The Examiner.

Charlottetown, March 22, 1875.

THE SUMMERSIDE ELECTION.

A very large number of the electors of Summerside District have, we understand, signed a memorial, requesting Hon. J. C. Pope to allow himself to be put in nomination as a candidate for their suffrages. We have not yet learned, definitely, whether or not Mr. Pope will accede to their request. We trust he will. Mr. Pope is now the most popular, as well as the ablest, politician on the Island; and we feel sure that, should he be persuaded again to take part in local politics, he will use his influence, not only in furthering the advancement of Summerside, but also in promoting the best interests of the whole Province.

THE LIQUOR LICENSING SYSTEM.

The Licensing System has, in various shapes, been lately before the public. We cannot help thinking that the present, concurrent with the opening of our legislature, would be a fitting time for giving it a wider publicity, and for offering a few remarks thereon.

That the utter extinction of drunkenness would be desirable beyond everything, does not admit of a moment's argument; but, that it is possible by force of legislation, must be a matter of very grave doubt. It certainly has not succeeded hitherto; and the craving for either a stimulant or narcotic seems to be so universal, that it may be looked upon as innate with man. Basing our argument on what must be admitted as a fact, we cannot help thinking that total prohibition would prove a failure; because it would give the signal for a system of general smuggling, in which if everybody did not join, certainly no one would inform; and to enforce the law would require a preventive force of at least ten thousand men—all highly paid in order to render them trust-worthy. Could such a measure be carried out? We doubt it.

On the other hand, a plan has been brought to our notice, which has, since the year 1868 been worked with marked success in Gottenburg, Sweden, where the plan originated, and is now being tried with an equally satisfactory result in Edinburgh and some other Scottish towns—altered in some details to suit the differing laws and customs of the two countries.

The main features of the plan are as follow:

1. Annul all pint licences, and restrict wholesale dealers to the sale of not less than a gallon; because it was found that it was a custom with knots of three or four, who had "method in their madness," to buy pints at wholesale, and enjoy the profit in a private room.

2. Abolish the present system of a fixed price for licenses. Reduce the number of retail license holders to a maximum of, say, three for each ward in Charlottetown, and put them up at auction.

In Gottenburg, in 1867, there were fifty-six retail liquor-sellers. The number was reduced to eighteen, and the licenses put up at auction; and the proceeds produced more than double the revenue realized under the old fixed-price system, with the additional advantage that those who paid so highly for their licenses kept a sharp look-out for illicit sellers,—in fact, were their own policemen.

The licenses are put up for sale at certain recurring periods, and the license-holders are under a stringent supervision, in order to prevent the adulteration of the liquors.

We think that few, except those interested in the maintenance of intemperance, would object to such a system, or something like it.

New Brunswick Insane Asylum Resignation of Dr. Waddell.—The report of Dr. Waddell just presented to the Legislature, but not yet printed, contains an intimation of his resignation after a very honored and successfull career. His services have extended over a quarter of a century, and while his duties were of the most trying character, he has much cause for thankfulness that they were so successfully performed. It is understood that there are six or eight applicants for the situation, including several well known physicians in this neighborhood and up river.—*St. John Telegraph.*

Souris Mails.—A correspondent at Souris, under date 16th March writes:—"As you are aware, the people of Souris are complaining of the manner in which the party having the contract of carrying the mails to and from Souris is fulfilling the said contract. I can assure you that there is room for complaint. It is now 8½ o'clock, p. m., and the Charlottetown mail has not arrived. Please point out his duty in your next issue, as he is weekly growing more derelict."

Our correspondent had not, evidently, received the last Examiner when he wrote.

Molasses Adrift.—During the last passage of the Cunard steamer *Alpha*, from Bermuda, part of the cargo of the Brigt. *Mary* at the latter port, which was transferred to the *Alpha*, consisting of molaeses in puncheons, got adrift in the hold and flowed about in all directions. It got amongst the coals, and 'stuck' to things generally. The crew were engaged two days and two nights in bailing out this useful commodity.—*Hx. Herald.*

Prince County Prohibitory League.—The following gentlemen have been elected officers of the Prince County Prohibitory League:—

President—Chas. S. Hunt.

Vice Presidents—James Grigg, Lot 10, Wm. McN. Simpson, Hamilton Lot 18, David Rogers, Freetown, Rev. L. S. Johnson, Alberton, Thomas Schurman, Summerside, Solomon Wright, Searletown.

Treasurer—Daniel Stewart, Summerside.

Secretary—John Walker, do

Councillors—Rev. Neil McKay, Summerside, Thomas T. Fairbairn, Tignish, Patrick Brown, Summerside, Robert McC. Stavert, do Samuel Simpson, Lot 16, John L. McKinnon, Summerside, George Doull, do, W. H. Brown, St. Eleanors.

Untimely Death.—James Crossman of Lot 16 met with an untimely death on last Saturday evening. He went home intoxicated, and undertook to water his horse. While in the act of dipping a bucket of water out of a spring, it is supposed his foot slipped, and he fell in head first. He was drowned in about four feet of water. Verdict—'Accidental drowning while in a state of intoxication.'—*Summerside Journal.*

EASTWARD, HO!

