were, sixty or seventy years ago; and in point of intelligence, the present generatian may be more flippant in talking about politics, but as regards sound knowledge, founded on good common sense, they have not much if anything to boast over the average of those who have gone before them. The lecturer's closing remarks were eminently wise. He said that if they wished to be men of real independence, in the true sense of the term, they should never allow themselves to be influenced by the vain but common delusion of aspiring to public offices of emolument; for the moment a man places himself and his prospects at the mercy of any government party, ever changing and changeable, he sacrifices his true independence and manhood, and enters upon a precarious course which may last for a whole lifetime, and in which he may find himself placed, like honest Wilkins McCowber, "always waiting for something to turn up." The lecturer would not, however, deny his fellow citizens the right to take a deep interest in public affairs, as the free-born citizens of a great and free country. Than this, nothing could be more foreign to his principles or shocking to his feelings. Let them, by all means, exercise their birthright as freemen to its fullest extent; but let it be done in the enlightened spirit of true patriotism and not in the blind, cramped spirit of prejudice and bitter faction. A man who is honest and industrious can raise himself in the social scale without attempting to lower or injure the social standing of his neighbor. There is in our great Dominion an ample field for all his talent and all his energy. A man may enjoy position and enjoy the esteem of his fellow man—in fact he may become a "solid man," even if he never aspired to prominent positions for which nature, though kind, never intended him. True love of country does not consist in the mercenary love of the flesh-pots of office! The learned lecturer said he would sincerely and earnestly recommend to parents and others holding responsible and influential positions, if they have the real welfare of those who are to come after them at heart, to inspire their children and others placed under their influence, not only with a sincere love of religion, but also with a sincere and true love of their native country—and by their native country, he meant this great Dominion of ours, destined in the near future to be one of the leading nations of the world. (Great applause.)

A vote of thanks was moved by Robert Shaw, Esq., seconded by James Reddin Esq., supported by A. McNeill, and enthusiastically carried. The amount realized was about $50.

Sons of Temperance.

SUMMARY OF THE GRAND WORTHY PATRIARCH'S REPORT.

DAVID ROGERS, Esq., Grand Worthy Patriarch, presented a report at the quarterly session of the Grand Division S. of T., recently held at Freetown. The statistics were not complete, owing to the fact that some of the subordinate divisions had not responded to his enquiries.

When he was elected to the office, there were on the roll twenty seven Division, one of which had ceased working, while another was in a very low condition, and still another has since suspended. But of the Divisions remaining, the reports are encouraging. One Deputy writes: "We initiated fifteen last quarter;" another, "we are initiating some every night;" another, "we are getting along well."

During the past quarter he visited fifteen Divisions representing a membership of about four hundred; and found good temperance men in all of them. A large proportion of the members are young men.

Two new Divisions have been organized since Mr. Rogers took the chair—"Rising Sun" at South Freetown, and "Head Light" at Southport; and several public meetings have been held under the auspices of the order.

The Grand Worthy Patriarch rejoices in the fact that the Canada Temperance Act will be enforced throughout the Island after the second day of August 1881.

Funeral of Dr. Cahill.

ON Tuesday morning the 25th inst., despite the state of the roads, and coldness of the day, a very large concourse of people from Albany, Middleton, Somerset and Newton, was to be seen wending their way to County Line Station, to pay the last tribute of respect to Dr. Cahill's remains, which came by train to County Line Station for the purpose of being interred in the cemetry at Somerset, the family burial place. Soon after the arrival of train, the beautiful casket containing the corpse, in charge of the undertaker, Mr. Hughes of Charlottetown, and a few of Dr. Cahill's youthful friends, viz., Messrs. Jas. McDonald of the Customs, John McKenzie and G. T. McLeod, Gaffney, and Smith, was plased in a sleigh prepared for that purpose, and escorted to its final resting place. Some fifty teams followed. Among those who made it a point to be present, were the Revd's S. Phelan, P. P., Alberton; J. E. McDonald, P. P., DeSable; and P. Doyle, P. P., Summerside. Dr. Cahill was a young man who did honor to himself, and to his country. He was held in the highest esteem by all who knew him, as was clearly proven by the number of friends who turned out on Tuesday to lay a good man in his last earthly resting place.—COM.

