The Examiner.

A WEEKLY JOURNAL OF POLITICS, LITERATURE AND NEWS.

"This is true Liberty, when Freeborn Men, having to advise the Public, may speak free."—Euripides.

VOL. XVIII. 1 | CHARLOTTETOWN, PRINCE EDWARD ISLAND, MONDAY, DECEMBER 23, 1867. | NO. 7

KING SQUARE HOUSE!

By recent arrivals from LONDON, GLASGOW and LIVERPOOL; BOSTON, MONTREAL and HALIFAX,

We have nearly completed our

FALL IMPORTATIONS.

OUR STOCK

IS

Large, varied and Well-selected.

IT HAS BEEN

Purchased in the Best Markets, and on the Best Terms.

We respectfully solicit an inspection of same, believing it will be found second to none in the city, either for quality or price.

BEER & SONS.

Charlottetown, Nov. 4, 1867. 6w

WINTER GOODS. WINTER GOODS.

CHEAP WINTER GOODS!

BY FALL SHIPS from London, Liverpool and Glasgow, Steamers from Halifax and Boston, we have completed the

Largest and Cheapest Importation

OF

DRY GOODS,

READY-MADE CLOTHING, HARDWARE,

GROCERIES, TEAS, PAINTS, OILS, GLASS, TWINES AND GENERAL GOODS,

we have yet offered to the public.

Bought in the BEST MARKETS, at the LOWEST RATES, we will continue to give our Customers the VERY BEST VALUE

FOR CASH.

☞ Wholesale Customers, FOR CASH ONLY, supplied on terms lower than can be imported from Halifax or St. John.

DAVIES & WEEKS.

Queen Street, October 28, 1867.

SAVE MONEY.

J. W. FALCONER & Co,

Have received, per *Alhambra* from Boston,

Mens' and Boys' Winter Caps,

In Fur, Astrican & Cloth.

Sold at Small Advance on Cost.

Paper Collars,

In Shakspeare, Crescent, Linen Finish, and Clipper, at 7d per box.

Gentlemen's Ties,

In Sheridan, Grecian, Henrietta, Exposition Queen, Fancy and Black Knots and Parepus. The best assortment in town.

Gents' Knit Vests!

BUFFALO ROBES.

For all who seek Comfort.

INSPECTION SOLICITED.

South Side Queen Square, Charlottetown, Nov. 25, 1867.

LONDON HOUSE!

ESTABLISHED 1820.

FALL & WINTER GOODS.

BY Fall Ships & Steamers from England, Boston, Halifax, Montreal and Barbadoes, the Subscribers have completed their

Importations for the Season,

which, having been purchased by one of the Firm at some of the First Houses in England and Scotland, they are enabled to offer their large STOCK OF GOODS at the lowest prices for CASH.

The present Importation comprises:

Chests & hlf chests prime Congo TEA,	Bales Wrapping Paper,
Cases DRESS GOODS,	" Paper Hangings,
" Shawls & Mantles,	" Bagging and Grain Sacks,
" Millinery,	Tons Bar Iron
" Haberdashery,	Bundles Sheet Iron,
" Ready made Clothing and Rubber Coats,	Casks assorted Cutlery, Hoes, Sho & Traces,
" Ladies' and Gents' Boots and Shoes,	Setts Plough Metal,
" Lades' and Gents' Rubber Shoes and Overalls,	Pkgs. Nails and Spikes,
" Towneud's Hats and Caps,	" Assorted Paints,
" Ladies' Furs & Men's and Boys' Fur Caps,	Hhds Pain, Sweet and Seal Oil, &c.
" Ladies' Straw & Felt Hats and Bonnets,	Hhds. Granulated Sugar,
Bales Carpets & Woollens,	" Muscovado Molasses,
" Cloths & Doeskins,	Sides Sole Leather,
" Printed, Unbleached and White Calicoes,	Bbls. Currants, Crushed Sugar, Washing Soda,
" Check and Woollen Shirtings, &c, &c,	Epsom Salts, Ginger,
" Buffaloes,	Kegs Cudbear, Powder Tobacco Mustard, Baking Soda,
" Blankets and Horse Rugs,	Boxes Raisins, Lozenges, Soap and Candles,
" White and Colored Cotton Warp,	Bags Pepper, Rice and Coffee,
	Dozs. Brooms & Buckets,
	Coils Manilla Rope, &c. &c. &c.