SOURIS.

There are several good business stands in Souris West; and in summer the shipping trade is lively there. But Souris East is the seat of business—the commercial centre—of the eastern half of King's County. It draws to itself the trade of the large and wealthy section extending from Rollo Bay to East Point on the south, and from Greenwich to East Point on the north. Consequently, it is a stirring place—lively even in winter—and consequently, it contains many thriving men of business. John Knight, is probably one of the wealthiest on the Island. James McLaughlan has, evidently, achieved for himself no mean place on the scale of independence. Messrs. C. C. Carlton, Fredk. Morrow & Co., Matthew & McLean, J. R. McLean, M. P. P., and many others, have extensive and general business relations with the people of the surrounding country. Ship-building occupies considerable attention. Messrs. F. Morrow & Co, are about building two vessels—a barque, of 400 tons and a brigantine of 200 tons. Captain Simon Chiverie is building a large schooner for the fisheries, to measure 100 tons. Alex. Chiverie is building a brig of 300 tons; John McKinnon, a schooner, 100 tons; James McLaughlan, a brigantine, 200 tons. Not far from Souris—at Rollo Bay—James Keefe is building a brigantine, 200 tons; at Bay Fortune, John F. McKay is building a brigantine, 200 tons; Alexander McInnis, a brigantine, 200 tons, and also—we are informed—a large ship, 800 tons. Benj. Dingwell is building, at Bay Fortune a brig 300 tons. From these enterprises, Souris, of course, profits largely. The ordinarily active trade of the town, too, was greatly stimulated, during the past two years, by the construction of the railway. A large portion of the money spent on the works at the east went to Souris through the hands of Messrs. James McDonald, F. Morrow, and other enterprising townsmen who were sub-contractors. Then, the engineers, mechanics and workmen engaged in constructing the railway, made Souris the centre of operations; and Sourians received the benefit of the cash they expended. So that money has, lately, been plenty and times good at Souris.

Nor have the good times ended. Souris has a fine prospect before it. The special benefits conferred upon it by the railway will, we feel satisfied, not cease with its construction. It has peculiar beauties—peculiar advantages. The railway will be the means of making these beauties and advantages known; and they only need to be known to be appreciated. Provide the necessary accommodations; the necessary recreations and amusements—and Souris will become, ere long, one of the most popular places of summer resort in the Dominion. In order to do this a little energy and enterprise, on the part of the people, only is required. And, we believe, they will be found equal to the occasion. Already, the town possesses, in the Bay Vue Hotel, a house of entertainment second to none on the Island. When we, two weeks ago, suggested the propriety of building a firstsclass hotel at Souris we had no idea that our suggestion had been anticipated. It appears that Mr. James McLaughlan has already let contracts for the erection of a hotel measuring 50 x 50, four storys high; and that he intends providing it with bathing houses and all the modern conveniences. Mr. McLauchlan will, not unlikely, meet difficulties at the inception of his work, but if he perseveres, he will, in the end undoubtedly be successful; and prove the enterprise to be a great benefit, not only to himself, but to the town. It has been said that the man who, by carefully tilling the soil makes two blades of grass grow where only one grew before, is a benefactor to his country. It might, with equal truth, be stated that the man who, judiciously laying out his capital, builds houses, provides accommodation for visitors, and thus induces persons to stay and expend their substance, is a benefactor of his town. If our capitalists would but take this view of the matter, we feel convinced that Messrs. Holman and McLauchlan would find many imitators. At any rate, these gentlemen deserve the thanks of the community in which they, respectively, live. Mr. McLauchlan has commenced a work in which, we trust, he will prosper, for if he does prosper, the result of his work must be beneficial to Souris and the country round about.

But that Souris may take its proper place among the watering places of America, it must be incorporated. Rules for the guidance and government of its people must be made and enforced. At present the only unsightly objects which meet the view, are those put up by its people. The houses and stores have been erected without the slightest attention to the principles of taste, the requirements of order or the dictates of convenience. They are not hideous; but it may be truthfully asserted that there is only one edifice in the town upon which the eye may rest with pleasure. Every man has built—not as it seemed good in his own eyes—but as it suited his convenience for the time being. The result is a higglty-piggity assortment of dwellings, stores and barns, of almost every conceivable size and pattern. A corporation which would impose upon the Sourians compliance, to a certain degree, with the ordinary principles of good taste in building, and which would encourage the growth of ornamental trees, etc., is apparently essentially necessary to its development to a fine town. A fire department is also a necessity. We learned with some surprise, that Souris has yet neither a fire engine or an organized fire brigade. Should a fire break out on the windward side of the town, on a breezy day or night, Souris might have to rise from its ashes. We trust a fire brigade may be organized, and, at least, one fire engine obtained, without unnecessary delay

