

MISCELLANEOUS.

J. Norman Richie, Esq., has been appointed Recorder of the City of Halifax.

Charles Gruncien, the noted theologian, biographer, artist, is dead, aged 78.

The Pope is about to disband his gendarmes, who are more costly than useful.

Machine rope is now made in California from sheep Entrails. It is stronger than hemp.

An English clergyman recently committed suicide on the Isle of Wight by sliding down a cliff 600 feet high.

Statistical journals say that the cost of living in England has been brought down lower than ever before.

England's ultimatum to the Porte had the desired effect, and the promised Asiatic reforms are to be promptly executed.

A California man sold an eastern capitalist 3000 acres of land which can't be found by surveyors. It was a small section of the Pacific Ocean.

The epidemic of typhoid fever and measles, at Cape Clear, Ire., continues to extend. One hundred cases were reported on Sunday, and deaths have been numerous. Many inhabitants have left.

Halifax papers announce the death of Mr. George Buist, for many years manager of the Halifax Gas Works and a very active and energetic citizen of Halifax. Mr. Buist was by birth a Scotchman.

Levi T. Heilbron, twenty-three years old, shot Cora N. Shaw, seventeen years old, to whom he has been paying addresses, in a store in Boston on Saturday, wounding her in the head, and then shot himself twice. Neither will die. Jealousy.

The Rev. James Nugent, of Liverpool, England, is visiting Minnesota to arrange for an immense exodus of Catholics from England and Ireland next spring. The Very Reverend Dr. Kelly and the Reverend Father Murphy, also of Liverpool, are in Canada prospecting in the same interest. They, too, will visit the United States.

On Thursday, October 30th, Archbishop Bourget reached the age of eighty years, in perfect health. His Lordship was born at Point Lévis on October 30th, 1799. Ordained in 1822, when twenty-three years of age, he was fifteen years later made Coadjutor Bishop of Montreal, and in 1840 appointed Bishop. He resigned the See in 1877, after thirty-seven years of service in his diocese.—*Montreal Star*.

A notable case of maternal love was furnished at the Recorder's Court on Monday. John Ryan, jr., arrested last week for stabbing his mother, was discharged on the request of the latter who stated that the stabbing was accidental. The affair was caused by drink, and whether it was accidental or not, the love of the mother was so construed it is equally commendable. A man who so narrowly escaped the gallows through liquor should surely never touch alcohol again. The lesson is applicable to all drinking men.—*Montreal Witness*.

Doing Housework.

There is a continued and large demand for intelligent competent girls who can take a little of the responsibility and care of housework upon themselves, and thus relieve our women of one of their greatest trials. Many of you would look upon this work as beneath you, and some of you will read this with a feeling of scorn, and yet this work is far easier, better, and pleasanter than many of the employments that you look upon, with your experience, as elegant, easy and refined. With a month's study and experience you could become good cooks or housekeepers, and you could take with you to your labor all the dignity, sweetness and graces of your womanhood, and thus dignify the work you look upon as beneath you.

If girls would go to waiting homes with kind hearts, sympathy, and a determination to do their duties cheerfully and well, they would soon win the appreciation and respect of their mistresses, and if in true goodness and nobleness of character they are her equals, they will be treated as such, and find themselves esteemed members of happy families. There are thousands of women who would give intelligent, faithful girls almost the love and consideration they would their own daughters, if they found them worthy of their regard, and would willingly assist them in their efforts of self-improvement.

Let our girls see the plain unvarnished truth of this matter. It is not the work we do, but the spirit in which we do it, that elevates or degrades us, and the girl who sweeps a room cheerfully and thoroughly makes as royal an instrument of the broom she hold as the golden sceptre of a queen.

Another splendid steamer has been contracted for in Scotland as an addition to the Allan line. She is to be called the Parisian, and will register 5,000 tons. Cabins are to be amidships and will be fitted for one hundred and forty first class passengers.



REGULATIONS

Respecting the Disposal of certain Public Lands for the purposes of the Canadian Pacific Railway.

DEPARTMENT OF THE INTERIOR, Ottawa, Oct. 14, 1879.

