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The Examiner.

Ch'town, July 20, 1874.

GUBERNATORIAL.

At noon on Saturday, Sir Robert Hodgsen was sworn in "Lieutenant Governor of Prince Edward Island." The ceremony took place in the presence of Justices Peters and Hensley, several members of Government, a number of Government officials and private citizens. We heartily congratulate His Honor on his elevation to this high office—the duties of which he has performed so often and so satisfactorily.

THE SECOND CHICAGO FIRE.

Chicago has been visited by another great fire. It broke out on the morning of Tuesday last. An area of fifty-seven acres has, we are told, been devastated, and one woman, three children, and three firemen fell a sacrifice to the holocaust. The loss of property is not so great as might have been expected. The poorer portion only of the city was visited by the flames. The damage is estimated at four millions and a half dollars.

THE POOR HOUSE.

The Keeper of our Poor House very naturally objects to having that institution classed in the same dark category as the Lunatic Asylum. We never had, we assure him, the slightest intention of so classing it. The Poor House is highly respectable—compared with the Lunatic Asylum; and Mr. Allen is, no doubt, a perfect Howard compared with Mr. Gidley. Mr. Allen has, perhaps, done as well as he was able. We find no fault with him. It is against the building—its utter unfitness for an asylum for poor, old, maimed and blind men and women, and the wretched system under which it is managed—that we protest.

BRITISH COLUMBIA.

By late Ottawa despatches, it is reported that just as Attorney General Wakem was about embarking, he was requested by Mr. McKenzie to remain a little longer and continue negotiation respecting the construction of the Canada Pacific Railway. Attorney General Wakem is the bearer to England of British Columbia's protest against the policy of the Dominion Government respecting this Railway. The British Columbians are, with good reason, incensed. The Government first broke faith with them, and then snubbed them. The agreement to commence the construction of the Pacific Railway, was not carried out. An indemnity was offered. Proposals were made. An Envoy Extraordinary was despatched to the "Pacific Province." But somewhat curiously—and, as the Government of British Columbia thought, suspiciously—the Envoy could furnish no credentials from the Dominion Cabinet—on behalf of which he claimed to act. On the 18th May, the Government of British Columbia despatched a telegram to Ottawa, asking to be informed whether or not the offers made by Mr. Edgar, (the so-called Envoy) were *bona fide* proposals of the Dominion Government. Mr. McKenzie postponed his answer till the 8th June. On that day he telegraphed to the effect that the proposals *were bona fide*; but since the Government of British Columbia had not more promptly considered them, they were then withdrawn. On receipt of this telegram, Attorney General Wakem immediately set out for England with a formal protest. On his way he called at Ottawa; and there, it appears, he remains for the present.

Mr. McKenzie, it is evident, is not the "right man in the right place." As a contemporary remarks, he is indeed "a sorry hand at diplomacy." It took him nearly a month to make up his mind whether he would accredit Mr. Edgar; and in the very same telegram that he did this, he withdrew the offers he empowered Mr. Edgar to make. Can we wonder that the British Columbians are protesting?

Politics in Quebec.—The *Bien Public* asserts that the Quebec Government will shortly dissolve the Local Legislature, and precipitate a general election. In any event it must take place next year. It gives the following reasons for its opinion, namely, the success which its candidates have obtained in elections which have recently occurred. It believes they will have greater chances of success if the elections are over before amnesty is granted. They wish to avoid waiting till another session when they may be forced to pass an electoral law, which would injure them. Further, they may not be obliged to accord an investigation with reference to the administration of crown lands. It alleges that it is on the tapis to bring out Mr. Coursol for either Montreal East or Laval, and mentions, on the other hand, that many are of the opinion that it would be perferable to obtain Mr. Coursol's election for the commons to the end that he might become the leader of the Quebec Conservatives.

THE MACLEOD CASE.

No man, except one densely ignorant or consummately unscrupulous, would dare to state that it is the duty of the Colonial Secretary "to have the buoys laid down" in New London or in any other harbor of this Island. The intelligence of every ordinarily educated individual of the community would teach him that the Colonial Sectretary could possibly have no more to do with the laying down of buoys than His Honor the Lieutenant Governor. Yet the *Herald* declares that to the neglect of Mr. Haviland is owing the wreck of MacLeods' schooner, and the loss to the Province of $2,300. There can be no doubt that the editor of the *Herald* is perfectly well aware of the law by which all the harbors of the Island are placed under the care of Harbor Masters, who are bound to see that buoys are properly laid down. But it is just possible that he did not know that Mr. John S. McLeod entered into a contract—drawn up by Mr. Louis H. Davies, Solicitor General for the Haythorne-Laird Government, duly signed by himself and too sureties, and witnessed by the Harbor Master—to place the buoys of New London Harbor in their proper places for a term which had not expired when Captain McLeod's schooner was lost. This is a fact. How, then, can the Colonial Secretary, or even the Government, be fairly blamed for negligence in this case when there was a "Master" in charge of New London Harbor, and a contractor bound and paid to put buoys in their proper positions at the proper time?