[illegible] & S. DAVIES.

Ch'town, Nov. 11, 18[illegible]

HAY AND TURNIPS!

A FEW thousand bushels of TURNIPS for sale on the Subscriber's Farm. Also, a quantity of the best of HAY.

GEORGE COLES.

28th October, 1867.

NEW HERRING!

FOR Sale, 300 barrels Newfoundland HERRING, (caught this season, just arrived exschooner "Lily of the Valley," and for sale cheap for Cash or approved cred[illegible]

A. McNE[illegible] [illegible]ctioneer.

Reading Room Building, Sep[illegible]

STOVES

FOR SALE No. 1 an[illegible] [illegible]ODEL PARLOR STOVES, [illegible] [illegible]ash or approved Credit. [illegible] [illegible]LL.

NEW GOODS

FOR

FALL AND WINTER, 1867-8,

AT

GLASGOW HOUSE!

THE Subscriber has almost completed his importations for the present and coming Season, which embraces a good assortment

OF

Dry Goods, Groceries & General Merchandize,

Which are now on sale, CHEAP FOR CASH, or the usual terms to wholesale Buyers.

A large stock of American Rubbers daily expected.

FREDERICK LePAGE.

Nov. 18, 1867.

NEW FALL GOODS

AT

Liverpool House,

QUEEN STREET.

THE Subscriber has JUST RECEIVED, per R. M. Ship CUBA, from LIVERPOOL, via Halifax, the first instalment of his

FALL STOCK,

CONSISTING OF

New and Fashionable Dress Materials; Ladies' Velvet Turbans and Turban Shapes, choice Flowers, Feathers, Bead and Drop Trimmings, Black Silk Velvets, Velveteens, Silk and Velvet Ribbons, the Newest Style in Shawls, Velveteen Sacques, Merinos, Covered Skirts, Skirt Trimmings, Scarfs, the new Empress Corset, Daisy Trimmings, Hat Wreaths, &c, &c.

The greater part of Fall Supply daily expected from Great Britain.

WILLIAM FULL.

Charlottetown, October 14, 1867.

ALTERATION IN BUSINESS.

Notice to Debtors.

THE Subscriber hereby notifies that a complete change being about to be made in the Business carried on at Orwell, heretofore, by the late Patrick Stephens, deceased, and subsequently by the undersigned.

And this is to give notice to those parties indebted to Mary Stephens, Executrix, and to the undersigned, by Judgments, Notes of Hand, and Book Accounts, that unless they pay their respective accounts in full this Fall, they shall be sued without further notice on the closing of the Navigation.

All kinds of merchantable produce taken in payment.

R. J. CLARKE.

Orwell Cheap Store, Sept. 30, 1867. tf

NOTICE.

THE Subscriber having closed his business establishment at Summerside, hereby notifies all persons indebted to him, for Rents, Book accounts, Promissary notes or otherwise, that the same must be paid to him at his Office in Charlottetown.

JAMES C. POPE.

Charlottetown, Sep. 2, 1867.

Insurance! Insurance!

FIRE & LIFE

Royal Insurance Company,

LIVERPOOL, G. B.

Capital [illegible]0,000,000.

Annual Incom[illegible] [illegible]ds $3,000,000, and rapidly incr[illegible] [illegible]ggregate losses paid in [illegible] [illegible] Scotia during [illegible] [illegible]ter

General A[illegible] [illegible] Edward Island—[illegible] [illegible]fax.

THE [illegible] to [illegible] Prince [illegible] he i[illegible] fro[illegible]

The Centre of Attraction

IS STILL AT

Robert Young's.

YOUNG'S for CHEAP FURS.

YOUNG'S for GREY & WHITE COTTONS.

YOUNG'S for PRINTED COTTONS.

YOUNG'S for WARPS.

YOUNG'S for MILLINERY.

YOUNG'S for BONNETS & HATS.

YOUNG'S for SHAWLS & MANTLES.

YOUNG'S for LACES & RIBBONS.

YOUNG'S for FLOWERS & FEATHERS.

YOUNG'S for CLOUDS & HOODS.

YOUNG'S for SONTAGS & BREAKFAST SHAWLS.

