

Local and Other Items.

GOOD BUTTER - R. K. BRACK'S. The mills arrived six County Line this evening. The "Northern Light" did not arrive in Georgetown yet. A CHINAMAN named Yee Fou, has taken up his residence in Moncton, and has opened a laundry. BUILDING operations have commenced on the burnt district, South Side of Queen Square. Buy your eggs and Easter goods at L. P. Tanton's, corner Kent and Great George Streets. The platforms and street crossings are in a deplorable condition. We occasionally hear the "patent applied for."

The wonder of the age—How the lovely Room Paper at the Diamond Bookstore can be sold so very, very cheap. The Bishop of Nova Scotia has appointed Rev. K. C. Hind as his chaplain, vice Rev. John Padfield, who leaves shortly for England. JOHN M. WHITMAN, Veterinary Surgeon, would respectfully inform the public that he is still at the Wazzer House, and ready to attend to business, as usual. [ap 2].

Is consequence of the rapid advance in the price of raw cotton, it is stated that the older Montreal mills have asked all the mills in the Dominion to make an immediate advance of 12 1/2 per cent. on all manufactured cotton goods. A CORRESPONDENT enquires if it is not time that work should be commenced on the Post Office Building. The loss of this Institution, even temporarily, is severely felt by our people, and there should be no delay in rebuilding. We hope those whose duty it is to look after the matter will act promptly.

Mr. Wm. H. WILLOCK, formerly of Charlottetown, who for the last seven years has been engaged in mercantile business in Pensacola, Florida, has purchased a fine property near Suffolk, Virginia, on the Namood River, for a summer residence. Mr. W. seems to be thriving. We wish him further success.

We see by the City of Bath, (Me.) Daily Times that Charles E. Higgins, son of Mr. Charles Higgins of this city, has been admitted to the Bar at the April Term of the Supreme Judicial Court of the above city, with a high encomium by the Judge and Examining Committee. Mr. Higgins studied some time in this city in the office of Messrs. Davies, Sutherland & Weeks.

P. E. I. STOCK IN DEMAND.—The Summer-side Pioneer says last week two Boston horse buyers took away some twenty horses from this neighborhood, at prices ranging from \$100 to \$200. They offered our tawnyman, Mr. E. F. Pihlman, \$700 for his driving mare, and Mr. J. D. Egan \$500 for his, both "All Right" colts. The offer in each case was refused. Good!

The Oddfellows of this city are preparing for a grand celebration on the 26th inst. Their Natal Day (April 26th) falling this year on Saturday, it has been decided to hold the Anniversary on the Monday following. At 3 o'clock p. m. a sermon will be preached in the Methodist Breck Church by the Rev. J. W. Wadman, A. B. A grand concert, differing widely from those generally given in our city, will be held on the evening of the day in the Market Hall. It is expected that deputations from Summerside and Souris will be present on the occasion.

On Tuesday night last, the Irish Protestant Benevolent Society, of Toronto, held its annual meeting, and elected, by a unanimous vote, Mr. C. W. Bunting, of the Toronto Mail, its President for the coming year. Mr. Bunting had withdrawn his acceptance of a nomination to the office previously signified, because of the conspiracy charge pressed against him. But the society elected him notwithstanding. Some of the members who urged his election are among his political opponents. The election indicates clearly what is thought of the charge by the society in question.

On the afternoon of the 3rd instant, Mr. F. T. Newbery, of Charlottetown, held a meeting at Centreville, for the purpose of ascertaining what quantity of milk the farmers of the district were prepared to furnish for the use of the cheese factory next summer. Owing, no doubt, to the unfavorable state of travelling the meeting was not very largely attended. Farmers alive to their own interest should, as much as possible, second Mr. Newbery's undertaking, as, in an enterprise of that kind, the larger the scale on which it is conducted, the better for all parties concerned.—Pioneer.