In order to the full development of the shipping and business of Souris, a breakwater is needed at Lobster Point. This year the Dominion Government set down in the Estimates the sum of $3,000 for the purpose of dredging Souris Harbor. Whether or not they really intend to spend the money, appears to be somewhat problematical But even if they do, the expense will be utterly useless—except that it may add a little to the floating capital of Souris. That it is folly to dredge a sandbank, needs no demonstration; and such is the spot on which it is proposed by the Dominion Government to expend $3,000. Moreover, it is a sandbank under which, at the depth of six or seven feet, lies a hard rock. This rock will have to be blasted, if the harbor is to be made available to ships of large draft. To do this will require the expenditure of a much larger sum of money than $3,000; and, besides, incur the risk of the filling-in of the artificial channel during the very first heavy storm after the dredging and blasting had been performed. We had it on good authority, that the engineer sent by the Dominion Government to examine and report upon Souris harbor, stated, while at Souris, that, in his opinion, the only way in which Souris Harbor could be made available to large ships was by the erection of a breakwater at Lobster Point. The expense of building the breakwater, would, doubtless be great; and the expense is, likely, what the Mackenzie Government fear. However we confidently look forward to the time when, under the auspices of better men than those composing the present Administration, this great, necessary and important public work will be accomplished. That Souris Harbor should be rendered navigable and safe, is unquestionable; for Souris is the eastern terminus of our railway and its harbor is open throughout the year.

The business men of Souris would, we think, be greatly benefited by the establishment of a bank; and they can very well afford to support one.

We should like to linger a little longer around Souris and vicinity, but time passes; and our space is not illimitable. We shall endeavor to give a brief sketch of the country east and north of Souris in the next issue of the Examiner.

PROVINCIAL LEGISLATURE.

At three o'clock on Thursday last, the Lieutenant Governor, accompanied by his *Aides-de-Camp* and the Usher of the Black Rod, came down to the Legislative Council, summoned the House of Assembly, and delivered the following

SPEECH:—

Mr. President and Honorable Gentlemen of the Legislative Council:

Mr. Speaker and Gentlemen of the House of Assembly:

I have much pleasure in meeting you in your Legislative capacity, and in having recourse to your assistance in the enactment of measures for the promotion of the welfare of this Province.

The Bill entituled "The Land Purchase Act, 1874," which I reserved for the consideration of His Excellency the Governor General, has been disallowed. Copies of Despatches and of various other Documents relating to that measure will be laid before you, and from them you will learn the grounds upon which His Excellency has been advised to withhold his assent.

A measure similar in its object to the Land Purchase Act of last Session, and framed with a view to meet the objections which proved fatal to that Bill, will be submitted for your consideration.

I am happy to inform you that "The Tenants' Compensation Act, 1872" and the Act in amendment thereof, passed in the Session of 1873, have received the sanction of Her Majesty.

Papers having reference to the Provincial Asylum for Insane persons will be presented to you. The unsatisfactory condition of that Institution demands your early and earnest consideration. The Building at present used as an Asylum is manifestly inadequate for that purpose, and it is highly desirable that your attention should be directed to the adoption of measures for the erection of an establishment commensurate with the requirements of the Province, as well as to the improvements of the system under which the Institution is at present managed.

Mr. Speaker and Gentlemen of the House of Assembly:

The accounts of the past year shall be laid before you.

The estimates for the current year will be submittited to you, and I confidently rely upon your readiness to make provision for the efficient support of the Public Service.

Mr. President and Honorable Gentlemen of the Legislative Council:

Mr. Speaker and Gentlemen of the House of Assembly.

The Railway which, under the terms of Confederation, passed to the Dominion Government on the first day of July, 1873, was through the effort of my Government opened for a brief period last autumn. Its entire control is with the General Government, and I trust that the people of this Province may soon be enabled to enjoy the the many and great advantages which this useful public work is so well calculated to confer upon them.

Correspondence in relation to the Railway will be placed before you.

It affords me extreme satisfaction to be enabled to congratulate you on the abundance, under the blessing of Almighty God, of last year's harvest, a large yield from the soil has been happily succeeded by remunerative prices for its products. The general prosperity of the Provinces also demands our thankful acknowledgements to the Author and Giver of all Good.

The subjects to which I have alluded, as well as other affecting the public interests, will, I feel assured, received your zealous attention; and you may rely, with confidence, upon my cordial co-operation in every well-directed effort to promote the prosperity and happiness of the people of Prince Edward Island.

In now leaving you to the performance of your important duties, I fervently pray that you may be guided by Divine Providence in all your deliberations.

A large number of ladies graced the ceremony. The Volunteers in attendance were unable, as usual, to come to the "present arms" for they had no arms. Because they did not happen to be at the Barracks at one o'clock—the hour appointed—the officer in charge refused to give them arms—in fact walked off and treated them with contempt. We greatly fear that this "sharp shooting" officer has learned of his superiors at Ottawa, the lesson that to take advantage of every opportunity to annoy, belittle, and insult Prince Edward Islanders is highly proper. Otherwise he would not have so eagerly "taken occasion by the hand" to prevent the Volunteer companies detailed for the purpose, from paying their tribute of honor to our respected Lieutenant Governor.