YOUNG'S for WINTER CLOAKINGS.

YOUNG'S for HOOP SKIRTS.

YOUNG'S for PAPER COLLARS.

YOUNG'S for CHEAP WINCEYS.

YOUNG'S for NICE DRESS GOODS.

YOUNG'S for SEWING MACHINES.

YOUNG'S for LADIES' & CHILDREN'S BOOTS.

Queen's Square, Charlottetown, 18th November, 1867. tf

CUTLERY!

WE have just received by Cunard Steamer, direct from Sheffield, via Halifax,

1 Case Assorted Cutlery,

—Comprising—

POCKET and PEN KNIVES of over ONE HUNDRED different patterns, from three pence to ten shillings each.

RAZORS, from one to six shillings each, including a few of the celebrated "Frame Backs."

SCISSORS and SHEARS, in great variety, including 3 dozen SHOP SCISSORS.

Fine Ivory Handled TABLE KNIVES and FORKS.

Fine Ivory Handled CARVING KNIVES, FORKS and STEELS.

Common Knives and Forks, from 2s. 6d. to 10s. a Set.

Bread Knives, Oyster Knives, Putty, Butcher, Shoe and Farriers' Knives; a complete assortment at the "CITY HARDWARE STORE."

H. E. STARBIRD & CO.

December 2, 1867. 4i

BUY YOUR HARDWARE GOODS

AT

W. E. DAWSON'S,

Who has Imported this Fall, and has on hand, the largest stock hitherto offered to his customers.

Nov. 25, 1867.

THE FALL IMPORTATION,

Per Ships *ABEONA & L. C. OWEN*,

JUST ARRIVED

AT

Queen Square House.

WM. HEARD.

Charlottetown, October 21, 1867.

NEW GOODS.

THE Subscriber has lately received a LARGE ASSORTMENT OF

Dry Goods and Hardware,

which have been bought at Auction, and will be sold very low.

GEORGE HOWATT.

Crapaud, August 22, 1867.

July 10th, 1867.

Cheap Goods! New Goods!

HEARTZ & SON

HAVE just received by *Java*, direct from ENGLAND, a further supply of

DRY GOODS,

which, owing to the decline in Cotton, they will be able to sell this Importation cheaper than the Stock imported this Spring.

GOODS:—Consisting of Grey, White, Striped, and Painted Cottons, Ginghams, Grey and White Sheeting, Striped Bedding, Cotton, Union and Lineen Ticking, Towels and Towelings, Cheese Cloth, &c, &c.

DRESS GOODS:—French Merino, Circassians, Poplins, Coburgs, Lustres, and Fancies.

CLOTHS:—Fine Cloths, Tweeds, Does, Silk, Mixed, Russel Cord, &c.

SUNDRIES:—Bugle and Straw Trimmings and Ornaments, in Black, White & Mixed; Velvet Trimmings, &c; Buttons and Clasp Dewdrops, Feathers and Flowers, Corsets, Pruuella and Kid Boots, Gents' Hats, Collars, Ties, Braces, Hand kerchiefs, &c, &c.

P. S.—The above, along with Stock on hand, will be sold, wholesale and retail, cheap for Cash.

HEARTZ & SON.

July 15, 1867.

TENDERS.

Tenders for Dredging the Southport and Charlottetown sides of Charlottetown Ferry.

SEPARATE Tenders are required to be sent into the Colonial Secretary's Office, on or before THURSDAY, the Fourteenth day of JANUARY next, at twelve o'clock, noon, by any person or company who may be willing to contract with the Government to perform the three following works, that is to say:—

1st. To dredge the Southport side of Charlottetown Ferry, as follows:—A channel to be cut through the flats from the main channel to the landing slip at the Southport side; the first 150 feet, leading from the main channel, to be dredged out 3 feet deep, and 60 feet wide.

2ndly. The remaining distance up to the outer edge of the stationary Wharf and under the Floating Blocks, (supposed to be about four 400 feet,) to be dredged out 2 feet deep throughout, and 60 feet wide up to the docks, and from side to side within the docks.

3rdly. The public docks on the Charlottetown side of said Ferry, to be dredged out and deepened in the same manner from side to side, three feet deep at the least, from the end of the slip to the channel

The above works to be respectively completed, to the satisfaction of the Superintendent of Public Works, or other person or persons appointed by the Government to inspect the same, on or before the First day of October, A. D. 1868.