The *Herald's* assertion that "the MacLeods, during the last session of the Legislature, offered to take one thousand dollars in full for their claims, but the economical Government rejected the overtures with disdain," is false. The facts are these: The Government—while refusing to acknowledge the justice or legality of McLeod's claim—agreed to place $1,000 in the Estimates as a partial indemnity for his heavy loss. This was done. But when the Estimates came before the House of Assembly, a determined opposition to the grant was offered by the leaders of the Opposition. Capt. William Welsh, M. P. P.,—a gentleman who, it may be supposed, is familiar with the rules and regulations which ought to govern the conduct of mariners—declared that McLeod's claim was preposterous; that it should not be recognized for a moment; that the captain of the lost schooner should, when he saw that the buoys were not laid down, have "stood out," and not have attempted to enter New London harbor; that the grant, if passed, would be a precedent to which every negligent captain and aggrieved shipowner might refer when pressing a similarly "preposterous" claim; and that the Island would be ruined if such claims were recognized. This was Captain William Welsh's line of argument,—and reasonable enough it seems. His political leader—Mr. Louis H. Davies—the great legal light of the opposition—forcibly and unhesitatingly declared it to be his opinion that the claim of Messrs. McLeod was not good in law—that it was "simply monstrous." The Government—holding similar, though, perhaps, not such extreme opinions,—and seeing that Captain McLeod's own political friends were so determinedly opposed to the grant, withdrew it. An action at law was then commenced, which, a few days since, resulted unfavorably to the Government. These are the facts,—fairly stated. Let the organs of the Opposition gainsay them if they can.

The case is not yet, however, wholly lost. The liability of the Government to pay for vessels which are wrecked on the coast through the negligence of Harbor Masters or Lighthouse Keepers, has yet to be decided by the Judges of the Supreme Court. And although the opinions of Capt. William Welsh were not entertained by the Petit Jury, it is not at all improbable that the decision of the Judges will coincide with the opinions of the Attorney General, the Colonial Secretary, and the Leader of the Opposition.

Fire.—The *Quango*, a new brigantine, moored at Lord's Wharf, belonging to Messrs. H. & F. Douse, was, about one o'clock on Wednesday night last, discovered to be on fire. By the promptitude and highly commendable exertions of our fire brigade, she was saved from total destruction. The loss, however, is estimated at two thousand dollars—no insurance. The fire, it is believed, was the work of an incendiary, and the Messrs. Douse offer a reward of $200 to any person or persons who will give information which will lead to his apprehension and conviction.

Satisfactory.—In concluding an article on the Commerce of the Dominion during 1873, the Toronto *Monetary Times* says:—"We rise from an examination of the trade returns for 1873, highly satisfied with the growth of our commerce which they exhibit, and thoroughly convinced that it was a most prosperous year. The fact that the increase in our transactions was so general in all the countries with which we deal, whilst all the classes of our exports improved—some of them in a marked manner—affords incontestable evidence that the Dominion was never in a more sound and healthy condition, or enjoying a larger share of prosperity. We fear the year 1873-4, which closed on Tuesday, will hardly be able to make so good an exhibit.'

Canadians at Wimbeldon.—The shooting for the first stage of the Queen's Prize at Wimbledon has been completed. Among the first sixty who are qualified to participate in the 2nd stage are the following members of the Canadian Team: Lieut. Whitman, 60th Battalion, Que.; Private T. Mitchell, 13th Battalion, Ont.; Capt. J. P. Macpherson, Governor General's Foot Guards, Ont.; Colour-Sergeant Baillie, 47th Battalion, Ont.; Major Gibson, 13th Battalion, Ont.; and—Hancock. All of the above are entitled to a prize of £12 and to wear the National Rifle Association's Badge. Sergeant Vail was the only Canadian who got into the second stage last year. In the contest for the Alexandra Prize the following have been returned winners; Captain Layton, 7th Battalion, N.S.; Captain Macpherson; Lieut. MacNaughton, Coburg Artillery, Ont.; Private Disher, 19th Battalion, Ont.; and Capt. Morgan, 8th Battalion Que. Canada has reason to be proud of so successful a commencement of the great rifle competition.

Mr. Duncan McGougan has been appointed Harbor Master at the port of Malpeque.

"SUMMER RECREATIONS."

"Neither rhyme nor reason can express how much."

"All work and no play makes Jack a dull boy." Though this proverb is not to be found among those of wise King Solomon, it would neither have discredited his wisdom, disgraced his piety, or disagreed with his views of life. Probably the men of Israel, of his time, were of a more festive character than we, and did not need anything to remind them that though men should get "their bread by the sweat of their brows," and be careful of their philacteries and the hems of their garments, they needed recreation sometimes.

One of the duties of a man in this world is to enlarge his capacities of enjoyment. He is a fool who does not determine to get the best out of the present time. To spend our days in toil and our nights in anxiety, with the intention of making the future free from care altogether, is a chimerical idea. Weariness and anxiety now, will bear the same noxious crop in all the years of life; and when their supposed necessity has fled, they will have built themselves altars in the mind and through habit subjected the faculties to a servile worship.

On the other side, again, no rational healthy natural enjoyment will fail to leave the mind more open to the kinder influences of life, and he who has been consistently wise in the delight of living, will never behold nature in the sere and yellow leaf.