After the delivery of the Speech, His Honor withdrew; and the assembly returned to the chamber. The Solicitor General introduced, *pro forma*, a Bill to amend the Act regulating the registering of Deeds and other instruments relating to titles to lands.

The Provincial Secretary, by command laid on the table the returns of Mr. Owen's elections; and moved that he be admitted a member of the Assembly—motion carried. Mr. Owen took the customary oath and his seat. Committees were then appointed.

CURTAILMENT OF THE DEBATES.

On the motion to appoint a Committee to receive tenders for printing the Parliamentary Reporter, Mr. Davies (Leader of the Opposition) suggested that the reports be, in future curtailed. He said that now we have entered the Confederation it is not necessary that the debates should be reported at such length as in times past. When important questions came up, they, of course, should be published *verbatim*. But some discrimination should be shown. It is unnecessary to report the unpremeditated utterances of hon. members, on all sorts of questions; and, in the publication of the reports, spend money which might be employed to much greater advantage.

The Provincial Secretary thought it would be a difficult and delicate operation to discriminate between important and unimportant debates. What one hon. member may think a highly important matter, might be thought by another to be of no consequence. One might think the discussion on matter relating to agriculture (for instance) was not worthy a place in the Parliamentary Reporter; another might think it right and necessary to give the debate prominence. And so there would be dissatisfaction. He (the hon. Provincial Secretary) thought the House would either have to do away altogether with the practice of reporting the debates or continue them in full.

Mr. B. Davies said that if the debates were published in the newspapers people in the country would be able to read them; and some arrangements with the newspapers might be advantageously made. But publishing the debates in the Parliamentary Reporter—which was not issued until nearly a year after the debates had taken place, and which could not be obtained by hon. members constituents, involved a waste of public money.

The motion passed.

JURISDICTION OF LEGISLATURE

The Leader of the Opposition suggested the appointment of a Committee to decide what Bills came within the jurisdiction of the Local Legislature. He said that last year, a Bill had been passed here which should have been sent Ottawa, to be dealt with by the Dominion Parliament. Consequently, it had not received the assent of the Governor General A committee, should, he thought, be appointed for the purpose of presenting a like occurrrece in future.

The Provincial Secretary, said that, to the Commitiee on Private Bills, would be long the duty of discriminating as the Leader of the Opposition suggested.

MR. PERRY'S SEAT.

The Solicitor General submitted a resolution to the effect that as S. F. Perry, (member for the First Distrcit of Prince) had not been in attendance at the Assembly for more than a year, his seat be declared vacant. He explained that the law left no other course open to the House. After some discussion, the resolution was unanimously agreed to.

ACCOMMODATION FOR REPORTERS.

Mr. Stewart moved that suitable accommodation be provided for newspaper reporters—carried unanimously.

CORRESPONDENCE.

CIVIC.

Fellow Citizens—You will permit me, as one of yourselves, a householder, and a native of your city, to direct your attention to the present state of civic affairs. You do not require to be told, gentlemen, that the Board of Common Councillors, as at present constituted, with a factious and thoroughly incompetent majority, are pursuing a policy which must ere long involve us, as a city in complete financial ruin. Many of you are aware, gentlemen, that in August last, when this faction assumed full control of our city finances, that their predecessors, to their credit be it said, left in the City Treasury nearly 3,000.00 hard cash. Besides this, the bulk of the taxes had to be collected, and besides this, the award of $2,404.00 for Land Damages, was deposited in the bank and set aside especially for building purposes. What is the state of things to day. The City Treasury is depleted, and the $2,404.00 carefully deposited in the Merchants' Bank has been all shamelessly squandered. What excuse can be offered for such reckless and unwarrantable expenditure of the people's money? As tax payers we demand an explanation. I am convinced, gentlemen, that so long as our Councillors are expected to give the city their time and service gratis, we must expect still to find such talented and progressive gentlemen (?) composing the majority of our civic board. I propose, then, that, in future, our Councillors shall be paid. To my mind, few representative men in this city will now risk their reputation, and year after year, serve the citizens without some consideration; and indeed we do not expect it. For the present let the sum be $100.00 a year for each Councillor. We may then expect to have a class of men in whom we can the better confide our interests and on whom we will have some claim. The citizens will be gainers directly, and great gainers indirectly. We may well blush with shame when we are told that the City Council of Charlottetown is to-day controlled by Rumsellers and their allies. Is it not extraordinary, that in a city like this where the respectable, the good thinking, the virtuous, the pious, the educated part of the people, control public opinion, that such a state of things should really exist. The office of City Recorder, a most expensive, useless burden saddled on the citizens, to the tune of $324.00 per year, must be attended to. The few representative men who grace our board to-day, are, I understand, about to retire heartly disgusted. If such be the case, what then? *Spero meliora.*

At present the laziest wretch who walks our streets can obtain a license to sell rum. It is high time that we interested ourselves in civic matters. Let us go to work and hurl from power one of the most reckless and extravagent set of incapables that ever degraded our Civic Board. Dollars and cents are no equivalent for morals, honor and merit. "*Quae nocent docent.*" Let the Citizens, the wives and the mothers, too, contrast for themselves the City Council of Charlottetown, as at present exists:—

Party in Power.—W. B. Allan, Leader; F. McCarron, Rumseller; Thos. Morris, Brewer; Jas. Currie, Rumseller; H. B. Smith, Rumseller; John Quirk, Vice Pres.