Public notice is hereby given that the following provisions, which shall be held to apply to the lands in the Province of Manitoba, and in the Territories to the west and north-west thereof, are substituted for the Regulations, dated the 9th July last, governing the mode of disposing of the Public Lands situate within 110 (one hundred and ten) miles on each side of the line of the Canadian Pacific Railway, which said Regulations are hereby superseded:—

1. "Until further and final survey of the said railway has been made west of the Red River, and for the purposes of these provisions, the line of the said railway shall be assumed to be on the fourth base westerly to the intersection of the said base with the line between ranges 21 and 22 west of the first principal meridian, and thence in a direct line to the confluence of the Shell River with the River Assiniboine.

2. "The country lying on each side of the line of railway shall be respectively divided into belts as follows:

(1) A belt of five miles on either side of the railway, and immediately adjoining the same, to be called belt A;

(2) A belt of fifteen miles on either side of the railway adjoining belt A, to be called belt B;

(3) A belt of twenty miles on either side of the railway adjoining belt B, to be called belt C;

(4) A belt of twenty miles on either side of the railway adjoining belt C, to be called belt D; and

(5) A belt of fifty miles on either side of the railway adjoining belt D, to be called belt E.

3. "The even-numbered sections in each township throughout the several belts above described shall be open for entry as homesteads and pre-emptions of 160 acres each respectively.

4. "The odd-numbered sections in each of such townships shall not be open to homestead or pre-emption, but shall be specially reserved and designated as Railway Lands.

5. "The Railway Lands within the several belts shall be sold at the following rates, viz: In Belt A, \$5 (five dollars) per acre; in Belt B, \$4 (four dollars) per acre; in Belt C, \$3 (three dollars) per acre; in Belt D, \$2 (two dollars) per acre; and in Belt E, \$1 (one dollar) per acre; and the terms of sale of such lands shall be as follows, viz:—One-tenth in cash at the time of purchase; the balance in nine equal annual instalments, with interest at the rate of six per cent. per annum on the balance of purchase money from time to time remaining unpaid, to be paid with each instalment.

6. "The Pre-emption Lands within the several belts shall be sold for the prices and on the terms respectively as follows: "In the Belts A, B and C, at \$2.50 (two dollars and fifty cents) per acre; in Belt D, at \$2 (two dollars) per acre; and in Belt E, at \$1 (one dollar) per acre. The terms of payment to be four-tenths of the purchase money, together with interest on the latter at the rate of 6 per cent. per annum, to be paid at the end of three years from the date of entry; the remainder to be paid in six equal instalments annually from and after the said date, with interest at the rate above mentioned, on such portions of the purchase money as may remain unpaid, to be paid with each instalment.

7. "All payments for Railway Lands, and also for Pre-emption Lands, within the several Belts, shall be in cash, and not in scrip or military or police bounty warrants.

8. "All moneys received in payment of Pre-emption Lands shall inure to and form part of the fund for railway purposes, in a similar manner to the moneys received in payment of Railway Lands.

9. "These provisions shall be retrospective so far as relates to any and all entries of Homestead and Pre-emption Lands, or sales of Railway Lands obtained or made under the Regulations of the 9th of July, hereby superseded; any payments made in excess of the rate hereby fixed shall be credited on account of sales of such lands.

10. "The Order-in-Council of the 9th November, 1877, relating to the settlement of lands in Manitoba which had been previously withdrawn for railway purposes, having been cancelled, all claims of persons who settled in good faith on lands under the said Order-in-Council shall be dealt with under these provisions, as to price of Pre-emptions, according to the belt in which such lands may be situated. Where a person may have taken up two quarter-sections under the said Order-in-Council, he may retain the quarter-section upon which he has settled, as a Homestead, and the other quarter-section as a Pre-emption, under these provisions, irrespective of whether such Homestead and Pre-emption may be found to be upon an even-numbered section or otherwise. Any moneys paid by such person on account of the land entered by him under the said Order-in-Council, will be credited to him on account of his Pre-emption purchase, under these provisions. A person who may have taken up one quarter section under the Order-in-Council mentioned will be allowed to retain the same as a Homestead, and will be permitted to enter a second quarter section as a Pre-emption, the money paid on account of the land previously entered to be credited to him on account of such Pre-emption.