The soil dredged out to be removed and deposited in such a place as not to obstruct the navigat[illegible]

[illegible] GEORG[illegible]

LITERATURE.

SUMMER'S FAREWELL.

What sound is that? 'Tis Summer's farewell,
In the breath of the nightwind sighing!
The chill breeze comes like a sorrowing dirge,
That wails o'er the dead and the dying.
The sapless leaves are eddying round,
On the path which they lately shaded;
The oak of the forest is losing its robe?
The flowers have fallen and faded.
All that I look on but saddens my heart,
To think that the lovely so soon should depart.

Yet why should I sigh? other Summer's will come
Joys like the past one bringing:
Again will the vine bear its blushing fruit;
Again will the birds be singing.
The forest will put forth it's "honors" again;
The rose be as sweet in its breathing;
The woodbine will climb round the lattice pane,
As wild and rich in its wreathing.
The hives will have honey, the bees will hum;
Other flowers will spring, other Summer's come!

They will, they will; but ah! who can tell
Whether I may live on till their coming?
This spirit may sleep too soundly then
To wake with the warbling or humming.
This cheek, now pale, may be paler far,
When the Summer sun next is glowing;
The cherished rays may gild with light
The grass on my grave-turf growing.
Oh! what a change in my spirit's dream
May there be ere the Summer sun next shall beam.

SUMMER'S REQUIEM.

The Summer, the Summer,
Gone, with the crimsoned leaves,
Gone, with the glorious corpnal
Of golden ripened sheaves.

The Summer, the Summer,
The regal robe she wore
Is falling silently away
From forest, lake and shore.

The Summer, the Summer,
Only a few pale flowers,
The harvest gleanings of our soft
And blessed balmy hours.

The Summer, the Summer,
Discrowned and fallen low,
The wreath of wild flowers at her feet,
Covered with wintry snow.

The Summer, the Summer,
Many a fair young brow,
Ere her warm golden light returns,
Will have a bed as low.

A RAILWAY ADVENTURE

It was five minutes past seven, p. m., by the station clock, and consequently, within five minutes of the time at which the Dillmouth train was advertised to start. Most of the passengers had taken their seats, but some two or three were standing on the platform near the carriages, bent on having a last word with those they were about to leave behind them.

It was Wednesday night, and Wednesday was market day at Middlesham. The train was therefore a heavy one, and nearly every compartment was full of passengers. It was usually five or ten minutes late in starting on the Wednesday night, owing to the extra traffic; so that I and the other occupants of the compartment in which I had taken my seat were rather astonished when, the pointer having barely marked nine minutes past on the dial, the train, without any preparatory whistle, moved off. I was under the impression that we were shunting for another carriage, for such a thing as starting *before* time was never known to have happened at Middlesham; but when we moved past the long platform, past the entrance-signal, and through the bridge beyond, it became apparent to us all that we were off. There was a simultaneous pulling out of watches, and surprised looks passed from one to the other, and to the still open door of the carriage, as the conviction was gradually forced upon us. ..... The matter all at once became serious indeed. We were bowling along at a fearful rate, much quicker than any of us had ever experienced on any previous occasion on that line of curves and ugly gradients, and a dreadful fear began to show itself in our faces—a fear which first found expression from the gentleman I have hitherto designated as the second merchant.

'It is my belief,' he said, 'that we are run away with.'

As he said the words there was a horrible, breath-taking jumble of lamps and wall, and clocks and handbills, and white faces, as we dashed into and through another station, and then away—away into the black, black night beyond. After that none of us doubted that our train was a runaway, and also that it was running away to the certain destruction of nearly every passenger in it, unless something could be done to arrest its headlong career, and that very speedily.

When the keen edge of the shock had somewhat worn off, we began to think of what chances and means there were of deliverance, and naturally, the first to suggest itself was 'the guard.' Yes, doubtless the guard would see the danger as we had seen it, and would endeavour to avert the awful fate which seemed now hanging over us. There was comfort in the thought; but, alas! it was very short-lived, for a glance down the train sufficed to show us that the door of the van was one of those which were still standing open. The conviction was therefore forced upon us that the guard had been left behind. He was not on the engine, or he would have stopped the train; he was not on his way to it, or we should have been able to see him by the light of the side lamps of the train; and he was not in the van, or his door would have been shut, and his brake vigorously applied long ere this, and of that there was not the slightest indication.

