Correspondence.

A Lively Letter from one of the Fair Sex, on the Railway Question.

TO THE EDITOR OF THE EXAMINER.

Dear Sir.—Words cannot express the great pleasure I feel, that the Railway Bill has passed through the upper and lower houses of the Legislature. What great advantages it will be for the Island! Although a great number of the Gentlemen are opposed to it, still I, as well as a great number of my *Lady* Companions, are greatly in favor of it. Gentlemen in opposition may ask why are we in favor of it;—I will give them a simple and very common instance.—Suppose they have a Lady Love, which I trust each one has or will have, residing about thirty or forty miles from themselves, would it not be much more pleasant for them to step on the Cars and arrive at her home, clean and neat, without one speck of this red mud being on their clothes.

Now if they travel with horse and wagon, no matter how fast they drive, they will not be at all presentable—their clothes all mud, *mud*. Not only this advantage will they have, but they will travel in one hour, the same distance, which now takes them four if not five hours.

Again, Gentlemen who have a large business in the country, is it not much more convenient for you to have your goods sent to you by the Railway? or do you prefer running the risk of having them damaged going on teams, or your teams broken on the roads; and even admitting that you have strong teams that would not be easily broken, I would like *very* much to know, how many horses you will require to take a load of goods from here, now, in those bad roads, which we have at present? whereas no matter how bad the roads are the "Iron Horse" will always travel, with the same ease as in the middle of summer.

It is true, it will cost a great deal of money as well as labor to accomplish this great undertaking; but for every pound that is now expended on the Railway, there will be a hundred-fold reward, reaped in a few years. We will have a great many visitors to our Island, who will wish to see it from the East to the West Cape, they will then have a good opportunity of doing so by stepping on board the Cars. At the present, if a person wishes to go from Charlottetown to Tignish, it will take him two days, and when he will have arrived there, he will feel more dead than alive, and it will take him a couple of days to get rested. Travelling by Cars, he will feel no more fatigued than if he were in the parlor at home.

Pardon me, Mr. Editor, if I have taken up too much of your valuable time, but I only wished to give you one of the numerous Ladies' views on the Railway.

COUSIN KATIE.

Ch'town, May 1st., 1871.

TO THE EDITOR OF THE EXAMINER.

Dear Sir;

Would you oblige me by affording me this opportunity of presenting my compliments to the Editor of the *Patriot*, and thanking him for the notice he graciously extended last Saturday to a short letter I wrote to you, over the date of April 21st, and kindly published by you in the *Examiner* of the date of the 24th April. I would further thank him, should he again honor any published effusions of mine with his attention, to quote my words *correctly*. In expressing my hope that the three opposition candidates for the County of Halifax may be returned at the ensuing General Election in Nova Scotia, I never made the slightest reference to three *Confederate* proclivities; nor did I allude to their possibly being returned "to guard the interests of our common country." My words ran thus—"and I congratulate the loyal and truly liberal electors of Halifax County in their choice of candidates at their forthcoming political struggle, and hope to see them, one and all, —Messrs. Hill, Daly and Geddes, returned to guard and foster the local interests of *their* common county." The editor of the *Patriot* thus garbles and misquotes the above. "A Liberal hopes his Confederate friend, Mr Daly, as well as Messrs. Hill and Geddes will be returned for Halifax at the ensuing election to guard and foster the local interests of 'OUR' common country. Your brother journalist need not trouble himself about my name. I did not, nor did I intend to allude to the subject of Confederation when I last wrote to you, though, thank God, I am not *bound* to hold my tongue or stay my pen on that subject for the space of four (4) years, nor yet for so many weeks. As before, dear Sir, I remain yours truly,

LIBERAL.

Ch'town Royalty, May 4, 1871.

TO THE EDITOR OF THE EXAMINER

Dear Sir:—In reading your No. of the 24th instant, I observed an article headed "after the battle." in which you seem to give honor where honor is due, and in a very few words showed to us the true position of the Government, and how it should act in regard to Railway appointments. Now, sir, allow me to state a few facts regarding the present party in power. First, we may look upon it as a Government formed of two different elements, one the old Liberals, and the other of the Conservative stamp. It bears the name of a Coalition Government, and I, with many others of this District, look on many of its acts, since it came into power as liberal and progressive. The Railway Bill as one, although having many opponents, is now fast gaining friends in all parts of the Island. The Coalition is gaining the confidence of many true friends of justice, and of the Liberal party, and we are induced to believe it will be a party of long standing, if it only acts as it should, that is, in carrying out the Railway Bill, without any political corruption or jobbery. They have it in their hands to hold the reins of power for many years. But I can assure them, that if they act contrary to justice and economy in this matter, they will feel the weight of public censure at the next General Election. Seeing that the present opposition have no platform, and is only giving a factious opposition to the Government, we believe that if the country is going to receive any advantage from either, it must be from the present Coalition. Knowing this, we are prepared to give it a fair trial, but yet, let them remember that the people are observing them with a watchful eye. Now, sir, this being the opinion of the majority of many of the most respectable inhabitants of this place, I feel confident that I am stating nothing but what is the truth.

Hoping that you will give me a short space in your valuable journal, which is fast gaining friends by the able and manly way you are advocating truth and justice.

I remain, sir, your obedient servant,

A TRADER.

King's County, April 29, 1871.

A BACHELOR TAX.

TO THE EDITOR OF THE EXAMINER.