Friends of the People.—W. E. Dawson, J. H. Fletcher, C. F. Harris, Arch'd. Kennedy.

This looks like work ahead, and I am disposed to think that the Y. M. C. Association, St. Patrick's Total Abstinence Society, The Sons of Temperance, and indeed all the professedly reform associations of the city, if they are worthy of their name, will not when required be found wanting.

For the present I am &c.,

A McD.

To the Editor of the Examiner.

Sir,—This is my first letter in the public press, and I would not trouble you now but for a grievance which, if permitted to be carried out, will ruin this part of the country.

There is a new road intended to be made between Priest Pond, Lot 46, and Naufrage, Lot 43. It is to be hoped that our good Government will not allow a road to be made on this ridiculous survey: for it will be only be a nuisance to the travelling public, instead of a convenience, as it was intended to be. If those upon the Grit's settlement are determined to have our old road removed, that gave the old settlers and the travelling public satisfaction for nearly a century in their farming, fishing and fowling, and all the conveniences in life—if the road must be removed let it be removed half-way between the upper settlement and the old road settlers. The survey was made too far south of the two settlements through wilderness and swamp, and more bridges—two to one. And after all this blundering survey it might be put up with it, if only connected with the west end at St. Margaret's, or Naufrage, or wherever it would suit. The east end is all right, although it did commence in a swamp. It connects with the old road at Priest Pond. But the west end is left off at Bear River Line Road, a couple of miles to the south of the old main road. If this is engineering this part of the country for convenience and improvement, I will leave it to the public to judge. The surveyor kept the route too far south altogether. He could not bring it to connect with the west road or old road only by running a course north-west through Naufrage farms, which are surveyed north and south, which would totally ruin them. Therefore the inhabitants object to the survey going any farther; and, as would be expected, the surveyor went home and left it there undone. If the Government had sent up Francis Kelly to have this alteration made, from Priest Pond to Naufrage, he, no doubt, would have done it to the satisfaction of both parties. Our main road from Charlottetown to East Point Lighthouse is pretty straight. But this new survey makes it longer, as you have to turn south when you come to St. Margaret—if you are going east—a couple of miles on the Bear River Line Road, before you can get to the other end that is going east. Well, if this is not a patent humbug! There should, if this road is opened, be beacons at the angles, with written instructions, in large letters, to direct the travellers in this locality! Why did not the surveyors commence from Naufrage Bridge, on this side, where it would suit on the west end of the road, and run his course east to the south of St. Margeret Chapel, which would bring it straight across Naufrage farms, where no one wou'd object; then east, to the south of Alex. Gillis', Hay River, and to the north of the Gillis' on the east side, keeping east, close by McEachern's, to the north; keeping a straight line east to Joseph McAulay's house, Black Bush, to the south, then due east from thence, keeping the settlement of the McLeans to the south-east, close by John A. McPhee's, Blacksmith, to the south; keeping direct for Big Pond, to the north of that valley, due east from there to Neil Angus McPhee's to the south; close by the McDonald settlement, Red Swamp, to the south also, and north of McNeill's; close by McPhee's spring, from thence due east, keeping the McDonald settlement—Rock Barra—to the south, which will bring the road there square across the farms, in place of going nearly a south-west course as at present; then due east to connect with the other end at Ronald McEachern's, the eastward of this to Priest Pond. This route is mostly through clear farms, and will not cost anything like the outside wilderness survey, and would give satisfaction to both parties. If a new road must be opened, which is not at all necessary. The old road is a good road, and any alteration made will not make any improvement. It has cost the Government less money than any road the length of it on the Island. It is a pleasant road in summer time; and the three bridges on the whole route could be easily removed a couple of chains to the south that would last for years without any repair.

I am, yours truly,

A Friend to Improvement.

Black Bush, March 9, 1875.

P.S.—Why not the Commissioners that passed this piece of new road, report the necessity of having a Lighthouse on the west end of it, to direct the traveller who is going east at night! The proper road will bring him no further than Bear River Line Road at St. Margaret's as the old road from the eastward will be closed to that point. He must then go to one of the neighbor's houses to inquire for the other part of the road that goes east. He will be directed to turn south a couple of miles on the said line road. The night is dark, the traveller passes the end going east, and is astray all night, if not lost altogether. It will be the same going west, if not worse, as the traveller will keep on west, as, probably, not knowing any jogs on the road—crosses the Bear River Line Road; gets entangled in the woods in the dark. So the necessity of having a Lighthouse on the west end of this new intended road.

Improvement.

MISCELLANEOUS.