Ours was truly an awful position. Passengers in a runaway train, on a black and moonless night, and with neither engine driver or guard to help us.

The Middlesham and Dillmouth rail[illegible] was about twenty-two miles long, and [illegible] were four intermediate stations—Ackr[illegible] Durton, Felton and Ifcombe,—between [illegible] two termini. Two of these st[illegible] passed, and we had ther[illegible] of the distance. We [illegible] nutes in doing one-half, [illegible] bably do the rest of th[illegible] than that. A misera[illegible] so many lives; but som[illegible] I was an *employe* of [illegible] concern, of which the [illegible]

this particular kind of duty, and had, in consequence, acquired a very thorough and practical acquaintance with the outside of a railway.

I would try to reach the engine by walking along the platform of the carriages. My mind had been made up to that long ago, for through my unenviable experiences of railway accidents, I had got into the unconscious debit of forming a course of action for myself for almost any eventuality which could turn up. I had, besides, known of two cases of runaway trains. In both cases the steps of the carriages were used as the means of communication with the engine. In the first case successfully, but in a second the guard was smashed against a signal-post in swinging from one door-handle to the next, and the train itself went tearing on until it came to the terminus, where it tore up the buffers, and was finally deposited in fragments about the platform and the first-class refreshment room. Fortunately it was an empty train and late at night, so that no one was injured except the engine-driver, who broke his leg in jumping from the engine, when he found he could not stop it; and the guard who was killed. The other case was that of a train which seemed certain to come in collision with another at a level crossing. The drivers put on their engines at full speed and jumped off. Almost by a miracle there was no collision, and the train went on without any one to check it. As it happened, the guard had seen the danger, and had also seen the two men jump off the engine, so that when the crossing was safely passed, he made the best of his way along the steps of the carriages to the engine, which he reached in safety, and was able to draw up before they arrived at the next station.

This was the plan I intended to put into practice, but on looking out of the right-hand window, I was staggered to find some of the doors still flying open, and as it would be extremely difficult, if not impossible, to pass them at the rate we were going, it was much too hazardous to think of going that way, and the other side was equally out of the question, for with the remembrance before me of the ill-fated guard I have mentioned, I could not have gone. There remained, therefore, nothing but the roof of the carriages. To decide was the work of one moment,—the next I was in action. It was terrible work; and I could only get on at all by crawling along on my hands and knees, and holding on to such straps and rods as came in my way. There was an old-fashioned guard's seat on the front of each of the carriages, so that by stepping down upon this, leaning forward, and placing my hands on the next carriage, and springing up, and so on, crawling and jumping, I at last reached the guard's seat on the first carriage, where I naturally expected I should have nothing to do but spring on to the cinders of the engine tender. In this I was, however, cruelly disapointed, for, as if to complete the chapter of accidents, I found the engine was turned the wrong way about, so that nearest me was the black and ugly chimney heaving out its rapid clouds of luminous steam and smoke. I almost gave it up then, my case looked so very hopeless; for do what I would, and stretch myself and reach out as I might, I could not touch any part of the engine with my feet. I was almost at my wits end. The unaccustomed exertion was beginning to tell upon me severely, and I was trembling with excitement and cold. I sank despairingly into the seat. I never thought of clambering down and crossing over by the buffers, for I had so made up my mind to the one course, that when it was interrupted, I was for a time staggered, and rendered incapable of further action. I was so sitting, with my elbows on my knees and my face buried in my hands, stupidly brooding over and cursing my adverse fate, when a blaze of light showed me the platform of Felton station. There were not many people waiting, for the train was not due for several minutes; but the seared look which I distinctly saw on the faces of those few, as we tore past, I can never forget. It may be thought impossible that, at the rate at which we were running, I should be able to see the faces so distinctly, but it is nevertheless quite true; and what is more, I seemed to take in all,—the people, the clock-face, the name of the station, and all the minutest etceteras, without trying to do so, or moving my head in the least, and in the smallest fraction of time, for we were in and out of the station in a flash.