Sir; I am happy to inform you that a move is being made here in the right direction, it is to agitate for a tax to be levied on all old Bachelors for Railroad purposes. From here to the East Point I can count above fifty of them all in a row, who are no good to themselves or any one else. There are petitions already in preparation, and some of the precious fifty, this way, are making a clamour about it, but they might as well keep quite, as nearly every honest man and woman will sign the petitions against them. We propose to tax them 10s each, per year, till they get married. This will make a large sum, as the census will show. There is no excuse for them. These old fogies have no excuse to stay as they are, for they should know that there never was a shoe, that there was not a stocking to match it.

Yours, Truly,

A RAILROAD MAN.

Rollo Bay, April 26, 1871.

TO THE EDITOR OF THE PATRIOT.

Sir,

In your last issue appears a communication from the Hon. Daniel Davies, which calls for a few remarks *from me*. For Mr. Davies I entertain the highest respect. For a life-time he and I have been on the most intimate terms of friendship, and for many years we have been associated together politically as members of the same Legislature, and for four years of the same Government; during the whole of which time no unkind word ever passed between us, so that it must be to me a matter of regret that Mr Davies should no longer consider himself a supporter of the Government of which I am the recognized Leader. At the same time, I am sorry for Mr. Davies' own sake, that the reasons given by him for his desertion from the party to which he always belonged, are so weak and frivolous.

He says—"It is well understood among politicians, that when the Legislature is in Session, Government is bound by the decisions of caucus, and as this rule was violated by the introduction of the Railway Bill, without the approval of the party, I considered the compact under which the Government was formed, dissolved." He further says: "The Leader said he was in the hands of the party and would be guided by *their* wishes. It was decided not to introduce the measure that Session."

In the first place, where there is party Government, and caucus meetings are held to determine what action is to be taken on any important public question, the rule is that the minority of the party yield to the majority. This is the general principle, but on a great question, such as the Railway Bill, I don't mean to say that a strict adherence to it could be expected.

As Mr. Davies has gone *into particulars* of what did transpire in the caucus meetings, I must, in justification, be allowed to do the same, although I do not think it quite right.

At the second meeting to which he alludes, a division was called for, for the purpose of ascertaining who were in favor of the immediate construction of a Railway, and who were for delay. On that division 15 declared for it, and amongst the number the Hon. Daniel Davies, whilst against it were 5. Mr. Davies then said as it could not be carried by the party, without his vote, that not only in deference to the wishes of *our friends who voted against us*, and who asked for time, but considering his own peculiar position, that he held his seat in the House by a majority of one vote, and that *one* questioned, he would not, under the circumstances, support it, and if the Government brought down the Bill, he would vote against it. Hence the understanding that it should not be brought on at present; but when Mr. Davies afterwards told me that if he were *fortified* by a *request* from his constituents, he *would* support the measure, I *considered* the objection to the *immediate construction* removed, and that it was my duty, as the Leader of the party, to bring down the Bill. This I did, and Mr. Davies *voted for it*.

I may say, that it is the first time in my political experience that I have known a member of the Legislature withdraw his support from a Government, for the reason that they brought down and successfully carried through a Bill, of which he *highly* approved, and for which he voted in all its stages, and more particularly when "he was satisfied that the general interests of the Colony would be promoted by proceeding with the work with as little delay as possible, and that besides promoting the interest of our various branches of industry, he believed it would in a short time pay not only its working expenses, but also the interest of the sum required for its construction."

The object of the remarks in the concluding *paragraph* of Mr. Davies' letter, I cannot comprehend, unless it be that he is desirous of *coupling*, in some way, Mr. Howlan's name with mine.

In alluding to the vote of £2000 to the funds of the City, he says: "Messrs. Brecken and Haviland had far more influence than I had with the Leader and with his energetic Lieut. Mr. Howlan, in obtaining the small instalment of justice to the City." Messrs. Haviland and Brecken, as a matter of course, advocated strongly the the claims of the City to this grant, whilst Mr. Howlan as *energetically* opposed it. So that if the above proves anything, it must be the very opposite of what Mr. Davies states.

Your obd't Servt.

JAS. C. POPE.

Ch'town, May 1, 1871.

TO THE EDITOR OF THE EXAMINER.

Sir,—I sent a copy of the accompaning Obituary to Mr. Ings with a request to print it in the *Islander*, Mr. Ings thought proper to publish only part of it. Will you please insert in the next issue of the 'Examiner' the annexed Obituary in full, and you will much oblige the family of the deceased.

Yours' &c, MALCOLM LESLIE.

OBITUARY.

Died, at his residence, at Souris, on the 16th inst., in the 84th year of his age, after a long and severe illness, which he bore with exemplary fortitude and courage, Alexander Leslie, Esquire. Deceased was born at the Bridge of Donn, Aberdeenshire, Scotland; and emigrated with his family from Stornaway, Island of Lewis, to this Island, in 1833. In this Colony he *served* forty years as a Justice of the Peace, in which capacity he was a terror to evil doers. He sat for many years as a Commissioner of the Small Debt Court, and was High Sheriff of the County for one term of office. He was zealous in promoting the public weal, both in Church and State. For a long time he faithfully discharged the duties of an elder in one of the congregations connected with the Presbyterian Church of the Lower Provinces, and took an active interest in the welfare and prosperity of that Church; for which he was rewarded about five years before his death by being assailed, and excommunicated by the Presbytery, whose tyrannical intolerance towards him was only equalled by their stupidity, in condemning him for quoting, in a notice of a tea party which he sent to the press, the following from the immortal Burns:—

"The Piper loud, and louder blew,
The dancers quick, and quicker flew."

He leaves a large circle of relatives and friends who regret his loss.

"Void of deceit, integrity his plan,
He lived and died a worthy honest man.

