The Examiner.

Charlottetown, January 24, 1876.

OUR SHIPPING.

We have now upwards of fifty thousand tons of shipping. To our neighbors in New Brunswick and Nova Scotia this may appear a rather small exhibit. But it must be remembered that the chief industry of this Island is agriculture; and, moreover, those who engage in ship building make a practice of selling their new ships in the British and foreign markets, and of registering them at other ports. Therefore, the number of ships registered at the Custom House in Charlottetown does not fairly represent our shipping, nor do our ships accumulate in the same proportion as in New Brunswick and Nova Scotia, where the ships are not so generally sold as they are here. It is, we think, a pity, that our people do not more generally own and receive the profits of the ships they build.

Statistics received of Mr. Bremner of the Custom Department, show that on the 18th January, inst., the Province owned:

2 Ships	measuring	1098
38 Barques	"	17,608
21 Barkentines	"	2,777
20 Brigs	"	5,316
56 Brigantines	"	11,100
196 Schooners	"	8,820
12 Steamers	(gross 4,349)	2,958
335 vessels,	measuring	50,677

The following vessels were built during the past year:—

Brigt. Abrasia, built at Murray Harbor, by C. McLure, in 1875, class 7A, 194 tons, owned by Cartney McLure.

Brig Adrienne, built at Vernon River, by Chas. McDonald, in 1875, class 7A, 299 tons, owned by L. C. Owen.

Barquentine Agnes Wilson, built at Summerside, by Angus McMillan, in 1875, class 8 A1, 349 tons, owned by Angus McMillan.

Brigt. Aleppo, built at Cardigan, by Jas. E. McDonald, in 1875, class 7A, 249 tons, owned by Andrew A. McDonald.

Brigt. Alroy, built at Mount Stewart, by Coffin & Glover, in 1875, class 7A, 248 tons, owned by Peake Bros. & Co.

Sch'r A. McRae, built at Pinette, by Alex. McRae, in 1875, 50 tons, owned by Rod'k McRae.

Brigt. Asteroid, built at Bedeque, by Jos. C. Morris, in 1875, 86 tons, owned by Joseph C. Morris.

Sch'r Break of Day, built at Mill River, by M. Gallant, in 1875, 25 tons, owned by Meddie Gallant.

Sch. (3 masts) Bridesmaid, built at Bideford, by William Richards, in 1875, class 8A, 532 tons, owned by William Richards.

Brigt. Cardigan, built at Cardigan, by Jas. E. McDonald, in 1875, class 5A, 121 tons, owned by Jas. E. McDonald.

Brigt. Carmenta, built at Egmont Bay, by Angus McMillan, in 1875, class 7A, 199 tons, owned by Angus McMillan.

Sch. Champion, built at Bouctouche, by Jas. Duncan, in 1875, 110 tons, owned by Jas. Duncan.

Barquentine Charlotte Grant, built at Dundas, by McKean & Vickerson, in 1875, class 7A, 299 tons, owned by S. D. McKean.

Sch City Point, built at New London, by Geo. Bell, in 1875, 50 tons, owned by Geo. Bell.

Barque Clara, built at Mount Stewart, by John Gillan, in 1875, class 7A, 293 tons, owned by John Gillan.

Brigt. C. M. L., built at Souris, by A. W. Owen, class 7A, 198 tons, owned by Jas. K. Scott.

Sch. Col. Elsworth, built at Crapaud, by Adam C. Leard, 31 tons, owned by Adam C. Leard.

Barquentine Corisande, built at Mount Stewart, by Coffin & Glover, class 7A, 299 tons, owned by Peake Bros. & Co.

Brigt. Elaine, built at Mount Stewart, by Edwin Coffin, class 7A, 249 tons, owned by Peake Bros. & Co.

Sch. Elizabeth, built at Pinette, by Alex. McRae, 19 tons, owned by Neil McDougall.

Brigt. Eliza, built at Thorburn Bridge, by Jas Duncan, class 7A, 199 tons owned by Jas. Duncan & Co.

Brig Empress, built at Mount Stewart, by James Duncan, class 7A, 248 tons, owned by Jas. Duncan & Co.

Brigt. Eric, built at Mount Stewart, by Coffin & Glover, class 5A, 199 tons, Peake Bros. & Co.