These burglars who have been committing depredations in this city for the past week were to-day captured by the police. Their names are Alfred Farmer, Patrick Dunn and John Doyle (alias Corgoose). The City Marshal, knowing their den to be located in the Royalty, sent his men in civilian clothing to parade the different roads. They discovered the whereabouts of the thieves to be in West Royalty. This morning they surrounded them in a small grove a mile below Sherwood Cemetery, as they were shaving and making other preparations for the business of the day. They were taken to the city, and will be tried to-morrow.

EDUCATIONAL.—At a meeting of the Board of Governors of Dalhousie College, held on the 4th inst., a letter was read from Mr. George Munro, of New York, announcing his intention to found a Chair of Metaphysics, nominating Prof. Schurman as the incumbent of this chair and nominating Dr. W. J. Alexander as the incumbent of the Munro Chair of English Language and Literature, thus rendered vacant. When Prof. Schurman was offered the Chair of English Literature he accepted it on condition of his being appointed also a Professor of Metaphysics, this subject being the one to which he wished more especially to devote himself. The establishment of classes in the higher departments of these subjects has so increased the work, however, that it has become too great for one man, and Mr. Munro has therefore provided the University with funds which will enable Prof. Schurman to restrict his attention to his own department, and will secure Dr. Alexander's whole time for English literature. Professor Alexander, it will be remembered, taught English and French during the years 1875-9 in Prince of Wales College.

MARRIED. At the Manse, Charlottetown, February 15th, by the Rev. John M. McLeod, Mr. John O. McLeod, of Orwell, to Miss Annie Hardy Mulrow, of Uigo. On the 24th of March, at Pownal, by the Rev. Geo. Harrison, Joseph Story, to Jane Ann, daughter of Mr. James Acorn, all of Vernon River.

Steam—The Locomotive.

THE paper on steam in respect to land carriage, read by Mr. Robt. Smallwood before the Literary and Scientific Association on Tuesday evening, the 1st inst., was an uncommonly interesting one. He began by stating that "the rapid transit of persons and freight became in all countries an object of desire in proportion to their growth in civilization," and that "like most inventions, that of the steam locomotive was very gradually made." "The locomotive," said Robert Stephenson, "was not the invention of any one man, but of a nation of mechanical engineers." All first attempts to propel carriages by steam, was in the direction of running them on common roads, and several of the attempts were quite successful, notably that of Wm. Murdoch, one of the partners of James Watt, who succeeded in constructing a machine which he successfully tried on a walk leading to a church one night, and nearly frightened the life out of a worthy pastor of the parish, who thought, when he saw the hissing and fiery little monster, that it was the evil one in person. It is curious that the great inventor, James Watt, had little faith in steam locomotion, thought that all attempts in that direction were mere "Will o' the wisps," and advised his partner, Murdoch, to attend to something more practical than "hunting shadows."

It was not till the first of the present century that much progress was made in steam locomotion, when Richard Trevithick, a native of Cornwall, England, and a pupil of William Murdoch conceived the idea of a steam machine to run on the railway or tramway, and thus laid the foundation of the modern railway locomotive. In 1804 Trevithick built a machine to run on a tramway, but while it was a success, so far as the machine was concerned, yet the great weight broke the cast iron rails of the tramway, which so far discouraged Trevithick that he took the engine off the road and used it for several years after as a stationary engine. He had, however, solved the problem of steam locomotion on railways, and it only remained for others to improve the roads and rails. Trevithick used smooth wheels on smooth rails, and thus demonstrated the utility of the plan; but for some years, in all the attempts to run locomotives on railways, either the wheels or the rails were fitted with cogs. All the inventions and experiments except Stephenson's, seemed possessed with the idea that smooth wheels and smooth rails were incompatible, and that loads could not be drawn with the smooth combination.