We put it to our readers, whether, like worthy Dogberry, they ought not to pray to be written down 'an ass,' if they do not make shift so enjoy the summer in some way. If more than half the people of Charlottetown are in the city on any fine day in these beautiful months we are committing a gross social sin. The house should be forsaken in such weather. This is all so palpable that every one sees its truth: and yet to go about and see the condition of things, one would hardly think so. The places of business are filled with dank, sallow, unhappy looking people, who only go out for a few minutes each day—and that into the streets to get a breath of fresh dust. The young ladies promenade the thoroughfares, looking as jaded, tired and burnt, as newly set cabbage plants which had not taken root. Everyone seems to go slowly, miserably about. All appear to be merely tolerating life. Public Picnics—the only sort of amusement known here—start solemnly off dressed in black, with dolorous music to cheer them. Not a solitary soul in the community seems to be trying to make the best of this glorious July. Our very loafers make their business such a serious matter, that we pity them as they ply their profession at the street corners. Here they stand against this or that tavern wall in the full blaze of the sun, both rich loafers and poor ones, the perspiration rolling down their lugubrious countenances. What a pity some pious soul, some clerical body, with the energy of Peter the Hermit, would not preach a daily exodus from this stewing-pan of a city to the green fields. In town, living is hardly tolerable, in the country, existence is a delight. Gardens of the Hesperides are to be found within half an hour's walk of the city; and a perfect paradise is to be attained close at hand beneath the shade of innumerable copses. The sky, the fleeting clouds, distant prospects, and the nearer beauties of foliage and of banks, the music of the birds will pour gladness into the soul if one will only be passive. Or, if more social recreations are coveted, in the name of all that is reasonable, surely a picnic will satisfy you, the delights of which we will not begin to speak of lest there should be no end. Or, do you know the satisfaction to be found in a sail or a row in the harbor? If not, you are still "in the blackness of darkness." We have not begun to cultivate our social faculties. Here, every excursion to the country is made a matter of thoughtful profound consideration, of baking, of stewing, of dressing, a 'state, a stiff solemnity.' Why can't we, like sensible people, be content to act on the fact that, if a small or a great number of persons go out of town to enjoy themselves, they *will* do so. Oh! for the Greek invocation of Jaques, to call fools into a circle. Then should every pleasant and shady tree in the Royalty be surrounded with a ring of happy people, who should join to sing Amien's wise old stave—(slightly altered)

Under the green wood tree, who loves to lie with me,
And tune his merry note unto the sweet bird's throat,
Come hither, come hither, come hither,
Here shall he see no enemy,
No winter or rough weather;

Who doth ambition shun, and loves to lie in the sun,
Seeking the food he eats, and pleased with what he gets,
Come hither, come hither, come hither,
Here shall be no enemy,
No winter or rough weather.

Supreme Court.—Trinity Term in Charlottetown, closed on Saturday. The suit, Nathan Davies & Son, *vs.* the Mutual Fire Insurance Company, of this city, resulted in a verdict for Plaintiff—$4,000, with interest. In the suit, John A. McLeod *vs.* The Government of Prince Edward Island, the Jury rendered a verdict for Plaintiff, assessing damages at $2,273—A point of law yet to be argued. The convicted criminals were sentenced as follows:—George Swan, larceny, two months' imprisonment with hard labor; Thomas Noonan, stabbing with intent to disable, twelve months' imprisonment with hard labor. Court will be opened at Georgetown to-morrow.

The Honolulu *Gazette* calls attention to the fact of several members of the National Assembly having been seen in public, helplessly drunk.

Joseph Arch, speaking at a Mass meeting in Sheffield, a fortnight ago, says that in a few days he intended taking four ship loads of the best laborers from the New Market district to Canada, to which they had been offered free passage.

A settlement has been arrived at between China and Japan with regard to the Island of Formosa. China pays the expense of the expedition and guarantees the safety of foreigners, and Japan accepts the arrangement and retires.

The Crisis of the World.—Mr Disraeli has taken a place among men which entitles him to be credited with some insight and some foresight, and he tells us that the crisis of the world is nearer than some men think. There looms up before him, as a thinker, dealing with great rather little issues, that coming storm among the nations which, to those who sit on less axalted pinnacles, is yet beneath the horizon. It is undoubted, however, that in the consciences of most men, and particularly of most students of prophecy, there is the expectation of a somewhat near approach of that grea shock of nations or of systems, or of spititual things, called figuratively the Battle of Armageddon. It takes but a glance at the history of the last few years to see that a ferment has commenced among the peoples which shows no signs of early quiescence. The national idea supersedes the old system of Divine Right. The national idea itself gives way to forms of thought which, seizing simultaneously upon the people of all nations, show their first inherent sputterings in what is called Internationalism. Meantime the political powers seem disolving into each other and massing themselves under two or three great heads so diverse in nature as to make it appear almost necessary that trials of strength should ensue between them.

ENGLISH OPINION OF MCKENZIE'S POLICY.

(From the London Standard, June 18.)