What the people thought of me—if they saw me at all on my perch—I do not know; but the sight of them on me was electrical. Intuitively I saw that no time was to be lost. In the same moment I had resolved—and done. I had sprung, and was clinging round the neck of the unconscious monster in front, and sliding rapidly down its smooth and heated surface on to the truck of the engine. Once there all was well. I walked along the side over the wheels, always holding on to the brass rod, and, in another moment, was moving the handle to shut off the steam previous to applying the brake. I knew enough of locomotives to prevent my doing this too quickly, and I did not draw up until we reached Ifcombe station. Arrived there, I resigned my charge to the station-master, and, after securing the few things I had left behind me in the compartment, made my escape to the booking-office as fast as I could; for the hand-shakings, 'God bless you's!' and other expressions of thanks from the people whom I had been instrumental in saving from a terrible catastrophe, were proving too much for me, and I was glad to get away fr[illegible] it. There was something so terribly [illegible]rnest and sincere about it, that I was [illegible] frightened by it than I had been by [illegible]art of my perilous adventure.

[illegible]ry little more may be said. A message [illegible]as immediately sent to the authorities [illegible]pprising them of our safe [illegible] and requesting that an [illegible]t on with fresh drivers [illegible] telegram reached there [illegible] to send off a special [illegible]aining all the medi[illegible] [illegible] in so short a space [illegible]ion was that we [illegible] in the ruins of [illegible]een Middlesham [illegible]rse, when they [illegible] doctors were [illegible] came on by [illegible] drivers. We [illegible] how the thing [illegible] it appeared. [illegible] his usual [illegible], leaving his

fireman in charge. While he was gone the fireman had to do some oiling work to the engine, and some one, supposed to be one of the goods drivers, had seized the opportunity and got on. This man had called out to the fireman to stand by and hold a switch while he took on a horse-box.

The fireman, thinking all was right, and that it was the proper driver returned, without looking up did as he was told. Everything then followed as we had suspecected. The train moved off without the guard, and with the carriage doors open. The engine driver rushed up just in time to see the tail lights of the train disappearing under the bridge, and very much surprised his fireman by asking for an explanation of such an extraordinary proceeding. The fireman, poor man, could only protest in strong language that he had received his orders from the engine, and, as he supposed, from the engine-driver himself. There was, as might be expected, great consternation amongst the officials when it became known that some one had run off with the train, and as such a thing could not have been done with any harmless intention, and the consequences would in all probability be serious, immediate steps were, as we have seen, taken to provide that assistance which, it was feared, would be needed, and the whole of the passengers were forwarded to their various destinations, safe, at all events, in body, if terribly disturbed in mind.

A word or two as to the man who devised and perpetrated this horrible attempt. He was supposed to have jumped off the train a little way down the line, and to have got clear away; but next morning a gang of platelayers, proceeding to their work, came upon his sadly-mutilated body lying in the "six-foot." His head and face were so shattered and bruised that no feature could be recognized; but from his clothes, and an old pass found in his pocket, he appeared to be one of the most disaffected of the lot, and had often been heard to utter vague threats about "serving the company off for their tyranny and oppression,"—threats so very vague that no one had thought it worth while to heed them or to look after him. When found, one of his boots was missing, but it was found a few yards further on, torn and flattened all out of shape. Putting the two things together, it would seem, that in jumping off the engine, his foot had caught in the slippery iron step. He had fallen head downwards, and had so been dragged for a considerable distance, with his head crashing against the end of every sleeper, until his boot came off, and he had then fallen to the earth on the spot where he was found.

None of the railway officials had any doubt of this, but the directors considered it expedient that the circumstances should be suppressed as far as possible, and, accordingly, at the inquest, the men examined seemed to know so little of the matter, and so little of any real importance came out, that the jury returned a bare verdict of Accidental Death; and, as the train was not smashed up, and the passengers were not all killed or dreadfully injured, the newspapers contented themselves with a brief paragraph, headed "Extraordinary Affair on the M. and D. Railway," instead of the columns on columns which would have been required under other circumstances.

For the share which I had the good fortune to have in the matter, and for saving them so much valuable property, and so many thousands of pounds in claims, for compensation I received a handsome acknowledgment from the directors, and have risen rapidly from one position to another; so that although it was long before I quite recovered from the nervous state into which I sank after the occurrence, I have had no reason to regret that I was in that runaway train, and that I did my duty to the passengers, and to the company whose servant I was. I am thankful I had sufficient courage and strength of purpose to do that duty satisfactorily.