George Stephenson was the man who really put the modern railway system into operation. Mr. Smallwood gave a short sketch of his life and labors. Stephenson was the son of very poor parents, who were unable to give him any education whatever. The father was compelled to support a family of eight persons on twelve shillings, or three dollars per week. His position was freeman on a Newcomen engine, and at an early age George was set to work at two pence per day, and gradually rose through successive steps to be assistant to his father, at one shilling a day. He set himself to work to understand the working of the engine, and his wages were finally raised to twelve shillings a week. On coming out of the office, after the announcement of the advance in wages, he said to his fellow workmen: "I am now a made man for life." At seventeen years of age he was placed in charge of an engine. Unlike the other men, who spent their half holidays in idleness or drinking, he would take apart his engine, so as to full understand all its parts. His engine became a pet with him, and he never tired of watching and inspecting it. At the age of eighteen he could neither read nor write his own name. He had heard of the wonderful engines of Boulton & Watt, and that they could be found described in books, but the knowledge was shut out from him as he could not read; and, although a full grown man, he was not ashamed to go to school, as soon as he felt that he could spare some of his earnings. He went to night school and made good progress. His plan was to work out his sums during spare minutes in the day, while attending to his engine, on a slate, and take it to the teacher at night for inspection. His wages were now about one pound or five dollars per week, and he added considerably to his income by mending or making shoes. During the time Stephenson had charge of the engine, William Fairbairn, afterwards President of the British Association, was an apprentice engineer working near the same place. The two were fast friends; and sometimes when Stephenson wanted to earn an extra penny by throwing out ballast from the hold of a collier, Fairbairn would take his place at the engine. At twenty, George Stephenson married, and in the course of housekeeping an eight day clock got out of repair, and he determined to clean it himself. He took it apart, thoroughly mastered the details of the machinery of the clock, set it going after the necessary repairs, and after this added considerably to his earnings by repairing clocks for his neighbors. His son, Robert, was born in 1803; and George, as is well known, educated himself and son in mathematics, general knowledge, and mechanical skill, so that they took the foremost stand as engineers and inventors and improvers of steam locomotives, and the designers and promoters of difficult railway enterprises. The feats of engineering skill performed by the Stephensons astonished the world as they were completed, and the world's people still view them with wonder. That George Stephenson could work himself up from a life of indigence and comparative ignorance—as we have already shown, he could neither read nor write when he had reached the stature of manhood—to so great an eminence in the sciences, and in mathematical skill and engineering knowledge, is something marvellous. The story of the remarkable success of his first locomotive, the opposition he met with from engineers and scientists, and from those in authority, and from capitalists; and his determined perseverance in overcoming all obstacles, is too long a story for us to tell. Mr. Smallwood, in closing his paper, said: "The secret of George Stephenson's success lay in the thorough mastery of every subject he took in hand. His great desire was for learning; and this, with his sound common sense, and above all, his perseverance, raised him to the position he occupied. I would especially advise all young men, who wish to accomplish anything, to take him for their model. It is true that there are not railroad battles of such magnitude to be fought over

again, but there are other great works to accomplish. Efficient winter communication between P. E. Island and the Mainland is yet an unaccomplished feat; but by application and perseverance, the honor of solving the problem may yet belong to some young P. E. Islander." We forgot to say in its proper place that Stephenson coined the word "impossibility." The term was hurled at him from all sides with respect to nearly all the projects he took in hand; but he showed the skeptics and the world generally that "impossibilities" were only the creations of the brain's of the ignorant or the incredulous. Mr. Smallwood, no doubt, from his language, is of the opinion that the conveyance of goods and passengers superior to any yet in operation, between the Island and the Mainland, at all seasons of the year, may yet be an accomplished fact; and that winter communication, like that of summer, may be made continuous.

TELEGRAPHIC NEWS.

[SPECIAL DESPATCHES TO THE EXAMINER.]

Bismarck Explains.

BERLIN, April 8. Prince Bismarck, in a private conversation, in which he explained his withdrawal from the Prussian Ministry, said: "I am seventy years old. My nerves are in bad condition. I have not time to be unchaste. The telegraph fearfully multiplies my work. Germany is interested in whatever happens in the capitals of the world, including New York and Washington. This world is a chess-board, and I must watch the moves affecting Germany. It is necessary now to study not only the dominant politics, but also the wire-pullers, financiers and current opinion everywhere, and to act rapidly upon information telegraphed in haste. The Chancellorship is no sinecure. Its duties might overtax a younger man's strength. Without the Emperor's support I could not get through."

The New York Cable Co.