(Written for the Examiner.)

KICKSHAWS.

BIDDY'S VALENTINE.

If you'd have me my coulin, lather ur sooner;
Ye'd most likely persuade me win I'm in the humor;
But ye'z musin't be after thinkin' I's a feather ur tumor,
De ye'z mind me; but thin I'm a rale self-consumer,
Like a fine candle ye'z knows ov, in a nate candle stick,
Wid a phat do ye'z call it darlin', kind ov a wick;
Goes to firey blazes at the candle end snout;
Burns, Biddy ma cushla, till it burns itself out.
So if yez coax me a thrifle wid yer illegint charms,
Sure I'd loves ye z, mavourneen, till I'd die in yer arms;
And phat more cud I do, nur the candle wick snout,
But burn on my life's candle till life's candle burns out.

Why is Love's Archer over the way, casting eye darts at our Zepherlinder, like General Ben Butler? Because he is spooney!

What part of a ship does Mr. Skipper Wood, who has just closed his voyage of life, represent? The Dead Wood!

A man of the City says:—He "lives contagious to Government House!"

There are a variety of screws, but the screw of screws is the tumbler screw; it screws you up high, then screws you down low and tight!

What dwellers on earth have already entered upon their immortality? Those at Grave's End!

SPRIGGINS.

Business Notices.

Read the circular of W. A. Weeks & Co., enclosed in this day's paper.

In our advertising columns will be found the card of the Hartford Life insurance Company. Mr. Douglas is at present in town, and a good opportunity is at hand to insure in this first-class company.

We call attention to the card of Mr. Heney, of Summerside, a gentleman who may be relied upon to attend to any matters in his line of business.

Mr. J. H. Torrey it a young man commencing business, whose card is in another column. He comes well recommended.

Messrs. Hickey & Stewart have received some of the finest Virginia Tobacco Leaf ever imported here.

Mr. Wadman has removed to upper part of Queen Street.

We also observe that Messrs. G. & S. Davies and Mr. Falconer have taken partners into their firms, and are doing a larger business than before. Several other new advertisements deserve the special attention of our readers, particularly the offer of sale of the "Commercial Hotel" in Alberton, and the Farm of Mr. Stephen Campbell

The Summer Arrangement for our Island Steamers has been made, and are to be found in another column of this day's issue.

There are six new vessels on the stocks at Mount Stewart Bridge. Wm. Hayden, Esq., is building a fine brig at Morell Bridge, which he intends for the Newfoundland and West India trade. At Cardigan Bridge there are two large vessels in course of construction.

The Examiner.

Charlottetown, May 8, 1871.

Hon. D. Davies and the Government.

We publish in an other column the answer of Hon. J. C. Pope to the letter of Hon. D. Davies which we gave last week. Mr. Davies' withdrawal of his support from the Government at the present time is very much to be regretted, from our stand point, which just now, is not a party one. Holding the views that he does he could never join the opposition, or help them to form a government. A less pliable man, might; but every one knows, that Mr. Davies is guided by principle or what he considers principle. His views upon taxation, and the land question are the very opposite of the opinions held by the leading spirits of the Liberal Party. If he leaves the coalition party, on account of secondary consideration, he cannot support another party to support measures which are contrary to his expressed sentiments for nearly a quarter century. Hence the opposition can take no comfort, in expectation of Mr Davies helping them to form a government. He may help to destroy the present Government it is true, but Mr. Davies is not a destructive, and we believe, will not factiously oppose any good measure which they may wish to carry out.

His letter at the present time, is most deeply to be regretted, because it may lessen, somewhat, the confidence of monied men in the Government debentures. The feeler put out in the *Islander*, we venture to say, never would have been published only for Mr. Davies' letter. Our cautious contemporary says:

"The people of this Island know that when a few years ago Mr. Hensley attempted to borrow £50,000 in London, upon the credit of the Colony, he could not get over £90 or £93 for each £100 debentures. Ten times the amount which Mr. Hensley then required could not have been obtained except at a cost altogether ruinous, and we are satisfied that were the Government required to raise the money necessary for the construction of the Railroad upon debentures at thirty years,—no provision being made by means of a sinking fund for their redemption,—the cost of doing so would be little, if at all, under twelve or fifteen per cent."

Again it says: "we must not shut our eyes to the fact that $16,000 in debentures redeemable in thirty years may prove to be little, if at all, over $14,000."

This coming from the supposed organ of the Government is not what we have a right to expect. It should have said—the terms of the Act must be strictly complied with or no Railroad for the present, or until the debentures bring the worth of their face. The fact that no provision for a sinking fund has been made, was an omission which can be remedied next Session of the Legislature. The sum of £6,000 annually set apart for this will be a sufficient amount. It is industriously whispered about, that Mr. Davies had other reasons than those assigned in his letter, for leaving the Government party. It is shameful to set rumors of this kind afloat, which dare not be put in public print. We are inclined to suppose that Mr Davies' action has been chiefly dictated by the consideration that he did not receive the courtesy, nor his friends that attention which he and they deserved. The fact that the agreement of caucus was not held to by Mr. Pope might be easily excused by Mr. Davies on reflection that he was driven to press on the question by the taunts and jeers of the Opposition. Besides Mr. Pope did no more than Lord Palmerston, and others of the Premiers of the British Parliament have done, in removing from great public questions the trammels of party, and appealing from party to the generous support of the people, as expressed by a majority of the peoples representatives. Mr. Davies is satisfied that his so doing will promote the best interests of the country, and we expect that he will use his matured judgement to help the Government, or rather the people, to make the railway undertaking a complete success.