We regret to find that the doubts which we felt it our duty to express some weeks ago, respecting the loyalty of the Canadian Government to the project of a trans-continental British American Railway—a project which was the basis of the scheme of Canadian Confederation, the special price given for the adhesion of British Columbia, and on the faith of which the Imperial Parliament was induced to guarantee a new Canadian Loan—have been more than justified by the action recently taken by the Brown-McKenzie Administration. There is now every reason to believe that the design attributed to Mr. McKenzie of "whitling away" the Pacific Railway; and of using his influence rather to serve American than British interests, is no mere party intention, but has been deliberately conceived by the present Canadian Ministry. Had we no other proof of this it would be enough to quote the announcement lately made in our money article that the Canadian Government desires to raise a new loan to the extent of £4,000,000, no portion of which is to carry the Imperial guarantee. This can only mean that the proceeds are to be devoted to some public works other than the Pacific Railway, which has been either postponed or abandoned. The magnificent scheme of uniting the two seas by a line of railway through British territory, which we had all supposed to have received the sanction of the Canadian Legislators and people, and to be on the eve of execution, has been relegated, under various pretexts, to a distant and uncertain future by the so called Liberal Government which now sways the destinies of the Dominion. And, looking at the constitution of the McKenzie cabinet, we are not surprised to find that the assertions made by the late Government and its friends during the heat of the bitter contests which ended in the triumph of the Crown McKenzie Party, are beginning to be beleived by many who supported that party during the election. With the exception of the Premier himself and of Mr. Brown, his most influential colleague, who accepted more or less cordially the scheme of Confederation, it is now remembered that the individual members of the Government have been distinguished, if at all, for their hostility to that great measure, for their pro-American sympathies and their anti-British proclivities. Looking over the names of the McKenzie Cabinet, we discover only two or three whose public records bear testimony to their loyalty to the idea of a united British America. The Minister of Justice and other prominent Ministers are chiefly known for the energetic opposition they offered to the Imperial policy of 1867. The gentleman selected by the Government to preside over the deliberations of the House of Commons was not only a fierce opponent of Confederation, but an avowed sympathizer with Fenianism both in Ireland and the United States. With these facts in their mind it is no wonder that the loyal Canadian people are disposed to credit what has been alleged of the intentions of the Government, especially considering how feebly and with what small success the charges of disloyalty to the Confederation have been met by Mr. McKenzie and his colleagues.

How important is this question, as bearing upon the whole future of the Dominion, we may perceive by recalling the history of the project to connect the existing Canadian railways with a district line to British Columbia. The Canadian Pacific Railway was not the accidental, but the essential complement of the scheme of British American Union. On no other consideration would the Imperial Parliament have consented to pledge Imperial credit for its construction. The indefinite postponement of this work by the present Government, in favor of the limited and partial construction proposed, can only be regarded as a gross breach of faith towards the people of British Columbia primarily and directly, and toward the Empire generally. The branch line from Fort Garry to Pembina, passing as it will, outside the line of Lake Superior, on Canadian Soil, as proposed by the late Government, is a mere extension of the American railway system in the Province of Manitoba, and cannot be regarded as even a part execution of the national work contemplated in the Imperial Guarantee Act. So far from its being an adjunct of the greater scheme, it is a rival and enemy to it, the the execution of which can only benefit the American railway owners to the direct injury of the existing Canadian lines, and to the more serious damage of British American interests. Nor can the local line Mr. McKenzie proposes to construct in Ontario from some point on Georgian Bay towards the Ottawa River, be regarded as link or section of the Pacific railway. The Grand Trunk and other existing lines already carry passengers and goods from the Gulf of St Lawrence to Georgian Bay by an easier, more desirable, and we believe a shorter route. This line, which is to be undertaken as a public work, will cost a large sum of the public money, but will not serve any national object, or fulfil any part of the actual contract with British Columbia in the treaty of union, nor of the implied contract with the British Parliament when it passed the Guarantee Act. It appears to be simply a party expedient adopted by the McKenzie Government under a parliamentary pressure of some kind, as a bribe to some of the discontented Provinces, the only effect of which will be to injure existing railways by taking from them a portion of the traffic they can so ill afford to spare, and to increase the prejudice of English capitalists against all Canadian railway projects. Yet these two bits of railway, one in Manitoba and the other in Ontario, neither of which forms any part of the original Pacific line, are offered by the present Canadian Government as the only substitute for the great national scheme of their predecessors. It is true that the surveys in British Columbia, and of the waters of the inland lakes and rivers are to be continued; but it can scarcely be wondered at that the public, even that portion of them who support the general "Liberal" policy of the McKenzie Government, are not disposed to regard this concession as any contribution to the national work of completing the communication beween the Atlantic and the Pacific.

Without being influenced in any way by the spirit of Canadian party—having no other concern or interest in the matter beyond an Imperial one we cannot but express our deep regret at the reactionary policy of the present Government, as calculated very seriously to loosen the scarcely-formed bonds of Canadian unity, and to injure the Dominion in its relations to the Empire. From men who profess to be actuated by the spirit of 'reform and progress," something better might have been looked for than the abandonment of the grand prospect of a railway on British soil uniting all the Provinces in one solid State, joining east and west by a road practicable in summer and winter, and opening up for settlement the fertile plains and valleys of the North Western Territory. The sympathy disclosed in this policy between Canadian Liberalism and an anti-British feeling is an unpleasant one to note; and it is not without significance for British statesmen. We do not mean to imply that even any considerable section of Mr. Mackenzie's supporters are actuated by any desire to weaken the ties which bind the Dominion to the Mother Country. It may be that the Government itself has conceived no definite idea opposed to imperialism, and that its chief motive is to separate itself from its rivals, and to do something which shall injure the Macdonald policy. But it is certain that the abandonment or even the postponement of the Pacific Railway scheme, will inflict a very serious blow on Canadian credit. It will make us doubt whether the Liberal party in Canada have any proper idea of preserving the integrity and the independence of the Dominion. So far as we can understand their policy, they are laboring to pull to pieces much of the work that was done in 1867—the work which was given us at least the foundations of a great united British State on American soil. They seem to prefer buying the support of their political adherents in the older Provinces by expending the public money on local public works, instead of spending any part of it on a scheme which promises no immediate political return. It remains to be seen how the Canadian people at large, and especially the outlying provinces, will view this diversion of their revenues. Under the pretence of a deficit they have had lately an increase of taxation so that they have not even had the solace of securing economy, while they are deprived of the Pacific Railway. To the provinces immediately affected, especially to British Columbia, the new policy must be almost a challenge to secession. It is hard to see what possible benefit they are to derive from their connection with Canada if the first and most essential condition of their contract is violated. As for the Imperial Government, it may perhaps be inclined to bear patiently the infraction of a pledge which will release us from the obligations contracted under the Guarantee Act. It is the people of Canada themselves whom it chiefly concerns, to ponder well the action of their Government. If they would not tolerate Sir John Macdonald, in spite of his great abilities and valuable services, because he accepted pecuniary contributions from a political adherent who subsequently became a government contractor, will they look with more favor on Mr. Mackenzie, who reverses the national policy, and attempts to appease those whom he supposes to be injured by the reversal with such bribes as are now offered to British Columbia, Manitoba and Quebec, to forego the execution of the scheme of the Pacific Railway?