NEW YORK, April 8. The subscription books of the New York Cable Co., which is to construct the routes through the city, laid out by the rapid transit commissioners, were opened to-day at Wall Street, at the National Bank, and in an hour and a half five per cent. of the capital stock, \$2,000,000, was paid in, and the subscription books were closed.

Ontario Bribery Case.

LONDON, April 8. In the Ontario conspiracy case to-day the Judge found the four prisoners guilty. Kirkland fainted in Court and had to be carried out. The other charge of bribery is allowed to remain on the Magistrate's book till the other charge is disposed of.

A Convention of Irish Bishops.

ROME, April 8. The Irish Bishops will convene in Rome in September. The purposes of the gathering are represented to be similar to those of the convention of American Bishops in 1883.

Troops to be Reviewed.

CAIRO, April 7. Gen. Stephenson, Commander-in-Chief of the troops of Egypt, will to-morrow review the troops which have returned from Suakim.

St. John Mayoralty.

ST. JOHN, N. B., April 8. J. McGregor Grant was elected Mayor to-day by a majority of nineteen.

The Queen goes to Darmstadt.

LONDON, April 8. Queen Victoria and Princess Beatrice will start for Darmstadt on the 14th inst.

A Republican Majority.

CLEVELAND, Ohio, April 8. The Republican city ticket was elected by an average majority of 3,100.

Typhus Fever Prevalent.

NEW YORK, April 8. Typhus fever prevails here to an alarming extent.

Graham at Cairo.

CAIRO, April 7. Gen. Graham returned to this city to-day.

Dominion Political News.

OTTAWA, April 8. Sir John gave notice of a resolution that it is expedient that a salary of \$4,000 be provided for an additional Puisne Judge of the Queen's Bench in the Province of Manitoba. The General Inspection Act of 1873, as amended, passed its third reading, and the Civil Service Act, as amended, passed its second reading. Sir Charles Tupper laid on the table the annual report of the Railway statistics of Canada. After recess the House again took up supply, in committee. The House adjourned at midnight.

Weather Bulletin.

Probabilities for the next 24 hours for the Maritime Provinces.

TORONTO, April 9—10 a. m.

Maritime light to moderate winds, generally fair weather, stationary or slightly higher temperature.

METEOROLOGICAL OFFICE.

Charlottetown, 9th April, 1884. Highest temperature yesterday34.9 Lowest temperature (read at midnight)25.4 Lowest temperature this morning24.7 Temperature this morning, at 8 o'clock28.8 Temperature this afternoon, at 1 o'clock32.8

A REGULAR meeting of the Benevolent Irish Society will be held in St. Patrick's Hall, on Thursday, the 10th inst., at 8 o'clock, p. m. A full attendance is requested.—M. J. MORAN, Secretary. [ap 8 3]

SPRING GOODS, SPRING GOODS

Perkins & Sterns

Ask Special attention to their Stock of the following Goods, which are, beyond question, as good value as can be found: 550 Pieces Grey Cottons, 280 Pieces White Cottons, 300 Pieces Print Cottons. English, Canadian and American Knitting Cotton, A good Stock of Canadian and American Corsets. Black French Merinoes, Black Nun's Veiling, Black Cashmeres, Black Persian Cord. A FULL LINE OF MOURNING GOODS. Table Linens, Towels, Sheetings, Pillow Cottons, Room Paper. Rugs, Mats, Carpets, Oil Cloths, etc., all standard Goods, and prices low. PERKINS & STERNS. Ch'town, Feb. 26, 1884.

BIG FIRE!

OWING to the Big Fire W. & A. BROWN & CO. will clear out, during the next six months, their

WHOLE STOCK AT A BIG DISCOUNT.

LOOK OUT EARLY FOR BARGAINS. This offer is positive, as we mean clearing out to be ready for new premises.

Remember the Place: Mr. H. A. Harvie's Old Stand, NEARLY OPPOSITE WATSON'S DRUG STORE.

W. & A. BROWN & CO. Ch'town, April 2, 1884.—dy wkly

GREAT SALE OF New Cottons.