HON. MR. McDONALD'S FIGURES. THE "EXAMINER'S" CORRECT VERSION.

ARTICLE II.

Mr. McDonald also gave an estimate of the expenses, of Railways in Nova Scotia, and contrasted the area population and resources of that Province with this Island.

1. Nova Scotia in the years 1856,1857,1858, expended $4,687,628 in building 94 miles. In the year 1862 she expended $2,687,550 in building 53 miles additional. This makes a total of $6,955 178 for 147 miles, or as much *pro rata* of population as would enable us to build 150 miles.

Nova Scotia has an area of 18 660 square miles, the population in 1861 was 330,800 being 17.13-18 to the square mile. Estimating our population at about 100,000, and our extent of area at 2,100 gives us over 40 persons to each square mile. So that Nova Scotia having an area 9 times larger than ours, and having a population per square mile 2½ times less, a railway would benefit only every 17 persons there, whilst the same proportion would benefit every 40 persons in this Island. Then contrasting the area of both places it would be as 9 to 1 in favor of the Island. From the above figures another conclusion can be legitmately drawn, namely that we will have 2½ times as many people to travel on a railroad as there are in Nova Scotia *pro rata* of population to area.

2. The cost of the railway in Nova Scotia was at the rate of above $21 to each person, being only less than ours $1,40, each person. But during the years of building the railroad there the revenue for the years 1856,1857,1858 and 1862 was on an average for the four years $869,415 or at the rate of $2,60 per head. Now the Revenue of this Island last year was $270,-000, equal to $2.70 per head of population. It will be seen that Nova Scotia built 92 miles of railways in 1856 7-8 with a population of about 300,000 and when the revenue in 1856 was only $691,000. This was equal to eight years of her revenue or nearly $5,000,000. In 1867 she added 55 miles more making an expenditure of almost $9,000,000. This is equal to 10 years of her average revenue from 1856 to 1850. Now the cost to us of building 160 miles of railroad at $14,000 per mile would be $2,240,000 equal to about 7 years of our present revenue.

Besides our exports compare very favorably with Nova Scotia. She did not become embarrased by building her 147 miles of railroad, and there is every reason to hope that our trade and business will be more prosperous than ever.

3. Mr. McDonald gave estimates of the cost of railroads in Massachusetts and Delaware, which showed that these places undertook as much in accordance with population as was proposed to be built here. Deleware 1856 with a population of less than 190,000 built 120 miles at a greater cost than our narrow gauge line will be, and Massachusetts with less than 1,000,000 people built 1,500 miles of railroad.

4. Now in regard to the indebtedness of different countries which have constructed Railways, less the amount of assets to meet it, this Island stands in as good if not the best position.

Canada pays interest per head on amount of debt, $1,04; Great Britain pays $4 28; the United States pays $3,75; New Zealand pays $6 98; and Prince Edward Island pays 10 cents per head.

5. In regard to the Railroad paying here he said that the weight of our imposts exceeded 40,000 tons and our exports last year were above 75,000. It is fair to assume that one third the imposts namely 10,000 tons, and one third the exports 25,000 tons would be carried by rail. Then with 15,000 tons internal traffic we would have to go on the Railway 50,000 tons. This amount at an average of 10s. per ton would sum up £25,000. We may fairly calculate on 100 passengers each day, which at the rate of $1 per day for 300 days in each year would amount to £9,000 which makes a total of £34,000 annually.

Now the cost of running a train will be about 4s. per mile, each day. This for 150 miles, and 300 days make the expense of working the Railway about £9 000 per annum, leaving a balance of £25,000 to pay the interest.

6. Before closing this article we wish to say that New Brunswick had the use of English Capital to build her first railroad, and the shares in the St Andrew's Line, were mostly owned by gentlemen residing in England. Within a few years, however, the shares have been purchased by gentlemen residing chiefly in St. Stephen. We wish also to call attention again to the shipping of this Island, as after all, it gives the best proof that a Railroad is required, and that in time it will be a good paying speculation.

In the year 1868 there entered the Colony 1728 vessels, the tonage of which was 195 862, and which employed crews to the number of 9495. During the same year there cleared from the Island 1732 vessels, the tonage of which was 213 342 and which employed 10,007 men. This shows a steady increase over previous years, but from 1868 to 1870 the increase has been still going on even to a larger degree. In 1870 the number of vessels which entered all ports in the Colony was 1773, tonnage of which was 265,805, and which employed 10,904 men. The vessels cleared in the same year numbered 1856, the tonnage of which was 544,698, and which gave employment to 12,208 persons. The manner in which the shipping is estimated is by calculating the vessels entered and cleared, so we have for last year a total of 3 629 vessels the tonnage of which is 544,698, value $16,000,000 and giving labor to 23,108 men. These figures are surprising as very few comparatively know how greatly our shipping has increased within recent years. We leave our readers to carefully study them over, being satisfied that they will see for themselves, that there is almost certain assurance that the railroad having work enough to do, will be one of the greatest successes in our history.

THE RAILWAY ROUTE BETWEEN CHARLOTTETOWN AND SUMMERSIDE.

A correspondent writes us his views upon the above subject, which deserve consideration, but we presume no very correct idea of the route can be had, until after the survey.