EXTRAORDINARY PHENOMENON.

HAILSTONES THE SIZE OF ORANGES.

One of the most extraordinary phenomena ever witnessed in this country took place on the fourth of July in Bergen County, New Jersey. About a quarter of six, p m., in the village of Westwood, during the celebration of the day, a sudden darkness came over the village, and before the alarmed inhabitants could seek shelter, a violent storm of hailstones descended upon the heads of the crowd. Hailstones two inches and a half in diameter, and as hard and heavy as cobble stones, came in a furious shower. Hens and chickens were killed in large numbers, cows and horses were stunned. The frightened populace ran in every direction, seeking shelter in sheds, beneath trees and every available spot. Fortunately the majority escaped without injury. A young lady, named Miss Bogart, was, however, struck on the hand by one of the hailstone, and her wrist and arm frightfully lacerated. At the Ridgewood House, in the village, an enormous amount of damage was done. Not a single pane of glass was left whole in the building, and incredible as it may appear, the hailstones actually broke through the slate roof as if they had been cannon balls. The storm covered an area of about twenty-five miles, stretching from Spring Valley to Kinder Kamack. The storm prevailed at its utmost at the stations of Pascack and Ridgewood, which are on the Hackensack branch of the Erie Railroad, and the depots were completely riddled, as though a battle had been fought in the neighborhood. As late as six o'clock yesterday morning, hailstones were picked up at the station the size of walnuts. Through the section of the country where the storm raged, a most perfect scene of desolation can be witnessed. Every tree is stripped of its fruit, grain fields of rye and corn laid low, and the hope of hay this fall is utterly gone. The sensation created in the vicinity was, we might imagine, tremendous. In one sewing machine factory, just above Ridgewood, over 1,000 panes of glass were broken, and the slate roof damaged. The shower continued for thirty minutes, and in this short space of time damage to the amount of many thousand dollars was done. The hailstones, on an average, were the size of turkey eggs, and of every conceivable shape, with sharp corners and edges that cut like knives. During the continuation of the shower the thunder and lightning was incessant, and with the screaming of men, women and children, and the shrieks of affrighted cattle, the scene was one truly awful.—*N. Y. Herald, July 6.*

Dominion Day in Ottawa.—Dominion day was celebrated with the usual display of loyalty and enthusiasm yesterday by the people of Ottawa. Business was suspended, and hundreds of persons took advantage of the cheap fares on the steamers and railways to make excursions into different parts of the country. In the city there were attractions for those who wished to remain and for strangers who came to see the capital.—*Ottawa Citizen.*

The last number of the Toronto *Nation*, in the course of some remarks upon Colonial Agents in England, indicates the inconsistency of Mr. Jenkins' recent proceedings. "Mr. Jenkins," says the *Nation*, "is besides being agent for Canada, a member of the House of Commons; and he sometimes so obliterates the line dividing the two functions that the most attentive observer cannot be certain whether he is acting in the one or the other capacity. He recently moved, in the House, that reserved acts be sent to the Judicial Committee of the Privy Council, and arguments heard for and against the excersise of the veto. If the constitutional procedure is to be altered, it is only reasonable that Canada should be heard; but she cannot be heard by a motion in Parliament, for there he was a representative of Dundee, not in Canada. In making such a motion, he should be distinctly given it to be understood that he does not speak for Canada. If Canada desired the change, her Parliament would address the Crown in favor of it. There is no communication in the Colonial office to show that the proposed change would be agreeable to this country; and we have a strong conviction that it would not. Even the Government seems to have been confused by the position of Mr Jenkins; Mr. Lowther observing "it might be inferred that he represented the Dominion of Canada that evening." Such facts as this, and they are constantly cropping out, show the necessity of defining and circumscribing Mr. Jenkins' sphere of duties by specific instructions of the most binding import.

The cable ship *Farady* arrived at Portsmouth, N. H., on the 9th inst.

CORRESPONDENCE.

COAL.

To the Editor of the Examiner.

Mr. Editor.—Some years ago the Legislature granted £1,000 to be given as a reward to any one who would discover a workable seam of coal on this Island; and subsequently a sum to procure a boring apparatus, which resulted in a report from Professor Dawson. Last winter the question was again brought to the notice of the Legislature by Mr. John Young, Mining Engineer, and through the spirited influence of Dr. Jenkins, and others, $500 were granted to enable Mr. Young to test the matter by sinking a shaft.