A magnificent marble statue of St. John at the age of fourteen years, supposed to be the work of Michael Angelo, was recently exhumed near Pisa.

The average length of a farmer's life is sixty-five years, while that of a printer is thirty-three, hence the necessity of paying for your paper promptly.—*Berkshire Courier.*

A careful housewife in Altoona put an $18 order and a $10 greenback into the drawer of the coffee mill last Wednesday for safe keeping. Thursday morning the family enjoyed a $28 cup of coffee.—*Miner's Journal.*

Brigham Young has been sentenced to a fine of $25 and 24 hours' imprisonment for contempt of Court, in failling to pay $2-000 attorneys' fees within the time specified by the order of Judge McKean.

The Place for Harness.—Many farmers hang their harness on pegs immediately behind the horses. This is a bad plan; the gases of the stable have an injurious effect upon the leather, besides, the harness frequently gets thrown down and tramped in the manure, when the injury is, in a great measure, irreparable. Have a separate room for them and a separate peg for each set, as well as for each bridle and collar.

Non-Studying Farmers.—A farmer would not think it a very curious think if a lawyer or a doctor who did not study failed to succeed; yet the immense majority of farmers do not study. They give as a reason why they do not take some paper devoted to their profession, that they have no time to read. They should make time to read, and would find time so spent to be most judiciously invested.

Archbishop McCloskey, of New York, who, it seems, is to have the honour of being the first American Cardinal, is a native of Brooklyn, in which place he was born in the year 1810. After receiving a liberal education he prepared for the priesthood, and was ordained in January, 1834, at St Patrick's Cathedral in New York. Ten years later he was consecrated by Bishop Hughes as Bishop of of Axieren, and coadjutor of the officiating prelate. At the death of the latter Dr McCloskey succeeded him in 1864 as Archbishop of New York. The Archbishop is described as of a well formed erect figure; his countenance strongly expressive of intelligence and benevolence. His eloquence is of the tender, religious type, uttered with fervent sincerity, in language of simplicity and elegance.

Dr. Kenealy's own account of his entrance into the House of Commons shows no lack of appreciation of his own merits. He informs the readers of his paper the *Englishman*, that his debut in Parliament was no ordinary event, calls the commencement of his Parliamentary career 'most significant,' describes Mr. Bright's offer to lead him up the floor of the house as 'noble,' and finishes a description of his seat taking thus: 'Jack the Giant-Killer, who lives for all times as the man who assailed with success the orges before supposed to be irresistible, is the best type of Dr. Kenealy's first act in parliament breaking to pieces one of the old idols that had stood there impregnable for about six centuries." Having, through several articles, run-a-muck at daily newspaper editors, whom he declares to be screaming caterwauling, miscreant, penny-a-liners, infuriate beasts, and so forth, Dr. Kenealy gets back to his election, the news of which, he says 'will girdle this great globe a hundred times round as a triumphant success of universal importance.'

Good Friday.—Next Friday is 'Good Friday,' and a holiday.

Wild Geese—'First harbingers of Spring'—have made their appearance.

'Gladstone.—The Stock Farm imported horse 'Gladstone,' was sold for $900, by Wm. Beairsto, and purchased by Patrick MacBride, Bedeque.—*S. Journal.*

Pierce Doyle alias *Pierce Howard* formerly of this Island, but who has resided in Halifax for some years, was drowned on the 14th inst., on a trip between Newfoundland and Halifax.—*Herald.*

NEW ADVERTISEMENTS.

ST. LAWRENCE

Marine Insurance Co.

OF

PRINCE EDWARD ISLAND.

Authorized Capital, - - $300,000.
Subscribed Capital, - - 143,950.

BOARD OF DIRECTORS:

Archibald Kennedy, *President.*
John F. Robertson,
Artemas Lord,
P. W. Hyndman,
Ralph B. Peake,
Thomas Morris,
George D. Longworth.

Risks taken daily at their office, Exchange Building.

FREDERICK W. HYNDMAN,
Ch'town, March 22, 1875.—1y *Secretary*

AUCTION SALES!

BY THE

CELEBRATED "SILBER LIGHT."

I WILL sell by Auction, at my Sales Room 11 Queen Street, on MONDAY EVENING NEXT, 15th inst., and every evening until further notice a

Varied Assortment of Merchandise,

CONSISTING, IN PART, OF

Readymade Clothing, Brooms, Tobacco, Lamp Chimneys, Cook Stoves, Pictures, Sewing Machines, Hardware &c., &c., &c.

Usual Terms.

G. C. CARMAN, Auctioneer,
March 13, 1875.—3w

TOWNSHIPS Nos. 29 & 53.

NOTICE.

TENANTS and others occupying lands on the portions of the above mentioned Townships, formerly the property of the late Lady Georgiana Fane, will please take notice that the said property [together with all rents due upon the same] is now owned by the Honorable Spencer Cecil B. Ponsonby Fane, C B., who, by power of Attorney, duly recorded, has appointed the subscriber his Agent in the Island.