We have just opened a large Stock of

ENGLISH AND AMERICAN PRINTS, NEW SPRING STYLES,

Received Before the Advance in Duty.

We have an immense stock of

GREY AND WHITE COTTONS,

Purchased when the Cotton market was at the lowest point of depression,

Fleecy Cottons, Sheeting Cottons, Pillow Cottons,

TABLE LINEN AND NAPKINS, Towels and Towelling,

TAPESTRY, SCOTCH AND BRUSSELS CARPETS,

And other House Furnishing Goods. WHOLESALE AND RETAIL.

CHOICE TEAS, VERY CHEAP!

By the Chest, Half-Chest, and Quarter-Chest. Also, in Packages of 5, 10, 15 and 20 pounds.

GEO. DAVIES & CO.

Ch'town, Feb. 11, 1884.

NOTICE TO Farmers & Horse Breeders

HAVING purchased in England a Shire Horse, named OAK'S HEART, who is now on the passage out, I hereby notify the above that they will do well to wait until he arrives before they engage any other horse.

OAK'S HEART is by the celebrated Heart of Oak, out of a grand Montgomeryshire Mare. Heart of Oak, when exhibited by the Stand Stud Company at the Shropshire and West Midland Show, at Ludlow, in 1878, won the special £100 prize for the best Cart Stallion to travel the district. Heart of Oak was undoubtedly one of the best stallions ever exhibited, and his stock are now very valuable, the more especially as he himself is now dead.

OAK'S HEART is a rich brown in color, nearly 17 hands, and from his immense power and substance, is bound to get valuable big-boned horses. OAK'S HEART is half-brother to Enterprise, who won the champion and other prizes at the late Cart Horse Show at Islington, and was afterwards sold for 1,000 Guineas to Sir H. Allsopp, being the largest sum ever paid for a cart horse.

G. TWEEDY, Charlottetown, April 4, 1884.—1w wkly 11

CHARLOTTETOWN Woolen Factory Company.

(OLD). THE affairs of the above Company having been wound up, pursuant to a Resolution passed by the Shareholders at their last meeting, a final dividend of two dollars and ninety cents per share, has been declared, and will be payable at the office of F. L. Hazard, Esq., Solicitor, in Charlottetown, on and after Friday next, the fourth day of April, instant.

By order. HENRY LONGWORTH, Chairman. DAVID R. M. HOOPER, Director. April 1—1m 2aw wkly 1m

Dominion of Canada, Province of Prince Edward Island, IN THE SUPREME COURT.

In the matter of An Act of the Parliament of Canada, passed in the forty-fifth year of Her present Majesty's Reign, Chapter 23 intitled, "An Act respecting Insolvent Banks, Insurance Companies, Loan Companies, Building Societies, and Trading Corporations, and of the President, Directors, and Company of the Bank of Prince Edward Island, an Insolvent Banking Company.

BY direction of His Honor Mr. Justice Peters, one of the Judges of the Supreme Court of this Province, notice is hereby given that the said Judge has appointed Monday, the twelfth day of May next, A. D. 1884, at the hour of eleven o'clock, in the forenoon, at the Judges Chamber, in the Law Courts Building, in Charlottetown, in said Province, to make a third and final call on all the Contributors of the above-named Company of fourteen dollars and eighty-eight cents per share. All persons interested are entitled to attend at such day, hour and place, to offer objections to such call. Dated this first day of April, A. D. 1884.

JAMES D. IRVING, Deputy Prothonotary. R. B. FITZGERALD, Solicitor for Liquidators. April 2, 1884.—1aw w 11 may 12

\$500 REWARD.

A REWARD of five hundred dollars will be paid by the undersigned to the person giving such information as will convict the party or parties who feloniously destroyed by fire, on the night of the 26th instant, the stable situate at the head of Knight's Wharf, in Souris East.

JAMES McFARLANE, VERNON H. KNIGHT, Trustees of Estate of late John Knight, Souris, March 28, 1884.

SUBSCRIBE for the WEEKLY EXAMINER, the Cheapest and Best Newspaper published on P. E. Island. Only \$1 per year.