Having noticed several references in the press of Mr. Young's success, on the 11th instant I went to see and judge for myself. Meeting a man on the road, and enquiring how much further I had to go, received for an answer, four and a half miles; "but you need not go. Mr. Young has closed up the shaft, removed the tools, and is going away." "Why, what is wrong?" "O! sure he is so high spirited, and the Government are acting so manely with him, he won't stay." Arriving at Mr. R. Costain's, I met Mr. Young, when to my surprise, I found that my informant was correct.

I said to Mr. Young that as I has for some years felt a deep interest in the Coal Question of this Island, I was sorry to learn the conclusion he had come to. I said felt sure that if Mr. Owen, and other members of the Government were aware of all the facts, he would have no reason to complain. He soon convinced me that he had no faith in the Government, and that this want of confidence was reciprocated to an extent quite undesirable. Informing him of the object of my visit, he courteously offered to supply all the information in his power. "Well, as you have been spending the Government's money, perhaps you will inform me for the benefit of the public, what you did with it." "O yes, most certainly," was the reply.

He then showed me two tubs, completely bound, for lifting the earth out of the shaft, 120 feet 4½ inch hemp rope, with suitable hooks attached; 1 maul, 24 lb; 1 do 7 lb.; 2 picks, 4 shovels 1 augur, 1 3-4 inch; 1 adze, 1 hand saw; 1 crosscut do.; 1 steel square; 1 axe; a windlass completely rigged—the barrel, 8 feet long, 8 inches diameter, the handles made of the best quality of 1¼ inch iron, set and fastened into the end of the barrel of the shaft, with a bolt running through the inner end, to prevent it from turning, set in well-fitting journals. Strength, safety and adaptation for the work to be be performed are apparent. A magazine of powder secured with a lock, to be used for blasting; 1 steel drill, 8 ft. long; 2 do. 3 ft. long; 1 barrel of flour, purchased on order of Government, which no laborer would take for the price paid for it; 30 yards cotton, for a windsail, to be used to force air down the shaft; 2 coils manilla, and one tape line. In the shaft there were 30 set of timber, or 120 pieces, and 16 set on the ground. These pieces are 8 feet long, squared 6 x 8 inches, and cost 17 cents each. A number of iron dogs and spikes: Up and down the shaft there are six pieces, 3 x 2½ inches, which are fastened with 6 inch spikes, eighteen inches apart. The shorter pieces used for the wall of the shaft are 4 feet long. The wall is put in thus: The first ten feet of timbers are dovetailed in the corner, exactly as the best log buildings on this Island were formerly put together. Below that, the two side pieces are carefully set in their place and fastened to the frame above with an iron dog; one end piece four feet long is then put into its place and carefully hung in the same way; then one end of the last piece, the last end being driven home with the heavy maul, and each corner secured with two pins one and a quarter inch in diameter. This leaves the shaft exactly 7 x 4 feet inside the wall, care being taken to have each side exactly plumb.

His accounts for labor, material, &c, including the flour on hand, and a few articles to pay his board bill, amount in all to $260. These accounts were all receipted except for $27,—Mr. Young not having anything left for himself. This I saw by his bills today.

The service performed may be summed up thus: After being sent up by the Government (as he says) he had to go to Summerside, where he was detained several days before he could obtain $50 and the $9 barrel of flour. Then some time was necessarily spent in procuring the material to commence work with and dciding where to locate a shaft. All know the season was unfavorable, and that labor was not easily procured. There was a great deal of rain, rendering it necessary to drain off the surface water from around the shaft. The first shaft commenced, owing to the difficulty of procuring labor, was not sufficiently protected from side leakage, and another had to be commenced. This latter was down 24 feet and walled as above described, wanting only labor to go on rapidly with the sinking. A day and a night gang of six men, in one month, under Mr. Young's efficient superintendence, would finally test the Coal Question at Miminegash, and I presume for the whole Island. There can be no doubt but that this labor should be supplied without grudging, promptly, and with that dignity becoming a Government.

I am aware that there are some who regard Mr. Young as the two ends of nothing. G. W. Fenwick, M. D., of McGill, College, Montreal, thinks otherwise, for in his letter of introduction he says:—"I have formed a high opinion of him as a practical miner, and believe that he possesses all the requisites of being able to manage mining operations with success." Are boys to be taught when at school that "what ever is worth doing, is worth doing well," and when they attain the position of Executive Councillors,—entrusted with money to be used to sink a shaft, practically to test whether coal does or does not exist at a workable depth below the surface of this Island—to reverse this wise saying? If it was worth while spending one dollar in this enterprise, money should be spent until the question is solved.

When Lord Dufferin came to this Island, $2,000 was found insufficient to give him a suitable reception. The Government spent what was requisite, and, although, probably not a score of men outside of Charlottetown participated in those festivities, yet, I presume, there are not ten men, with a man's soul within them, but what rejoices that so excellent and distinguished a man met with a welcome becoming this Colony, so worthy and distingnished a guest.

But here is a question that is neither sensational in its nature, nor political in its aspects; and how is it being dealt with? It is a matter of vast practical importance; and affecting the general weal of the people from the North Cape to the East Point. A gentleman, unquestionably well able to test it thoroughly, is employed; and while engaged, is treated with as much apparent distrust as if he were a thief. For various reasons, it is well known, that when laboring men are to be paid, they have a reluctance to receive their wages through a merchant, and no mattar how honorable a man so placed may act, or be disposed to pay out money entrusted to his care, yet silently, in the poor man's breast, the reluctance for obvious reasons remains.