POPULARITY.

The secret of being popular would seem to lie in being not so great a fool as to be a bore, and yet not so wise as to make others feel less wise. The sentiments with which we are inspired in the presence of folly are various, of course, but nobody, however tolerant, really likes a genuine fool. Even one thoroughgoing fool has generally a repugnance for another in the same line of business. And yet there is less sympathy still, in the average mind, for those who are furthest of all removed from folly. If the commonplace world cares little for those who have no ideas, no purpose, no tough mental fibre, it cares even less for those whose ideas are too numerous or too profound, whose purpose is too resolute, and whose mental fibre is too strong and nervous. It rebels against originality in conception, and too rude a vigour in execution, and consequently the hero is as little likely to be a popular social character as the idiot. We do not choose, the most of us, to be made too small by the first, or too unjustly elated at our own superiority over the second. The man of neutral tints is always the popular man in society. He does not offend one's self-respect, and, in an ordinary way, he does not bore us. The popular man at a club, for instance, he is as a rule mediocre, but not strikingly mediocre. He never says anything that is especially worth listening to, but then you might just as well listen to what he says as not, if you have nothing better to do. It will not offend you, or make you feel silly or ignorant or weak, or produce any other strong effect. Not that the popular man is dull. On the contrary, in order to fill the part well, he must be capable of a certain play and flexibility of character, a certain mild power of universal sympathy in small things and in a small way. He has no vivacity, no quick agility, in conversation, because, as most people are without this quality themselves, they resent it, or at least do not very much admire it, in others with whom they are brought into frequent intercourse. Still the idol of the club must have just enough play of feature and play of mind to be able to make himself all things to all men. And in this is implied the possession, in greater or less quantity, of the high virtue of polite dissimulation. He is able to feign, without any chance of betraying himself, a deep interest in the fortunes of any Tom or Dick who takes him by the button-hole in the bow-window of the club, and to assume just enough indignation against the enemy of Tom or Dick not to destroy the chances of the enemy also taking him by the button-hole, and repeating the same history, with only such variations which naturally arise when the same set of circumstances are seen from two opposite sides. This many-sided catholicity must, on the whole, be pronounced creditable to the man who has the patience required for cultivating it. Some people, indeed, are to the manner born. They like to hear all the affairs of their friends, or of anybody else. They love[illegible] *quid[illegible] [illegible]ogunt [illegible]* philosophers, but because they are gossips; and their interest in long social yarns is not a bit feigned. But the worst of this passion is that it carries people away. They begin to hunt and pry and spy for gossip, and so go too far. Hence that amount of taking interest in the business of other persons which just hits the mark of popularity is commonly the result of careful cultivation. For this purpose, assumed sympathy is more likely to be effective than too much of a sympathy that is not assumed. The spurious article is, in the long run, more useful than the genuine.

It is clear to anybody who looks out on life with a discerning eye that popularity is not a test of much worth in a man. The popular character is but a poorish type. The greatest qualities are absolutely fatal to it. Yet a certain stigma is affixed to a man when he is described as not being a general favorite, as not being universally liked, as being a little unpopular, as not having many friends. The truth perhaps is that, if a man can be nothing else, then the least that he can do is to make himself popular. If you are a genius or the benefactor of your race, then the world will graciously forgive you for having many enemies and only few friends. But, short of this, it is a man's duty to cultivate all sorts of social virtues and little social artifices. If he is not great he ought to be agreeable. Hence, if we hear that anybody is unpopular, we are prejudiced against him, until at all events we have seen his credentials testifying to distinction in some other order. A good many practical evils result from the disproportionate ill-will and disapproval attached to unpopularity. Very often, for example, the conciousness alike of his unpopularity and of the censure which it involves from impartial bystanders, sits heavily on a man who is doing vigorous work in his own way. He is sometimes tempted to turn commonplace and aim at popularity, just like other people. Yet, if he did this, and surrendered himself simply to the task of making himself pleasant to everybody he met, and under all circumstances, he would at the same time have to abandon his ides of doing vigorous work. If we consider how full the world is, first of simple blockheads who merely stop the way by a passive inertness, then of compound blockheads who stop the way not only by their obstructive bulk, but also by deliberately placing it where it can be most effectively obstructive, and finally, of people with selfish acuteness and a mischievous power of both discerning and obstinately pursuing their own narrow interest for the moment, we can more easily understand how it is that a man, bent on making some way through such a hostile crowd as this, should have a good deal of difficulty in making himself generally agreeable. In the strife with a blockhead, how can one be pleasant to him? The world, in its disapproval of men socially less popular than they might be, seems unreasonably to expect that one can always do and say disagreeable things in such a manner as to make them quite agreeable. People forget that, just as there is no real road to knowledge, so there is no painless path to rightful innovation, or reform, or improvement. Is it too much to say that most of the good that is done in the world is done by people with strong wills of their own? And obviously such people must clash more or less violently, not only among one another, but still more unavoidably with the mass of intellectual incompetence and moral half-heartedness that takes up so much the greater part of all human transactions. It is true that now and again it may be politic and possible to cajole the blockheads. But, even here, the best kind of men often decline to stoop to cajolery.