11. "All entries of lands shall be subject to the following provisions respecting the right of way of the Canadian Pacific Railway or of any Government colonization railway connected therewith, viz:

a. In the case of the railway crossing land entered as a homestead, the right of way thereon, and also any land which may be required for station purposes, shall be free to the Government.

b. Where the railway crosses Pre-emptions of Railway lands, entered subsequent to the date hereof, the Government may take possession of such portion thereof as may be required for right of way or for station grounds or ballast pits, and the owner shall only be entitled to claim payment for the land so taken, at the same rate per acre as he may have paid the Government for the same.

c. "In case, on the final location of the railway through lands unsurveyed or surveyed but not entered for at the time, a person is found

in occupation of land which it may be desirable in the public interest to retain, the Government reserves the right to take possession of such land, paying the squatter the value of any improvements he may have made thereon.

12. "Claims to Public lands arising from settlement, after the date thereof, in territory unsurveyed at the time of such settlement, and which may be embraced within the limits affected by the above policy, or by the extension thereof in the future, over additional territory, will be ultimately dealt with in accordance with the terms prescribed above for the lands in the particular belt in which such settlement may be found to be situated, subject to the operation of sub-section c or section 11 of these provisions.

13. "All entries after the date hereof of unoccupied lands in the Saskatchewan Agency, will be considered as provisional until the railway line through that part of the territories is located, after which the same will be finally disposed of in accordance with these provisions, as the same may apply to the particular belt in which such lands may be found to be situated, subject, as above, to the operations of sub-section c of section 11 of these provisions.

14. "With a view to encouraging settlement by cheapening the cost of building material, the Government reserves the right to grant licenses, renewable yearly, under section 52 of the "Dominion Lands Act, 1879," to cut merchantable timber on any lands situated within the several belts above described, and any settlement upon, or sale of lands within, the territory covered by such licenses, shall for the time being be subject to the operation of such licenses.

15. "The above provisions, it will of course be understood, will not affect sections 11 and 23, which are public school lands, or sections 8 and 26, Hudson's Bay Company's lands.

Any further information necessary may be obtained on application at the Dominion Land's Office, Ottawa, or from the agent of Dominion Land's Office, Winnipeg, or from any of the local agents in Manitoba or the territories.

By order of the Minister of the Interior, J. S. DENNIS,

Deputy of the Minister of the Interior. LINDSAY RUSSELL, Surveyor General. [Nov 5, 1879]

MAIL NOTICE.

MAILS for Great Britain will be closed at 10 o'clock, p. m., on THURSDAY in each week, to be forwarded via Rimouski, and also on MONDAY, the 13th and 27th inst., at 4 o'clock, a. m., to be forwarded via Halifax.

Mails to be forwarded via Summerside and Shediac and also for all places on the route to Summerside and in Prince County, will be closed daily at 5.30 o'clock, a. m., also for Summerside direct, at 5 p. m.

Mails to be forwarded via Steamers to Pictou will be closed every MONDAY, WEDNESDAY, THURSDAY and SATURDAY, at 5 o'clock, a. m.

Mails for Georgetown and Souris East, and all places on those routes, will be closed daily at 6 o'clock, a. m.

Post Office open from 8, a. m., till 9, p. m. A. A. MACDONALD, Postmaster.

Post Office Charlottetown, } Oct. 8th, 1879.

THE WEEKLY EXAMINER. — Persons having relatives or friends abroad, and desiring to keep them informed concerning P. E. Island, cannot do so in a better or cheaper way than by subscribing to THE WEEKLY EXAMINER. Sent, postpaid, to any address in Great Britain, the United States, or the Dominion, on receipt of One Dollar.

PUBLIC NOTICE.

PROVINCIAL TREASURER'S OFFICE, PRINCE EDWARD ISLAND, October 24th, 1879.

NOTICE is hereby given that copies of the Assessment Lists for the year 1879, have been furnished to the undermentioned Collectors, who are empowered to receive all Assessment or Taxes payable to them by the ratepayers of their several Districts, until the 30th day of November next, at the residences or the offices of the respective Collectors, in accordance with the provisions of the Assessment Act, 1877, and the Act in amendment thereto, after which time every Collector will proceed to demand and collect the rates and taxes from all those rate-payers who shall not have paid the same.

Any person liable to the payment of Taxes, under the Assessment Acts above recited, may, if he so elect, at any time before the 30th day of November, but not afterwards, pay the same at the office of the Provincial Secretary and Treasurer in Charlottetown.

PRINCE COUNTY.