Brig Excel, built at Grand River, by John McDougall, class 7A, 299 tons, owned by L. C. Owen.

Brigt. Fortune, built at Fortune Bridge, by James Duncan, class 7A, 199 tons, owned by James Duncan & Co.

Sch. George, built at Lot Eleven, by Jas. C. Pope, 93 tons, owned by Jas. C. Pope.

Barquentine Glynwood, built at Souris, by Geo. D. Longworth, class 7A, 299 tons, owned by Geo. D. Longworth.

Brigt. G. W., built at St. Andrew's Point, by Geo. Whiteman, class 5A, 287 tons, owned by Geo. Whiteman.

Brigt. Hannah, built at Fortune Bridge, by Jas. Duncan, class 7A, 199 tons, owned by James Duncan & Co.

Brigt. Harry Davies, built at Murray Harbor, by Davies & McFadyen, class 5A, owned by Daniel Davies.

Barquentine Hazelwood, built at Mount Stewart, by Jas. White, class 7A, 362 tons, owned by G. D. Longworth.

Tug Henry Aitken, built at Charlottetown, by W. H. Batt, 26 tons, owned by William H. Batt.

Barque Hollywood, built at Mount Stewart, by James White, class 7A, 299 tons, owned by Geo. D Longworth.

Brigt. Ibis, built at Murray Harbor, by Davies & McFadyen, class 7A, 223 tons, owned by Daniel Davies.

Brigt. Isabella Hayden, built at Morell, by William Hayden, class 7A, 241 tons, owned by Peake Bros. & Co.

Brigt. Isabelle, built at Bideford, by Wm Richards, class 7A, 306 tons, owned by William Richards.

Barque Isobel, built at Cardigan Bridge, by Hugh L. McDonald, class 7 A1, 340 tons, owned by L. C. Owen.

Sch. J. C. Pope, built at Murray Harbor, by John Cowan, 57 tons, owned by John Cowan.

Sch Jeanne D'Arc, built at Egmont Bay, by L. Gallant, 52 tons, owned by Lemang Gallant.

Barque Josephine, built at Summerside, by John Lefurgy, class 7 A1, 576 tons, owned by John Lefurgy.

Brig Julia, built at Cascumpec, by Jas C. Pope, class 7 A1, 286 tons, owned by Jas. C. Pope.

Barque J. W., built at Georgetown, by McDonald & Westaway, class 7A, 517 tons, owned by L. J. Westaway.

Barque Katie Stuart, built at West Point, by D. C. Ramsay, class 7A, 357 tons, owned by John Lefurgy.

Barque Kwasind, built at Mill River, by Andrew Bell, class 7A, 479 tons, owned by John Yeo.

Brig Lady Milton, built at West River, by John Darrach, class 7A, 330 tons, owned by L. C. Owen.

Brig Lauretta, built at Mount Stewart, by David Egan, class 7A, 299 tons, owned by L. C. Owen.

Brig Linda, built at Mount Stewart, by John Gillan, class 7A, 244 tons, owned by John Gillan.

Brig Lizzie, built at West Point, by D. C. Ramsay, class 7A, 237 tons, owned by John Lefurgy.

Brigt. Lothair, built at East Point, by Chas. P. Knight, class 7A, 190 tons owned by John Hughes.

Brigt. Louise, built at Mount Stewart, by Jas. Duncan, class 9A, 199 tons, owned by Jas. Duncan & Co.

Barque Lucy Pope, built at Cascumpec, by Jas. C. Pope, class 7A1, 739 tons, owned by James C. Pope.

Brigt. Lynwood, built at Montague, by Geo. D. Longworth, class 7A, 199 tons, owned by Geo. D. Longworth.

Brigt. Maggie, built at Souris, by James McLauchlan, class 7A 1, 199 tons, owned by James Duncan & Co.

Brigt. Marion, built at Mount Stewart, by Jas. Duncan, class 7A, 199 tons, owned by James Duncan & Co.

Barkt. Marion, built at Summerside, by John Ramsay, class 7A, 332 tons, owned by William Richards.

Brigt. Mary, built at Indian River, by Angus McMillan, 199 tons, owned by Angus McMillan.

Sch. Mary, built at St. Peter's Bay, by Martin McInnis, 76 tons, owned by W. W. Lord.