And, after all, the occasions where cajolery might seem to succeed are not very numerous. In nine cases out of ten, the point in dispute between the resolute and far-seeing man and his opponents is one about which no cajolery or compromise is feasible. There is generally something tangible and palpable at stake. You cannot remove an incompetent man from a post, and still leave him with the impression that he has not ceased to hold it. The blandest of highway men would fail to convince his victim that his purse is still in his pocket. It is all very well to expatiate upon manner, and the different ways of doing the same thing. The very sweetest manner does not disarm the resentmet of a man on whom you are inflicting a substantial injury. It is possible that the gentleness of manner positively exasperates him. If he is to be ill used he would rather have no affectation in the matter. He hates the strong man all the more for trying to dissemble that he is exercising his strength. The blokhead, half suspecting that nature has made a fool of him, is doubly jealous of any attempt on the part of his brother men to continue the process. Do what you like, it still remains business of uncommon and insuperable difficulty to have your own way in the world, to carry out your own purpose, however virtuous and wise, without incurring the too-dreaded reputation of being unpopular. For nobody is very well pleased at the spectacle of a strong will, whether it be directed towards good ends or bad. It makes us feel too small. Perhaps we ought to except women. Novelists, at all events, insist that women are all passionate adorers of the man with a square jaw and an irresitable purpose. We doubt this, however. Women may now and then not object to being trampled upon, but we cannot think that they relish the process as a regular thing. In the long run, we take it, with them as with the so-called stronger sex, the most popular person is the person of neutral tints, without too strong views or too strong feelings, or a too earnest manner, and with a capacity for being driven away from his purpose without an excessive amount of trouble.

As a mere question of personal comfort, it is no doubt better to be popular than otherwise. For if you recklessly tread on the corns of other people, it is only just that you should take your chances of retaliation, and the world is not slow to retaliate. Their numbers make even the fools courageous, and anybody who smites them too overtly is pretty sure to smart for it. The *esprit de corps* of blockheads is marvellous. They seldom desert one another in the troubles of their great and wide spread family. And they have the knack of biding their time. If a man of will and purpose has made himself socially unpopular among weaker brethren, they will not fail to be down upon him when the day comes, as it does now, and again to all such men, of momentary discomfiture and baffled enterpriee. It is when an enterprise has gone rather awry that even the most self-reliant of men wishes for general good-will and esteems the worth of popularity. When he is successful, the question of being popular as well stands in a very secondary place. It is when things are adverse that the unpopular man wishes that he had more friends, more persons who felt sorry for him, more who would like to believe in him. But he cannot both eat his cake and have it. He cannot both insist on having his own way and still insist on being popular.

THE NEW LINE OF STEAMERS.—The well-known steamships of the Inman Line, under contract with the British Post Office for the conveyance of the Colonial and British mails, will commence service after the 1st January, in place of the Cunard steamers hitherto employed in the same service. The first steamer to arrive at Halifax will be the "City of Antwerp," from New York, to take the outward mail of the 3rd January, to Queenstown and Liverpool, to be followed by [illegible] once a fortnight, as will be [illegible] advertisement. The steamers will [illegible] from Halifax to New York, and vice [illegible]