ELECTORAL DISTRICT.	COLLECTOR'S NAME AND RESIDENCE.	FOR TOWNSHIPS NOS.
First do	Francis Hughes, Tignish	Lots 1, 2, 3.
Second do	John J. MacLellan, Alberton	4, 5, 6.
Third do	Joseph MacNeill, West Cape	7, 8, 9.
Fourth do	William R. Ellis, Port Hill	10, 11, 12, and 13.
Fifth do	Michael Macdonald, Trout River, Lot 14	14 and 16
	Ulric C. Trudelle, Egmont Bay	15,
	Venantius S. Gillis, Indian River	18, & Islands in Rich-
	John T. Mullin, Kensington	19, [mond Bay.
	Robert H. Macdonald, St. Eleanors	17.

QUEEN'S COUNTY.

First do	Richard Ready, Irishtown	Lots 20 and 21.
Second do	Murdoch Macdonald, Lot 67	22 and 67.
do	John M. Robertson, Cavendish Road	23 and 24.
do	Pierce Costello, Cornwall	31 and 32 and that part of Lot 65 north of Elliott River.
Fourth do	John McQuarrie, Nine Mile Creek	Lot 65 south of Elliott River.
	Donald Stewart, Murray Harbor Road	Lots 57 and 58.
	William Ross; Flat River	60 and 62.

KING'S COUNTY.

First do	Angus E. McIntyre, Fairfield, Lot 47	Lots 46 and 47.
Second do	Frederick Morrow, Souris	43, 44 and 45.
Third do	Lawrence Byrne, Head Hillsborough	38 and 39.
Fourth do	Francis H. Sanderson, St. Peter's Bay	40, 41 and 42.
do	George McKenzie, Dundas	53, 54 and 55.
do	Charles D. Poole, Montague Bridge	59 and 66.
do	John Jamieson, Sturgeon	61 and 63.
do	Charles T. Brehant, Murray Harbor South	64.
Geo'town, Common & Royalty	Angus McPhail, Georgetown	Georgetown, Common and Royalty and Reserved Lands.

NEIL MACLEOD,

Provincial Treasurer.

Oct. 29, 1879.—2aw arg pres n e sum pro adv pio 2mos

GENTLEMEN:

WE HAVE ABOUT COMPLETED THE

Most Choice Collection

SCOTCH TWEEDS,

Canadian Tweeds.

West of England

CLOTHS,

Overcoatings,

&c. &c. &c.

We have yet offered to the Public.

Manufactured on the Premises

IN THE

LATEST STYLES

And With Despatch.

BEER & SONS.

Oct. 11, 1876.—tf

CITY TIN STORE,

UPPER QUEEN STREET.

THE Subscriber, sincerely thankful to his friends and the public generally for the liberal patronage extended to him in the past, begs to announce that having a

New Store and Workshop,

and increased facilities for manufacturing Tinware, Stove Pipes, Bake Pans, Coal Scuttles, and all goods generally found in a first-class Tin Store, hopes that by strict attention to his business to merit a fair share of public patronage.

C. F. HARRIS.

Ch'town, Oct. 6, 1879.—4 law 1m

SAFE

ONE of the best FIRE and BURGLAR proof Safes to be found in the city, will be sold at a bargain if applied for at once, at HARVIE'S BOOKSTORE. Ch'town, Oct. 10, 1879.—cod tf

HOUSE TO LET.

A HOUSE pleasantly situated on Sydney Street, near Hillsboro' Square, containing 8 rooms and pump in the yard. Possession given immediately. Apply to THOMAS CASELEY.

Oct. 1, 1879.—tf

Prince Edward Island RAILWAY.

TIME TABLE NO. 12.

Summer Arrangement.

TUESDAY, MAY 27th, 1879.