Sch. May Queen, built at Malpeque, by Wm. & James Ramsay, 11 tons, owned by David Dougherty.

Barque Milo, built at Lot 14, by John Plesltid, class 7A, 436 tons, owned by John Yeo.

Sch. Minnie R., built at Bayfield, N. B., by S. M. Treen, 20 tons, owned by Samuel M. Treen.

Brigt. Montague, built at Montague, by Alex. McInnis, class 7A, 212 tons, owned by James Duncan & Co.

Sch. Monty R., built at St. Peter's Bay, by P. J. Ryan, 16 tons, owned by Anthony McInnis.

Brig Moravian, built at Mount Stewart, by John J. Fletcher, class 7A 1, 249 tons, owned by Fred. W. Hyndman.

Barkentine Nellie, built at Lot 13, by Wm. Henry, class 7A, 293 tons, owned by John Yeo.

Brigantine Nina, built at Summerside, by Angus McMillan, class 7A, 170 tons, owned by Angus McMillan.

Brigantine Norine, built at Souris, by A. W. Owen, class 7A, 199 tons, owned by Andrew A. Macdonald.

Barque Northern Star, built at Port Hill, by James Yeo, class 7A, 323 tons, owned by John Yeo.

Barkentine Nushka, built at Lot 6, by Geo. Carroll, class 7A, 443 tons, owned by John Yeo.

Brig Olga, built at Mount Stewart, by Coffin & Glover, class 7A, 249 tons, Peake Bros. & Co.

Sch. Ontario, built at Murray Harbor, by James Clow, 43 tons, owned by James Clow.

Brigantine Pearl, built at Bideford, by Wm. Richards, class 7A, 173 tons, owned by William Richards.

Brigantine Pinta, built at Summerside, by Angus McMillan, classed 9A, 199 tons, owned by Angus McMillan.

Barkentine Raven, built at Rollo Bay, by Jas. Keefe, class 7A, 199 tons, owned by Daniel Davies.

Barkentine Rosamond, built at Lot 10, by John Millar, class 7A, 296 tons, owned by John Yeo.

Brigantine Sirius, built at Georgetown, by Daniel Gordon, class 5A, 122 tons, owned by Daniel Gordon.

Steamer Southport, built at Summerside, in 1874, by John McKinnon, 186 tons, for Chairman of Board of Works.

Brigt. Speedwell, built at St. Peter's Bay, by John A. McLaine, class 7A, 197 tons, owned by F. W. Hyndman.

Brigantine Swallow, built at Fortune Bay, by Benj. Dingwell, class 7A, 199 tons, owned by F W. Hyndman.

Barque Transit, built at Enmore River, by Wm. Richards, class 8A, 1049 tons, owned by William Richards.

Brigantine Tropic, built at Charlottetown, by Wm White, class 5A, 141 tons, owned by William White.

Brigantine Victor, built at Mount Stewart, by David Egan, class 7A, 193 tons, owned by William Welsh.

Brig Vindex, built at Mount Stewart, by James Ross, class 7A, 242 tons, owned by J. S. Carvell.

Brig Xenia, built at Mount Stewart, by Edwin Coffin, class 7A, 249 tons, owned by Peake Bros. & Co.

SUMMARY.

11 Barques	measuring	5422	tons
10 Barkentines	"	3278	"
12 Brigs	"	3231	"
33 Brigantines	"	6510	"
15 Schooners	"	1185	"
2 Steamers	"	212	"
83 Vessels	"	19838	tons.

THE WINTER BOAT.

We are glad to learn that several of our leading men of business have decided to obtain—if it can be done at a cost within their means—a steamer which will be of service during fall and winter. We trust that if they do obtain her, she will be liberally subsidized by the Dominion Government as a means of keeping up that constant communication between this Island and the main land, which, under the terms of Confederation, they are bound to maintain. We are pleased to see that they have taken the matter into their own hands and are determined no longer to be dependent on King or Government. If they had taken this step a year ago, it is not at all likely that such a very large amount of capital would now be lying, locked up and idle, in our harbors and rivers.

FAMILY LIFE.

We seldom report sermons. But the following, delivered by Rev. George W. Hodgson, on Sunday evening, 16th inst., is so full of valuable practical lessons to persons of all classes that we insert it for the benefit of our readers. The text was:

"And he went down with them and came to Nazareth, and was subject unto them; but his mother kept all these sayings in her heart. And Jesus increased in wisdom and stature, and in favor with God and man."—St. Luke, II., 51, 52.