"The Railway Bill having become a reality, the next important matter in connection with it, is the building of the road and the best routes to be selected between the different shipping ports or termini. At present it will be sufficient to trace out the shortest and best route between Charlottetown and Summerside. Let it be assumed that one of the termini of this part of the line will be at Charlottetown, somewhere between the present Ferry Wharf and a point outside the Governor's Creek. Leaving this point, the line would run in a northerly direction to the north bank of York River, and thence up the stream to a point not far below Moore's Mills. Thence crossing the river to its south bank, it would run northwardly through the rear of Cole's land, and thence through the farm of James Watts, and crossing the Colville Road near the Ten Mile Hill, onward to Johnston's Road near or through Norman Campbell's farm. Between Campbell's and Edmund Crabb's, there is a natural uninterrupted valley through which the road would lead to a point between the "Two Springs," a few chains to the south of Edmund Crabb's. The spring next to Crabb's is the source of New Glasgow River, and the other the source of Dunk River. These two sources are only a short space apart, and flow in opposite directions, the one southwardly and the other northwardly. From the point between the "Two Springs," the line would follow along the north bank of Dunk River over a flat and level country between the rears of the farms along the Malpeque Road and Dunk River, crossing the County line at some distance below McAskill's, and thence through Freetown until it reaches a point a little to the north of the source of Wilmot River, and onward along the north bank of that River, and winding round the north shore of Bedeque harbor into Summerside.

This is probably the shortest and levelest track that can possibly be traced between the Capitals of Queen's and Prince Counties. Through the whole of this route not a bridge needs be built or a hill cut, if the bridge across York River below Moore's Mills, be excepted. On this route is, at least, one inexhaustible gravel bank within a mile of the proposed track, and in all probability there are other such banks and stone quarries besides. Should the above described line be adopted, it would run parallel with two of the principal roads in Queen's and Prince Counties, and would be near to, and accommodate two ranges of very popu'ous sett'ements, and would open up a large area of wilderness land in the interior of the Country."

The Concert in the Market Hall on Thursday evening passed off very successfully. Our musical critic has furnished us with a lengthy account of it, which we have not space for at present.

THE SUPREME COURT.

The Easter Term of the Supreme Court opened on Tuesday last. Says the *Patriot*, "The docket contains only a few summary suits and appeals. The reserved law points in Marshall and ano., *vs* the Marshall of the Vice Admiralty Court, in which a verdict was given for the Plaintiffs in January, were decided this term. It will be remembered that the "S. G. Marshall" was condemned last summer for not having a British register, and unlawfully carrying the British flag. Not only the vessel, but all the tackle, fishing gear, &c., were confiscated. Mr. Marshall, advised that the nets, seines, &c., were illegally sold, sued the officer of the Admiralty Court for the price of them. Judge Peters, in an elaborate Judgment on Tuesday, held that they were condemned with the vessel; and Judge Hensley gave a long decision, taking the opposite ground; while the Chief Justice sided with the Master of the Rolls. Marshall, therefore, has lost the case. It is not unlikely that it will be carried by appeal to England." The most important case is that in regard to the right of way on the West of Pownal Street between the City authorities and J S Carvell, Esq occupied the greater part of last week, and is still going on. Whilst the lawyers have been disputing, the breastwork has been extended out above one hundred feet. Like Jonah's gourd, it has sprung up in a single night. Whatever may be the result of the impending suit, it is now evident that the extension of the wharf on Mr. Carvell's property leaves the west side of Pownal wharf, of not much service, and therefore, it may be well for the City to make some arrangement that will be mutually satisfactory, and that will be a gain to the City. As the suit is an important one, our reporter has taken full notes of the case which we will publish.

FOX RIVER, LOT 42,
April 26, 1871.

[From our own Correspondent.]

JOTTINGS.

Dear Examiner;—I intended to have been at St. Peter's Bay to-day, but a heavy snow storm has set in, which has fallen already as deep as eight inches. I am entertained hospitably at Mr. Angus McDonald's, and he informs me that he is obliged to watch the mail and get his paper (the EXAMINER) immediately on its arrival. The Post Office is kept by a gentleman at Goose River, who maintains that he has perfect liberty to open and peruse all papers in his custody, and acts accordingly. In my peregrinations I find that many

POST OFFICE KEEPERS

do not subscribe for papers, but filch all their information at the expense of their more generous neighbors. Though frequently inclined to administer a rebuke, I forbear persuaded as I am that all reproof would be lost on office bearers who probably never heard, or read what their duties are, and who, to this day, impose upon the public by reading and allowing others to read and soil all newspapers delivered at their offices Ask them to subscribe for a paper and they flout at you, and ungramatically reply. "We gits all them papers already, more as we can read twiced a week. We keeps the Pos-toffice and of course we has the privilege of lookin at all the papers both hum and forun." There are many honorable exceptions to this class; but thousands of subscribers will verify the correctness of the statement, while others who know no better have come to view the matter in the light that custom makes law, and therefore, perfectly legitimate. I find the

EXAMINER HIGHLY SPOKEN OF.

The people appreciate the change lately made and are sensible of the marked improvement which has taken place under its present enterprising Editor and proprietor. Its editorials being short and spicy, with a sufficiency of liberalism about them to be popular among all clases, commend themselves to its numerous readers as the "metal of the true ring" such as they were accustomed to read in former days from the pen of the distinguished Whelan —father of the liberal press on this Island Lengthy articles are seldom read, unless they are specially interesting. I myself made three or four attempts to read some long letters in last week's EXAMINER, ere I succeeded with the job. Such lucrubations should be boiled down to one-tenth their compass, or excluded altogether as impositions on a good natured editor.

A WILD GOOSE CHASE.