Nova Scotia Shipping.

Nova Scotia is the greatest ship owning Province in the Dominion. It possesses more than a registered ton for every inhabitant, though quite a larger proportion of the registered tennage of the Province is in small fishing vessels, as in Lunenburg for instance, where the 225 vessels on the register measure less than 15,000 tons.

The Windsor *Mail* gives a list of several of the largest ship-owning districts of the sister Provinces, as follows:

	VESSELS.	TONS.
Hants	259	155,202
Yarmouth	262	141,331
Annapolis	73	22,348
Digby	136	20,819
Lunenburg	225	14,681
Shelburne	163	13,950
Queen's	93	8,982

Halifax is not included in the above, but it does not approach either Hants or Yarmouth, which are the banner counties of Nova Scotia in the matter of shipping. The *Mail* estimates that about $35,000,000 are invested in the shipbuilding industry of the Province, or $160 per head of the population. Over 3000 men and boys are employed in sailing the vessels.

S. OF T.—On Thursday the Grand Division Quarterly Session was held at Freetown. The G. W. P., D. Rogers, Esq., in the chair. A very large number of representatives attended. Seven new members were admitted. The reports of officers shows the order to be in a flourishing condition. The Scott Act was discussed at length, and measures adopted to aid in the better enforcement of the law. A special Auditing Committee was appointed to examine and report on the books and accounts of the Grand Division. The public meeting held in the evening was addressed by Representatives D. Rogers, J. J. Chappell, Thomas Tuplin, James Carruthers, J. C. McDonald, and D. McLean. The addresses were interspersed with a reading by Brother Beer; also recitations and excellent singing by members of Lorne Division. The session is spoken of as one of the best for many quarters.

THE Charlottetown *Patriot* attacks the Charlottetown *Herald* because the latter had the audacity to say that the people of the Island were favorable to the Syndicate Contract, so long as their burdens are not likely to be increased, and that they did not care if all the lands of the Northwest were given to Railroad building Companies. Of course the *Herald* has no right to make any such wicked statements, and it should join the good *Patriot* in declaring that the people are unanimously against the contract.—*Moncton Times.*

A MAN named Chas. Lamathe, was arrested at Moncton, N. B., on the 27th., on a charge of bigamy, preferred by wife number two. Wife number one lives in Marlboro, Mass., near Boston, where Lamathe lived up to about two years ago. Lamathe married Maggie Legere, a young French girl of Moncton, in October last. He is a shoemaker by trade, and has a shop, and he has lived in Moncton, about ten months. He is a French Conadian.

Agitated Ireland.

A LETTER FROM HIS HOLINESS THE POPE.

The following letter, dated January 3rd, from the Pope, has been sent by the Archbishop of Dublin, the recipient to the Catholic clergy:—