When the money was voted for this service, and this man employed to sink a shaft, as I am told he was, would it not have been better to have placed it in Mr. Young's hands, and taken security for its legitimate appropriation; or, in the hands of some responsible man near the premises. I have it, on respectable authority, that Mr. Young, since he has been in Miminegash, has abstained from the use of spirituous liquors; that he has labored like a slave, and interested himself to an extent, which, when taken into account, with the manner in which he has been treated, that I am not surprised to know that it has so wrought upon his extremely nervous temperament, as to occasionally prostrate him with sickness.

In the Barque *Maggie*, which sailed from this port to Montreal this week, he shipped to Mr. Selwyne, an exceedingly interesting case of fossils, picked out of the bank and around the shore of Miminigash, and has left others in the Customs office here, where any interested in such matters, coming this way, can see them.

Mr. Owen, being an upright practical man, it is to be regretted he did not in the early part of the season, visit Miminigash, or depute some one whom he could rely to do so, and report.

With your permission I will, next week, present the reasons which induced Mr. Young to believe coal does exist at Miminigash, and nearer the surface than at any other point in this Island.

Robert Gordon.

Other papers, will please copy.

THE POOR HOUSE.

To the Editor of the Examiner

Sir:—I have noticed in your last issue some remarks on the Lunatic Asylum and the Poor House, calling on a reform in these so-called charitable Institutions.

As I am the Master of the Poor House, I confine my remarks to it only. You have stated that the inmates are grovelling in filth—putting the Poor House on the same level with the Lunatic Asylum. Let me inform you, Sir, that the inmates are not grovelling in filth in nakedness, or hunger. There are forty-two inmates in the Poor House, they get for their meals, Tuesday, Thursday and Sunday, for dinner, one lb. meat each, soup and potatoes; and Monday, Wednesday, Friday and Saturday. ¾lb cod, hake or herring, potatoes, bread and tea, sweetened with molasses and milk. Breakfast, every morning, bread, tea, oatmeal porridge, sweetened with milk and molasses. Supper, tea, bread, milk and molasses. Children and aged persons are allowed to eat between meals. And can you say with such food that they are crying in hunger, and at 16c. per head can you get the food for the money allowed in the market? There are in the Poor House, one man blind, one man without a foot, and one woman, two boys, unable to walk, two idiots, (women) one man and woman subject to fits, one cripple, in bed for two years, one woman, requiring hourly attendance, and all of them beyond age. I am expected by the Government to attend to all these, and go to the market to purchase their provisions, leaving no officer to attend to them or the sick, so that the duties enforced on the Master is out of reason any good thinking gentleman would condemn it.

Consider, friends, before you write, to think of the truth. Perhaps you would like to rob a public Institution of its character, and have not the manliness to put your name to the words you penned. We will always find those who will strike with a sword when one's back is turned, and, before your face, shake hands with you. If I was listened to, I could give you information as to how this Institution should be conducted, and, I say, that the Poor House is faultless, so far as the money allowed by the Goverement can be made to go. I make this remark, since I have been in charge of this so-called Poor House. The chairman was always at my shoulder in the carrying out of my duties; and I feel confident I have performed them with good satisfaction to him and the Trustees; and when I leave it, or give up my charge that my work was well done, considering I have no male help. I, as the Master, had to wash all paupers coming into the institution, and, when dead, wash them, and put them in the coffin with my own hands—for which I receive £25 sterling.

There is no gentleman on Prince Edward Island who knows more than the Hon. John Hamilton Gray, C.M.G., and Chairman of this Institution, who repeatedly had given his own views how this institution ought to be conducted—for whose support and good advice I am very thankful; and I am informed this gentleman, some time ago, resigned the office of Chairman and Commissioner, not desiring to bear abuse for what he is not responsible. And I have, through him informed the Government, that I cannot, nor will not, serve any longer unless I have an assistant, and a salary of £100 per annum. And, also, the Chairman sent time over time, nourishment from his own means, and medicine, with many kind visits to cheer the poor and aged.

Now, Sir, I don't know who you are, writing about the Poor House. I recommend you to come and see for yourself before writing, and not having the manliness to give the public your name, I close my remarks, hoping you will recommend those friends of the poor to have courage to write their names. It is better not to write at all, if you cannot give your name. I look upon it as cowardly.

I remain, Sir,
Yours, &c., &c.,
John Allen,
Master Poor House.

It is said the Vermont and Canada Railroad is about to change hands and become the property of the Central Vermont, for the sum of $3,000,000.

Mr. Disraeli is again indisposed. Recently he went down to the House of Commons looking wretchedly ill, and wearing, on much swollen feet, a pair of black cloth slippers.

Sport in India.—In the latter part of May, Ali Shah, the oldest son of His Highneess Aga Khan, received information that a number of tigers were in the vicinity of Karkalla, the station below Lanowlie, on the Poona line. He sent a camp to the place where the game was reported, and together with his son, Aga Shah Noor, made haste for the same spot. It was not until the next morning, however, that the impatient sportsmen saw a prospect of their patience being rewarded. At that time the skikarees reported having seen five tigers pass through the Toorna and Jumboora jungles, which are about ten miles in a southerly direction from Karkalla close to the camp.