I presume you have heard, although I have seen nothing of it in the papers, of a young man named Blackett, as rumor says having built a bough house on the ice at Grand River to screen himself while shooting wild geese, a short time ago was drifted out to sea in his lonely hamlet in the direction of Cape Breton. While meandering amongst the glaciers of the frozen north he was rescued from his perilous situation by a vessel from Port Hood, and placed again on the shores of his native Island at Georgetown, after an absence of several days, during which time he subsisted on such game as he obtained by fowling on his unstable quarters, and when found is said to have been feasting upon the carcass of a wild goose which he had killed with his gun. *Query* —Is not that a wild goose chase? Blackett knows. The whole

NORTHERN BIGHT OF THE ISLAND

has been blockaded up to the present time with broken ice. The southerly wind this morning carried it off the land some distance, but a change of wind from the north east has brought it back this evening to its former moorings, where it is likely to remain till a heavy wind from the south or south-west takes it out into the current of the ocean to be dissolved to its aqueous element. Several fishing schooners last Friday endeavored to go around East Point on their way to the Magdelan Islands. They were met by the ice and compelled to tack about for Souris, and on Sunday last, East Point being clear of ice, they went on for their destination; but it is doubtful whether they all steered clear of the ice, as two or three were to be seen yesterday jammed in the ice several miles off land. The people at Souris have taken the

FIRST SPRING FISH

last Friday, and on the North Side fishermen are anxiously waiting for the ice to go out to commence fishing. I have filled up my space with such odds and ends that I have not been able to refer to the general feeling among the people in East Point section, and the journey of the day is so fatiguing as to unfit me for the labor of composing a sentence.

THE EXAMINER this week contains, including the Extra, 23 columns of reading matter. The speeches on the Fishery Question are worthy of being carefully read, as they are filled with instructive facts. We have arranged them with suitable headings so as to make them attractive.

The articles on first page are very ably written and deserve careful perusal. We will give No. 4 next week.

In a short time we will give a splendid story, translated specially for the EXAMINER, by Professor Gagnon; and also an original poem of great merit written for this paper entitled Ho! Iron Hoss, ho! Our friends in the country should second our efforts to get out a first-class paper, by remitting the amounts due us, and by canvassing for new subscribers amongst their friends.

Our Subscribers in Summerside, will get the city edition of the *Examiner* in future, as it will give them several days later news.

MR. PATRICK BLAKE recently bought 44 head of cattle towards the Westward, 18 of which came down in the St. Lawrence from Summerside on Wednesday last. They were a remarkably fine drove of fat oxen, and several were animals of very handsome proportions. One weighed 1500 lbs., live weight, and on an average the remainder came up to 1300 lbs., each. They were purchased some from Messrs. McNutt and Stewart, of Darnley, some from George Sinclair, Esq, of Malpeque, and the others from Messrs. John Campbell and D. Johnson of New London,

EDITORIAL ITEMS.

The *Candace* is in the ice at New London, but not ashore, as reported.

George Moore, Esq., has been appointed City Treasurer:

Str. Flamborough arrived on Thursday evening last from Montreal.

Bark Gauntlet, Douse, arrived at Queenstown in 15 days from Murray Harbor.

The submarine cable between Cape Traverse and Cape Tormentine is again in working order.

The steamer Alhambra from Boston brought the remains of the late Edwin Younghusband, Esq., to this Island for interment.

A man named Michael Walsh committed suicide at Hope River, while laboring under a fit of temporary insanity. An inquest was held by Dr. McNeill.

William McGill, Esq., having declined the appointment of High Sheriff for Queen's Co., John McDonnell, Esq., was sworn in last week for the ensuing year.

John Daly, Esq, the youngest son of the late Sir Dominick Daly, has been elevated from the Bar of Adelaide, South Australia, to a Judgeship in the Mauritius.

David M. Dunn, Esq., the newly appointed American Consul for this Island, and family arrived on Wednesday last in the steamer Alhambra from Boston.

Annear and McDirmid have been placed in Queen's County Jail to serve out their term of four years with hard labor, the jail at Georgetown requiring repairs to make it secure.

On Wednesday last the Steamer Princess of Wales, which has been substantially fitted up and nicely painted, made her first trip this season to Pictou and Cape Breton, and returned on Friday morning.

The Debating Club of the Y. M. C. A. will close the season with a social entertainment at their Rooms, to-morrow evening, at 8 o'clock, sharp. Readings, Recitations, Singing, &c., are expected. Free to all.

Some persons, on Friday night last, went through the city, breaking the lamps, tearing down shutters, and doing all the mischief possible. This wanton outrage is shameful, and we trust the perpetrators may be found out and punished as they fully deserve.

INSOLVENT DEBTOR'S COURT.—We understand that the appeals entered in the matters of Messrs John Robertson and John T. Longard have both been dismissed with costs against the appellants by the Supreme Court; and that, therefore, the decisions of His Lordship the Judge of the Insolvent Debtor's Court have in both cases been comfirmed.

The opening of St. Dunstan's Reading Room on Monday last was not as largely attended as it should have been. The opening address was very appropriate, and contained some useful suggestions. The recitations, for the most part, were good, and the music passable. There was one feature in the programme which might be reserved for a place less suitable. The Reading Room is now open, and is well supplied with several leading periodicals.

LATE TELEGRAMS.

EUROPEAN.

The Revolution.

THE INSURGENTS FAILING.

Their Men Rapidly Decreasing

THE ARCHBISHOP OF PARIS RELEASED.

London, April 30.

The "Times" special states that at day-break yesterday the insurgents attacked Les Moulenaux, Bine, Clamart, and Chatillon but they were repulsed.

The "Daily Times" Paris special says the Minister of War accuses M. Theirs of using Prussian guns and mitrailleus.