"Venerable Brother, health and Apostolic Benediction. We read with pleasure your letter addressed to the people of the Diocese of Dublin, and presented to us by you when you were in Rome, for in it we recognize your prudence and moderation, since while Ireland is now deeply moved, partly by a desire of better things, partly by fear of an uncertain future, you offer counsel admirably suited to the occasion. The unhappy condition of Catholics in Ireland disquiets and afflicts us, and we highly esteem their virtue, sorely tried by adversity not for a brief period only, but for many centuries, for with the greatest fortitude and constancy they preferred to endure every misfortune rather than forsake the religion of their fathers or deviate even in the slightest degree from their ancient fidelity to the Apostolic See. Moreover, it is their singular glory, extending down to the present time, that proofs of all the other virtues were never wanting amongst them. These reasons force us to love them with paternal benevolence, and fervently to wish that the evils by which they are afflicted may quickly be brought to an end. At the same time we unhesitatingly declare that it is their duty to be carefully on their guard not to allow the fame of their sterling and hereditary probity to be lessened, and not to commit any rash act whereby they may seem to have cast aside the obedience due to their lawful rulers; and for this reason, whenever Ireland was greatly excitad in guarding and defending her own interests, the Roman Pontiffs constantly endeavored, by admonition and exhortation, to allay the excited feelings, lest by a disregard of moderation justice might be violated, or the cause, however right in itself, might be forced by the influence of passion into the name of sedition. The counsels were always directed to the end that the Catholics in Ireland should in all things follow the Church as a guide and teacher, and, thoroughly conforming themselves to her precepts, they should reject the allurements of pernicious doctrines. Thus the Supreme Pontiff Gregory XVI., on the 12th of March, 1839 and on the 15th October, 1844, through the Sacred Congregation of the Propaganda, admonished the Archbishop of Armagh to do nothing except with justice and moderation; and we, following the example of our predecessor, took care on the 1st of June last, as you are aware, to give to all the bishops of Ireland the salutary admonitions which the occasion demanded, namely, that the Irish people should obey the bishops, and in no particular deviate from the sacredness of duty. And a little later, in the month of November, we testified to some Irish bishops who had come to visit the tombs of the Apostles that we ardently desired every good gift for the people of Ireland, but we also added that order should not be disturbed. This manner of thinking and acting is entirely conformable to the ordinances and laws of the Church, and we have no doubt that it will conduce to the interests of Ireland. If we have confidence in the justice of the men who are placed at the head of the State, and who certainly, for the most part, have great practical experience, combined with prudence, in civil affairs, Ireland may obtain what she wants much more safely and readily if only she adopts a course which the laws allow, and avoids giving cause of offence. Therefore, Venerable Brother, let you and your colleagues in the Episcopate direct your efforts to the end that the people in Ireland, in this anxious condition of affairs, do not transgress the bonds of equity and justice. We have assuredly received from the bishops, the clergy, and the people of Ireland, many proofs of reverence and affection. If now in a willing spirit they obey these counsels and our authority, as we are certain they will, they may feel assured that they have justified their own duty and have completely satisfied us. Finally, from our heart, we implore God to look down propitiously on Ireland, and in the meantime, as a pledge of heavenly gift, we affectionately impart in the Lord the Apostolic Benediction to you, Venerable Brother, to the other bishops of Ireland, and to the entire clergy and people.—LEO XIII."

The Archbishop, in a letter accompanying the communication from the Pope, says His Holiness entered earnestly into the present condition of Ireland, a few weeks ago, at an audience to the Irish bishops, and mentioned that in the present agitation, as it is carried on, there are certain things done which he could not approve. His Grace hopes that the wisdom of Parliament may satisfy legitimate demands without violating the rights of justice. He is unwilling to give credence to the rumors in circulation that the Government scheme for the settlement of the land question would be but a half-hearted attempt to grapple with the evil. Health and security, he adds, can never be restored unless the cancer which has been eating away the life of the nation be cut out to its last fibre. He concludes by asking the clergy to pray that wisdom may be given to the rulers and a spirit of moderation to the people.

How Dishonest Traders Sometimes Fleece the Wholesalemen.

The following story shows how merchants are often fleeced by dishonest traders. A merchant doing business about forty miles from Montreal was indebted to two Montreal millers to the extent of $1,200, and getting behind in his payments was invited to settle up. On the 22nd he came to the city, and being ignorant of the repeal of the insolvent law, insisted that he was not solvent, and offered his creditors twenty five cents on the dollar. One of his creditors, being satisfied of his solvency, despatched one of his clerks for a bailiff and for the necessary papers, and in the meantime kept his customer engaged. In due time the bailiff appeared, and was introduced to the would-be insolvent in his official character, much to the surprise of the latter. The insolvent immediately put his hand in his pocket and pulled out a pocket-book containing $1,400, and was glad to pay his debt in full, plus the amount of the costs occasioned by his attempt at insolvency. He remarked that he had been badly treated, because he knew a great many people who had managed to settle up their accounts by paying 25 cents on the dollar.

THE INTERCOLONIAL.—The *Times* says:—"A few months ago certain newspapers declared from day to day that the Intercolonial was being run down in order to save money, that the road was rapidly becoming the worst in America, etc., etc. The absence of accidents this winter, in the face of a greatly increased traffic, the remarkable regularity of trains on the Northern division, and the despatch with which freight is carried, combine to show that the statements made by these newspapers to have been groundless. The despatch with which through freight is carried has been the subject of remark from several Upper Canadian newspapers.

FREIGHTS have declined at New York owing to the numerous arrivals during the last two or three days. Grain freights are down to 4s. to 4s. 6d. to direct port, and oil freights are down to 3s., Liverpool or London.