Preparations were at once begun. While the sportsmen were preparing to climb trees a young tiger broke cover, and they had to stand their ground. A shot from Ali Shah laid the tiger dead. Immediately after the shot was fired, a large tiger broke near Aga Shah Noor, who at once sent a shell into it and disabled it. It required two more shots before it was dead. As there were said to be more tigers in the jungle, the sportsmen got up trees, and they had barely done so when two young tigers broke from the jungle. One fell to each of the sportsmen. After a few minutes another young tiger broke near Ali Shah, who managed to give it its quietus. Five tigers in less than an hour is not bad work.

NEW ADVERTISEMENTS.

CHAMBER OF COMMERCE!

EXCURSION

TO SUMMERSIDE!

THE COMMITTEE appointed to make arrangements to receive the Delegates from the Dominion Board of Trade and United States National Board of Trade, beg to announce that they have arranged for an

Excursion by Railway to Summerside,

AND A

DINNER AT THE ISLAND PARK HOTEL.

The Train will leave the Ch'town Station on

TUESDAY, 21st inst., at 10 A. M.

Members of the Chamber can procure Tickets for themselves and friends on application to any of the Committee.

Tickets for Gentlemen, $4.00.
" Ladies, - - 3.00.

F. T. NEWBERY,
L. H. DAVIES,
W. R. WATSON,
GEORGE PEAKE,
W. W. CLARKE,
J. S. CARVELL, } Committee.
JAMES PEAKE,
BENJ. ROGERS,
A. A. MACDONALD,
B. WILSON HIGGS,
RICHARD HUNT,

Ch'town, July 20, 1874.

MOUNT STEWART HOUSE AND TEMPERANCE SALOON.

WHERE every kind of Refreshment and Accommodation for man and horse, is now opened at Mount Stewart Bridge, by ANGUS GILLIS & BROS.; and hopes by attention to those who may patronize them, to be able to give the satisfaction required in such an establishment, it being the first of the kind ever opened in the ever rising city.

ANGUS GILLIS & BROS.

July20, 1874.

Syrups. Syrups.

RASPBERY,
LEMON,
STRAWBERRY,
GINGERWINE.

In 50 gallon Casks now in Store, and smaller Packages of 20 gallons each, daily expected. Cheap at

CARVELL BROS.

Ch'town, July 16, 1874. 1in

NOTICE.

THOSE who have any demands against the estate of the late John Lawson, Esq., of this City, will please send in their accounts, duly attested, to the undersigned, for settlement.

HENRY LAWSON,
Executor.

July 20, 1874.

PLEASANTLY SITUATED BUILDING LOTS.

THE subscribers are prepared to receive offers for TWO TOWN LOTS pleasantly situated at the North-East corner of the City, being No. 51 & 52, at the entrance to the KENSINGTON ROAD.

CARVELL BROS.

Ch'town, July 20th.—ar 2mo

TENDERS FOR Government Work.

SEALED TENDERS will be received by the Secretary of the Board of Works, until Friday, the 7th August, next, (noon) from parties willing to contract for the Repairs to Pownal Bay Wharf. The signatures of two responsible persons, willing to become bound for the faithful performance of the work, to accompany each tender. Board does not bind itself to accept the lowest Tender. Write "Tender for Pownal Bay Wharf," on the envelope.

Specifications can be seen with J. R. Moore, Pownal.

RICHARD WEEKS, S. P. W.

Ch'town, July 20th

Cottage for Sale.

FOR SALE, the COTTAGE on Richmond Street, recently occupied by the late John Lawson, Esquire,—together with the plot of land on which it stands, and a large and valuable garden adjoining.

For particulars apply at the

Examiner Office.

July 13th, 1874.

LATE TURNIPS.

SEVERAL varieties of

LATE TURNIP SEED.

ALSO,

A New and Hybrid, hardier than other kinds, and a better keeper.

For Sale Wholesale and Retail

AT

HASZARDS AGRICULTURAL STORE,

Queen's Square.

Ch'town, July 13, 1874.—21

THE "NOXON STANDARD" COMBINED MOWER AND REAPER,

For the Sale of which I am Agent.

Requires no six-column advertisement to recommend it. Call at 11 Queen Street, and examine for yourselves; and if you do not buy one, you can tell your children that you have seen

The Best Combined Mower and Self-Raking Reaper in Canada!

G. C. CARMAN.

Ch'town, July 13, 1874.—3i

LOST.

Between Mill Cove Road and Charlottetown, a RAILWAY TIME-BOOK. Any person finding it and leaving it at the Railway Contractor's Office, will be suitably rewarded.

July 13.—3i

Charlottetown P. E. I.,

10th July, 1874.

THE TRUSTEES of the Lunatic Asylum are desirous of obtaining the services of a Medical Superintendent, who is experienced in the treatment of Lunacy, and can furnish testimonials of his efficiency; and will receive applications until the 15th day of August next, and will also, until that day, receive applications from persons desirous of obtaining the appointment of Supervisor and Matron. Salary and other particulars made known by the undersigned.

THEOPH. DESBRISAY,
Hon. Secretary.

July 13, 1874.—3w

TEA ROSE!

NOW LANDING,

100 bbls. Tea Rose Flour,

ON CONSIGNMENT.

FENTON T. NEWBERY.

July 8, 1874.—tf