It is possible that before long the Central Committee will attempt to arrest members of the Commune.

Versailles, April 30.

The southern forts were bombarded furiously all day yesterday. Vanvres replied vigorously. The strength of the Nationals is decreasing rapidly from the incessent fire and fatigues to which they are subjected.—The "Francais" says the troops of the Commune do not now exceed 22,000 men.—Paris, April 29.—The northern railway has paid 300,000 francs, and the Lyons rail way 692,000 francs, demanded by the Commune. —Versailles, April 29.—The first instalment of the war indemnity, amounting to 500,000,000 francs, has not yet been paid.—The Archbishop of Paris has, it is said, been released.—The Napoleonists expect, when the intestine trouble is over, the people will again be consulted on the question of government.—Versailles, April 30.— The Government troops yesterday stormed the outworks of Fort Issy, taking many prisoners and cannon. An attack near Chatillon was another success for Government.—Reports from Paris say that the troops in fort were panic stricken. They spiked the guns and retreated in disorder to Paris.—The firing around Paris on Friday was heavy, and in a general attack on Saturday the cannonade ceased.—The southern forts are so badly battered they will soon be untenable.—The Commune have begun to reorganize its forces. It has only 25,000 men, and that small number is rapidly diminishing.—The workmen issued a revolutionary address at Havre on Saturday. No disturbance was created.—London, May 1.—To-day is a holiday on London Stock Exchange.—The German troops have received intimation that they will remain in France two years.—The Commune has dismissed Gen Creset, Minister of War, and his arrest is reported.—Fort Issy yesterday was summoned to surrender. The Communist garrison asked time for deliberation, which was accorded.—There was a disturbance at Lyons yesterday forenoon by the friends of the Paris Commune, but it was readily quelled.

London, May 2nd.—Consols 93 3 8. Liverpool markets steady. Flour 27s. 6d.; Corn 33s. Trade in Manchester goods dull. A Berlin despatch of Sunday says that an Imperial Council, presided over by Bismarck, had agreed to notify the Versailles Government that a further limited period would be allowed for the restoration of authority and the fulfillment of treaty stipulations after which Germany will take independent action to establish law and order in Paris. Versailles telegrams of to-day report successes by Government troops, who have captured Clamart Railway station and Chateau d'Issy, killing three hundred insurgents and capturing five hundred. The result of the recent elections in France is satisfactorily to the Government.

Paris, May 3. Evening. The Prussians having demanded strict execution of terms of capitulation, Paris Commune has been obliged to reduce its garrison in Fort Vincenness. Les Moulenaux and part of Issy were alternately taken and retaken on Tuesday. Versailles troops now hold both places. Communists were twice panic stricken during the day and rallied with difficulty. London, May 3. In the Commons to-day Jacob Bright moved a second reading of the Bill enfranchising women, in a lengthy argument.

Gladstone said he was not prepared to sustain the measure. He preferred the Italian idea of female suffrage founded on property, but exercised by proxy. He was opposed to the Bill in its present shape, but would sustain a careful measure for the same object. Lord Manners and Mr. Playfair supported the Bill, and Beresford Hope opposed it. The Bill was defeated by sixty majority. London, May 4. Consols 93 1-2. Liverpool markets quiet. Corn 32s. 6d. A complimentary dinner was given last evening to Commander Ashbury by the Thames Yacht Club.

The approaches of the Versailles army to Fort Issy are being rapidly completed, and it is now regarded impossible for the garrison to escape. Cannonading and musketry continue, and several unimportant engagements have occurred. It is reported that the Commune requested those of the Orleans Princes still in Paris to leave the city.

UNITED STATES.

New York, April 30.

Despatches from Paris of Thursday night say Issy has been bombarded all day. The sailors have abandoned their places and the forts are scarcely tenintable. The hospital in Rue Sevres, with 445 beds, is full. Civilians are forced to fight, and also those who were soldiers in the late war.—Yesterday about fifty men and boys were hanging about the northern railroad station They were surrounded and pressed into the service.—New York, May 1.—J. M. Mason a conspicious Southerner in the rebellion, is dead.— New York, May 1.—Gold 11¼. Sight Exchange 10⅜.—Flour a shade firmer for shipping grades; $5.80 to $6.00 for Super State and Western; $6.15 to $7.05 for Common to Choice Extra State; $6.10 to $7.05 for Common to Choice Western.—New York, April 30.—The reported retirement of Secretaries Fish and Boutwell is emphatically denied at Washington.—San Francisco, April 8.—A million dollars worth of silk worm eggs recently imported here by a party of Japanese merchants, were shipped over land yesterday, having been sold by telegraph to Italian and French dealers

New York, May 4. Heavy rain prevails, extending over a large portion of country. Sight Exchange, 10 5 8; Gold 111.

CANADIAN.

Montreal, May 1.

The city carters are on a strike, owing to the City Council compelling them to wear numbers on their breasts in addition to having them on horses and carriages.—The wheather is cold and rainy.—Montreal, May 1.—Flour rather firmer, but not active. Prices unchanged.—Toronto, May 1.—Flour—Super $5 75; Extra $6.40; Fancy $6.25.

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

Marriages.

At the residence of the bride's mother, on the 1st of May, inst, by the Rev. Edwin Evans, George Alley, Esqr, Barrister at Law, to Mary J. third daughter of the late Mr. Henry Blatch.

Deaths.