"And on the third day there was a marriage in Cana of Galilee, and the mother of Jesus was there, and both Jesus was called and his disciples to the marriage."—St. John, II., 1, 2.

Here we see our Blessed Lord living in somewhat the same circumstances as our own, showing us our duty, and coming to this world to manifest to us the Divine Life. We see the hunted fugitive driven down to Egypt; then we behold the obedient Child of Mary; then, again, the modest carpenter of Nazareth. None can so truly know the burdens and trials of life as He, who was the knowledge and wisdom of God; and yet for our sakes He deigned to grow in wisdom and stature. You who are apt to get tired of your ordinary daily life, learn your lesson from Him. Those mighty hands that made the skies, no earthly toil refuse. A modern painter has endeavored to paint on canvas that beautiful scene—the work-room at Nazareth; and as the sun shines in upon that humble, scrupulously clean abode, it falls upon and lightens the face of God Incarnate. Do not think of your Blessed Lord as always at Calvary, but look to the carpenter's shop; look at those sweat drops falling; look at those blistered hands, and see your God and pattern. Hear Him say, "Learn of Me, for I am meek and lowly of heart." See Him attending to all the ordinary duties of life, and try to think of the domestic life in that Blessed Family, and the grand pattern it holds forth to the Christian households now. The Christian religion has elevated and sanctified the holy ordinance of marriage. Christ promises special graces to it, for it is the closest union imaginable, and an image of the union of Christ with His Church. And then follows the relation of children and its evident responsibility. The pattern of the Fatherhood of God being represented by the mutual love of the Father and the Son. Each parent will have to account at the last how he has carried out or failed in these family relations. What are some of the causes that lead to these failures? First, I would say that it is deeply to be regretted that so many persons take their ideas of life from novels, and, I might add, from even the so-called pious literature of the day, so much of which is unreal, and from those false views of life are put forth fictitious ideas of family life and pleasures—no jars or unpleasantnesses; and then, when experiencing the real life, they are completely adrift. The truth is, that in holy matrimony and the family life, there must be a great deal of mutual forbearance and consideration with each other, and this must be done through unselfishness—being self-forgetful, forgiving, bearing with mistakes of character and even action; for in this respect it typifies Christ bearing the imperfections of His Church. Even sins must claim a gentle consideration. O parents, do not provoke your children to anger, and yet do not yield the reins of government. Not covering up faults, but bearing and correcting in love; then should the family help each other on the heavenly way, and to bear the burdens, trials, and every day difficulties which meet its members. Go to the Bible, and not to novels, for views and ideas of family life. Try to think of your life as a responsibility and a duty, not a pleasure and ease; for true pleasure can only come from a clear conscience and duty's path unflinchingly followed. This is the cause of so much misery in the wedded life. They thought only of pleasure—duty never entered their minds—and the end has been a miserable failure. Again, we form our character every day by our habits of life. A great deal depends on the habits of young people, for it is hard to break away from an ill habit. Suppose a young man, just reaching a manly age, goes astray. He gets into bad company, and, alas, the tavern is too often his dwelling place; yet he, at times, has serious thoughts, and thinks that bye-and-bye all will change. But oh! only those who, by the wonderful grace of God, and through His might, have conquered in the bitter struggle, know how jealously the foul fiend of hell sought to tear them down. Happy souls, if they have escaped from his allurements. Many have tried to escape, but habit and satan were too strong for their ever-yielding wills and desires. A pure youth is one of the first acquirements for a happy life. "Keep innocency, and take heed to the thing that is right, for that shall bring a man peace at the last." The day of grace is not yet gone. "Turn ye—why will ye die?" And to you, mothers of our future generation, now is the time for forming character, by cultivating domestic affection—learning to bear your trials now that you may be able to do your duty then: and may He, who loved and chose the Blessed Virgin for His mother, give you grace to do your duty in that state of life to which it shall please Him to call you. So much misery has been caused through not thinking of these things earlier. Make your family life better, be unselfish, and your families will bless you for it. Now we come to the life of the family considered to the outside community. And here we may look upon the example of the Holy Family at Nazareth. Jesus, Mary and Joseph were living in what we might call moderate circumstances—not in absolute want. Now, here was a family having all that was necessary, but still in exceedingly moderate circumstances. See there the God-Child Jesus, doing manual labor in that shop of Nazareth. See there a lesson for us and the world. What an appetite there is to get rich, and a scorning of and looking down upon the poor. How anxious we are to have our drawing-room better ornamented than our neighbors'; to get jewels to attract attention; wishing our clothes to look better than our neighbors'. And what is the advantage of it all—what more do we want than our daily wants supplied? "Give us this day our daily bread," is the prayer of the true Christian. Why lose their souls over their miserable covetousness, their finery, their stuck-up vanity, their miserable pride? Go to that home at Nazareth, and see everything scrupulously clean, and yet everything very poor—no false pride is there. And another thing I should like to speak about is this: We are told in the Bible to be 'given to hospitality.' And notice here, the world has given up its hospitality. What has become of the hospitality of Christians? I presume the reason is that over-eager desire to gain riches. 'We must have more money,' is their cry. 'I cannot afford to keep open house or do my duty to the poor,' is their complaint. Dear brethren, if you are not wealthy, do not be ashamed to let others know it; do not hide yourself and be false. The house at Nazareth was a poor one, but what would many rich men give if their homes were as pure as that. And let us learn from Nazareth the dignity of labor. In the present day, we almost think that some people worship the dignity of idleness and the degradation of work; would go about 'shabby genteel' rather than give attention to a trade. Oh, what contemptible meanness. What man is there worthy to unloose the latchet of his shoes,—'the Carpenter of Nazareth?' Shall man be ashamed to do what the God-man has dignified, blessed, and by His own blessed hands has done for us? Let us ask ourselves a practical question: Which would the world choose, the rich man idle, or the hard-working man? Yet, remember that brain work is the hardest, and work of some kind, manual or brain, is our portion in this world; and a true gentleman must be a man of duty, although the definition has come to be 'a man of no work.' How society loathes labor—how they run from it. Oh! go ye to the shop of Nazareth once more and see the God-man correcting this false view of society. And you, sons of labor, alas! too many of you spend your time in idleness, keeping your families in want and making your homes miserable through your laziness. And now, one word about amusements. There is nothing wrong in innocent amusement, pleasure and recreation. But, first of all, *earn* your pleasure by honest labor; and then take it with a clear conscience, honestly. But, mark, this does not include anything that leads to sin. Persons often say there is no harm in this or that questionable amusement, when it is often simply an excuse, leading to worse things. 'The heart is deceitful above all things.' Do not deceive yourselves. If there is an intention and wish to do wrong, to have wrong thoughts, actions and feelings encouraged, then depart from that cause. Think of your Lord at the Marriage Feast, enjoying and blessing innocent pleasure; and ask Him to give you grace to lead godly and holy lives in this world, and to grant you, in the world to come, life everlasting.