TRAINS GOING WEST

STATIONS.	Nos. 1 & 3, Express.	No. 5, Mixed.	No. 7, Mixed.
Georgetown	Dp. 7.10am	Dp. 3.45pm	
Cardigan	Ar. 7.30 "	Ar. 4.14 "	
Mt Stwt Jc	" 8.30 "	" 5.40 "	
Royalty Jc	Dp. 8.40 "	Dp. 6.00 "	
Ch'town	Ar. 9.55 "	Ar. 7.40 "	
	Dp. 6.20am	Dp. 10.05am	Dp. 5.25pm
Royalty Jc	" 6.37 "	" 10.25 "	" 5.47 "
N Wiltsh're	" 7.13 "	" 11.25 "	" 6.40 "
Hunter R'r	" 7.25 "	" 11.40 am "	" 6.57 "
Breadal'n	" 7.53 "	" 12.25 pm "	" 7.35 "
C'ty Line	" 8.60 "	" 12.34 "	" 7.45 "
Kensington	" 8.28 "	" 1.16 "	" 8.25 "
S'mm'side	Ar. 8.55 "	Ar. 1.50 "	Ar. 9.00 "
	Dp. 9.10 "	Dp. 2.25 "	
Wellington	Ar. 9.48 "	" 3.20 "	
Port Hill	" 10.20 "	" 4.07 "	
O'Leary	" 11.17 "	" 5.31 "	
Alberton	" 12.00pm "	" 6.40 "	
Tignish	" 12.40 "	Ar. 7.40pm "	

TRAINS GOING EAST.

STATIONS.	Nos. 2 & 4, Express.	No. 6, Mixed.	No. 8, Mixed.
Tignish	Dp. 5.15 am	Dp. 6.20 am	
Alberton	" 5.55 "	Ar. 7.15 "	
O'Leary	" 6.41 "	" 8.54 "	
Port Hill	" 7.38 "	" 10.20 "	
Wellington	" 8.09 "	" 11.08 "	
S'mm'side	Ar. 8.45 "	Ar. 12.05pm "	
	Dp. 5.30pm	Dp. 12.40 "	Dp. 9.05 am
Kensington	" 5.52 "	" 1.16 "	" 9.41 "
C'ty Line	" 6.24 "	" 1.55 "	" 10.20 "
Breadal'n	" 6.31 "	" 2.05 "	" 10.31 "
Hunter R'r	" 6.57 "	" 2.44 "	" 11.07 "
N Wiltsh're	" 7.12 "	" 3.01 "	" 11.25 "
Royalty Jc	" 7.49 "	Ar. 3.50 "	" 12.18pm "
		Ar. 3.55 "	
Ch'town	Ar. 8.05 "	Ar. 4.15 "	Ar. 12.40 "
	Dp. 4.30pm	Dp. 6.50 am	
Royalty Jc	" 4.49 "	" 7.13 "	
M. Stw't Jc	Ar. 5.45 "	Ar. 8.30 "	
Cardigan	Dp. 6.00 "	Dp. 8.50 "	
Geo'town	" 7.03 "	" 10.16 "	
	Ar. 7.25 "	Ar. 10.45 "	

SOURIS BRANCH.

Trains Going West.

STATIONS.	No. 9 Express	No. 11 Mixed.
Souris	Dp. 6.15 a. m.	Dp. 2.50 p. m.
Harmony	" 6.33 "	" 3.13 "
St. Peter's	" 7.30 "	" 4.29 "
Morell	" 7.53 "	" 5.00 "
Mt. Stw't Jnc.	Ar. 8.25 "	Ar. 5.40 p. m.

Trains Going East.

STATIONS.	No. 10 Express	No. 12, Mixed
Mt. Stw't Junc.	Dp. 5.55 p. m.	Dp. 8.45 a. m.
Morell	" 6.27 "	" 9.25 "
St. Peter's	" 6.50 "	" 9.56 "
Harmony	" 7.47 "	" 11.12 "
Souris	Ar. 8.05 "	Ar. 11.35 "

ALEX. MACNAB,

Sup't and Engineer, Railway Office, Ch'town, May 22, 1879. —pat pres h a ne sp sj kca 6i

Hewson, McDougall & Seaman

BEG leave to acknowledge thanks to the public generally for the very liberal patronage extended to them since commencing business, and intimate that they have on hand a large and select stock of material for the manufacture of Sleighs, etc. They have recently received photos of all the latest prizes of the Ottawa Exhibition. Parties requiring new sleighs would do well to call at their factory and examine before ordering elsewhere.

They keep on hand and make to order Top Buggies, Phaetons, the famous Dexter Spring Wagons, and carriages of every description. Repairing of all kinds done with neatness and despatch, and warranted to give satisfaction to those who favor them with a call, at prices to suit the times.

N. B.—Parties having their Sleighs repaired and painted would do well to leave them at once in order to have them in time for the first snow.

Wagons stered at moderate charges. Parties having their wagons repaired and painted in the spring will have them stored free of charge for the winter. Ch'town, Oct 27th, 1879.

Steam Navigation Co. Steamers

MAY, 1879.