At Brackley Point, on the 18th ult., James MacCallum, Esq. in the 78th year of his age, after an illness of 17 days, which he bore with Christian fortitude and resignation, sustained by earnest faith in the doctrines of Christianity. The deceased was extensively and favorably known, and his death will be deeply regretted in this community. He was a man of marked piety and general excellence and for a long period of his life was an elder of the Presbyterian Church, and otherwise occupied honorable positions in society.

At San Filipie, California, on the 5th of April, from injuries which he sustained by an accident, Capt. William McLeod, formerly of New London, in this Island, aged 41 years. He has left a widow, three small children, and a large circle of relatives and friends to mourn their loss

Government Appointments.

Mr. Joseph T. Pippy to be Preventive Officer for Charlottetown in the place of Mr. William Paul, whose appointment is hereby cancelled.

Mr. Henry D. Compton to be Postmaster at Brooklyn, Lot 61, in place of Mr. Joseph Compton resigned

Neil Rankin, Esquire, of Charlottetown, to be official Assignee of the Court for the relief of Unfortunate Debtors, in terms of the Act of the late Session.

Commissioners of New Small Debt Court at Wood Islands

Donald Munn, Esquire, J. P.
Archibald McIsaac, Esquire, J. P.
Roderick Munn, Esq.

NEW POST OFFICES.

At or near Ledstons, Lot 7, between West Point & Campbelton. } Mr. Mat. Howard.

At Tracadie Cross Roads, Mr Augustus Johnson.

JOHN P. MOTT'S CHOCOLATE, BROMA AND OTHER COCOA PREPARATIONS, APPROVED OF AND RECOMMENDED FOR MORE THAN A QUARTER OF A CENTURY BY THE MOST EMINENT PHYSICIANS OF BRITISH NORTH AMERICA.—To those who desire the best productions of Cocoa, free from deleterious substances, unsurpassed in quality, and more nutritious than Tea or Coffee, the undersigned offers the above articles manufactured by himself. His Broma, owing to the peculiar process of manufacture, by which the oil of the nut is completely neutralized, while all its virtues are retained, affords, as well to the robust as to invalids, and those whose digestion is impaired, a delicate and salutary beverage. That its value as an easily digested and highly nutritious article of diet is recognized by the highest medical practitioners in the Dominion, the following testimonials amply demonstrate.

JOHN P. MOTT.

Having tried the Broma made by Mr John P. Mott, of Halifax, N. S., and having been made acquainted with its several ingredients, we are of opinion that it is a combination at once innocent and highly nutritious, not only to persons in health, but also to the weak and debilitated; and that, from the facility with which it may be prepared, and the salutary properties of its ingredients, it is a valuable compound, and we cheerfully recommend it to convalescents and all who require a mild and strengthening food.

Robert Hume, M. D.	W. B. Slayter, M.D., M.R.C.S., L.R.C.P., Eng.
W. J. Almon, M. D.	A. Moren, M.D., Edin.
D. McN. Parker, M. D	A. W Wickwire, M.D., Edin.
Charles Tupper, M D.	A. Hattie, M.D.,
R. S. Black, M.D.	Chas. D. Rigby, M.D.
James F. Avery, M.D.	
Edw. Jennings. M.D.	
ST JOHN, N. B.,	QUEBEC.
W. Bayard, M.D.	Joseph Morrin, M D.
S. Boyd, M-D.	J. Douglas, M. D.
T. S. Wetmore, M.D.	Joseph Painchaud M.D.

MONTREAL

G. W. Campbell, M.D.
M. McCulloch, M.D.
A. Hall, M.D.

TORONTO.

C. Widmer, M. D, President Medical Board Toronto.
John King, M. D., Prof. Theory & Practice Medicine, do.
Lucius O'Brien, M.D., Prof. Med. Jurisp. University of Toronto. 6m

HOW TRUE AND HOW STRANGE that people should seek relief in the hieroglifics of a doctor's prescription when they can buy as good, and nine times out of ten a better remedy than most doctors give, for the insignificant sum of 25 cents. We refer to "Morse's Indian Root Pills," these pills cure Headache, Liver Complaint, Indigestion, Female Irregularities, and all Bilious disorders, they are prepared from a formula pronounced by the most learned Physicians of our country to be the best and most universal of family medicines. Give them a fair trial and you will never be without them.

PLUGS, PLUGS.

OF ⅜, ⅞, 1, 1⅓, 1¼, sizes, constantly on hand, of superior make, and VERY CHEAP. MARK BUTCHER.
Ch'town, May 2, 1871. 4in

Wanted Immediately,

A GOOD PAIR of CARRIAGE HORSES about 10 cwt. each, a good match in SPEED or COLOUR, from 3 to 6 years old. The male gender preferred.
MARK BUTCHER.
Ch'town, May 8, 1871. 3in

JUST RECEIVED.

AND OR SALE at Lowest Cash Prices by the SUBSCRIBER,
12 Cases Boots & Shoes
12 Cases Hats & Caps,
—OF THE—
Very Latest Styles,
DIRECT FROM
MONTREAL AND BOSTON.
J. A. McDONALD.
Queen Street
Ch'town May 8, 1871.

MOLASSES.

THE Subscribers have in Store, and offering for Sale—
35 Puns. Bright Retailing Molasses
CARVELL BROS
Ch'town, May 8, 1891 3w

NOTICE!

THE BROAD-AXE CLUB having changed the day of publication, the next No. will appear on SATURDAY next, instead of TUESDAY.
May 8, 1871. 1in

JUST RECEIVED.

200 BBLS. CANADA FLOUR, superior article. To arrive by *Commerce*, a further supply of CORNMEAL.
BEACH & McKENZIE,
May 8, 1871. Pat 2w