All rents now due must, without further notice, be immediately paid at the subscriber's office, No. 35 Water Street, Charlottetown.

G. W. DeBLOIS.
Agent for Hon. S. C. B. Ponsonby Fane.
March 13, 1875.—4i

MAIL CONTRACTS!

TENDERS, addressed to the Postmaster General, will be received at Ottawa, until noon, on FRIDAY, 9th APRIL, next, for the conveyance of Her Majesty's Mails, on proposed Contracts for four years, between the following places, from the date of the transport of mails by Railway:

Alberton	and	Railway Station.
"	"	Kildare
"	"	Lot 6.
Barret's Cross	"	Railway Station.
"	"	Darnley.
"	"	Park Corner.
Bloomfield	"	Railway Station.
" Station	"	Miminegash.
Bedeque	"	Summerside.
Bay Fortune	"	Souris East.
Cardigan Road	"	Railway Station.
Cardigan Bridge	"	"
"	"	DeGros Marsh.
"	"	Lot 56 via Dundas
Cape Wolfe	"	Lot 4.
Charlottetown	"	Railway Station.
"	"	Johnson's River.
"	"	Vernon River.
Cherry Grove	"	Railway Station.
County Line	"	StanleyBridge,&c
"	"	Railway Station.
Darlington	"	
"	"	Princetown Road
"	"	Middleton, &c.
"	"	New Wiltshire.
French Village	"	Mount Stewart.
Fort Augustus	"	Pisquid. [Bay.
Farmington	"	Hd. St. Peter's
Fifteen Point	"	Miscouche.
Freetown	"	Railway Station.
"	"	Lower Freetown.
Georgetown	"	Railway Station.
Higgin's Road	"	Wellington.
Hunter's River	"	Railway Station.
"	"	St. Anne's, &c.
"	"	North Rustico.
Hd. St. Peter's Bay	"	Railway Station.
Inverness	"	"
Lot 35	"	"
Lot 11	"	"
Lot 12	"	
Lot 14	"	Port Hill.
Lot 10	"	Western Road.
Little Tignish	"	Tignish.
Mount Pleasant	"	Railway Station.
Miscouche	"	
"	"	S. W., Lot 16.
Mount Stewart	"	Railway Station.
Montague Bridge	"	
"	"	Peter's Road.
"	"	Murray Hr. North.
Marie Bridge	"	Railway Station.
Morell	"	Morell Rear.
"	"	Railway Station.
O'Leary Rd. Station	"	West Cape.
Pisquid	"	Railway Station.
Port Hill	"	"
Scotch Fort	"	Tracadie Cross.
Souris East	"	Railway Station.
Summerville	"	Vernon River.
Skinner's Pond	"	Tignish.
Summerside	"	Railway Station.
St. Eleanor's	"	Summerside.
Traveller's Rest	"	Railway Station.
Tracadie Cross	"	
Tignish	"	"
Western Rd. station	"	West Point.
Wellington	"	Railway Station
Wilmot Valley	"	

Printed notices containing further information as to conditions of proposed contract may be seen, and blank forms of Tender may be obtained at the Post Office, Charlottetown, and at the Post Offices on the several routes over which the Mails are to be carried.

JOHN DEWE.
Chief P. O. Inspector.
Chief P. O. Inspector's Office, Ottawa, March 15, 1875. 3in

Notice.

THE debts of Alexander John MacDonald of Vernon River, Merchant, having been assigned to me, I hereby notify all persons indebted to the said Alexander John MacDonald, by Note of Hand, Book Account or otherwise, to make payment to James L. Hayden, Esq., Vernon River, who alone is authorized to receive payment and grant receipts for the same.

ALEXANDER MacDONALD
Vernon River, March 8th, 1875.

GREAT BARGAINS!

GOODS

Selling Below the Original Cost

At the Store lately occupied by H. J. P. TERLIZZICK:—

WHITE & COLO'D. KID GLOVES,
WHITE & COLORED CORSETS,
HOSIERY,
FLOWERS,
REAL LACES,
SILKS AND SATINS,
WIDOWS' CAPS,
CRAPE,
CRAPE TRIMMING,
BERLIN GLOVES,
FRENCH MERINO,
WHITE LINENS,
FLANNEL SHIRTS,
WHITE SHIRTS,
SHIRT COLLARS,
SHIRTING COTTON,
NAPOLEON STOCKS,
SILK HATS,
LADIES' BOOTS,
BOOT UPPERS,
BOOT ELASTIC,
REIN WEBB,
RUSSIA BRAID,
ROOM PAPER.

All the above Goods will be sold at great bargains.

Wm. N. LePage.
March 8, 1875—1m

NEW ADVERTISEMENTS.

Wanted.

A FIRST-CLASS TEACHER, male or female, at Bedford School, Tracadie Sandhills, Lot 36.

By order of Trustees.
March 22, 1875.—tf

The Fishermen's MEMORIAL & RECORD BOOK

gives you interesting facts relative to the fisheries. How fish are caught, and where they are caught, olden time and modern time fishing, Off Hand Sketches, Big Trips, Statistics of the Fisheries, Tales of Narrow Escapes, Fearful Gales, Maritime Poetry, and other matters of interest concerning this important industry. Very handsomely illustrated with original engravings. Price $1.00 in Paper Covers, $1.50 finely bound in Cloth. Sent anywhere on receipt of price. Agents wanted, to whom exclusive territory will be given. Liberal commissions. Write for particulars.

PROCTOR BROS., Publishers,
Cape Ann Advertiser Office,
Mar22 75 Gloucester, Mass.

Merchants Bank of P. E. Island.

Sale of New Stock.

BY order of the Directors of the Merchants Bank of P. E. Island, the subscriber will sell at Public Auction, at his Sale Rooms, Queen Square, on Wednesday, the 7th day of April next, at 11 o'clock, a. m., Five Hundred Shares of ten pounds each, late currency of this Island, being New or Increased Stock of the Merchants Bank of P. E. Island, to be offered in lots of five shares each, as provided by the Act of Incorporation.

The premium or advance over par value of said shares to be paid in cash on the day of sale, and the balance on or before the 15th day of November next A. D., 1875, at the office of the said Bank.

Dated at Charlottetown 6th March, 1875.

WILLIAM DODD, Auctioneer.
March 15.—till sale

SALE OF VALUABLE BUILDING LOTS, IN MONTAGUE.

SITUATED in the thriving Village of Montague, close to the Bridge,

FIFTY BUILDING LOTS,

fronting the Main Front Street, being excellent Business Stands, and as Business is daily increasing at Montague, Merchants, Mechanics and others, could not make a more profitable investment as such a chance rarely occurs in the Island.

If not disposed of before THURSDAY, the 20th MAY next, they will on that day be sold by PUBLIC AUCTION, at 2 o'clock, p. m.

For Plans and particulars apply at the office of John Ball, Land Surveyor, Charlottetown, or the owner at Montague Bridge.

P. GAUL.
Montague, March 15, 1875.—till sale

120 BOXES 'TIN!

IN

CHARCOAL

AND

COKE!

SELLING AT

Costs and Charges.

W. E. DAWSON & CO.

March 15, 1845.

Tenders.

SEALED TENDERS will be received by the Secretary of the Board of Works, until Thursday the 15th day of April, 1875, for the following Public works, viz: Building a County Court House at Dundas, Lot 55, plans and specifications to be seen with Richard Burdett, Esq., Dundass, and with the subscriber, Georgetown. Also for repairs to Bridge at Roderick McDonald's Mills, East Branch of Morell River. Specification to be seen at the store of Hugh L. McDonald, Esq., Cardigan Bridge. The signatures of two responsible parties willing to become bound for the faithful performance of the work is required to accompany each tender. Board not bound to accept lowest tender.

WM. McDONALD,
S. P. W. King's Co.
March, 15, 1875. till 15th of ap

Schooner for Sale!

THE *J. E. CARR*, or Cardigan Packet, 30 tons burthen. Apply to A. Kennedy, Charlottetown, or to the owner.

M. LEDWELL.
Cardigan Bridge, March. 8.—6w

THE CANADA Agricultural Insurance Company.

THIS Company continues to take Isolated Fire Risks, for one or more years, at very reasonable rates.

N. L. HERBERT,
Old Union Bank Premises,
Agent for the Island, (Charlottetown and Summerside excepted.)
Ch'town, P. E. I., Feb. 8, 1875.—5w

WE OFFER

WAGGON AXLES!

At a Slight Advance on Cost!

W. E. DAWSON & CO.

March 1, 1875.—1m

For Charter.

THE Clipper Brigt. *Swiftsure*, 198 tons, classed A 1 at Lloyd's 9 years, will be here on opening of navigation. Will charter to load oats for United Kingdom. Apply to

HYNDMAN BROS.

—ALSO—

Bark *Medusa*, 349 tons, classed A 1 at Lloyd's, now at Bay Fortune Bridge, will be ready for cargo at short notice. Will charter to carry oats or deal to United Kingdom. Apply to

HYNDMAN BROS.
Feb. 15, 1875.—4i

To Whom it may Concern.

THE undersigned hereby gives notice that he has received the appointment of Swedish and Norwegian Vice Consul, bearing date Stockholm, October 18th 1875

GEORGE W. HOWLAN.
Cascumpec, Feb. 12 1875. [feb22]

SPRING SHIP FROM LIVERPOOL.

TO follow the screw steamer *Prince Edward*, the A. 1 clipper ship,

"WILLIAM OWEN,"

600 TONS REGISTER,

ANGUS BROWN, Master, will be on the berth at

Liverpool to receive cargo on and after the 1st April, for Charlottetown.

For Freight or passage apply in Liverpool to Messrs. Pitcairn Bros., Brockley Buildings, 51 South John Street; in London to Messrs. John Pitcairn & Sons, 59 Cornhill, or here to the owners,

L. C. OWEN,
WILLIAM WELSH.
Feb. 22, 1875.