LOCAL AND OTHER MATTERS.

Steam at the West.—James Wiggins & Son started their new steam mill at Alberton, on Saturday, 15th inst.

Curliana.—A movement is on foot to form a Curling Club in this city, in connection with the "Citizens Skating Rink."

Burglary at Alberton.—The store belonging to the Hon. R. B. Reid was broken into on Saturday night, and jewlery to the amount of about $100 stolen.—*Journal.*

Acknowledgement.—A friend in the United States has sent us a pamphlet on 'our public schools; are they free for all or are they not,' by Hon. Edmund L. Dunne, Chief Justice of the Supreme Court of Arizona. Thanks.

Murder near Wallace, N.S.—The Halifax *Reporter* says a man named Thomas killed a man named Betts, near Wallace, on Thursday night. The two men had an altercation, and on Betts turning off to go away, Thomas took his gun and shot him.

Raid on Smugglers.—The Customs authorities have lately brought to light several extensive smuggling operations in tobacco and liquors at Yarmouth, showing that the revenue has been defrauded in duties to the extent of over $10,000. Four vessels have been seized, viz:—the schooners Rhuama, Clementina, California and Louis.—*Hx. Chronicle*

Grand Masonic Entertainment.—Under the patronage of the Grand Master, and under the auspices of Victoria Lodge of this city, a grand literary and musical entertainment will be given in Market Hall, Wednesday evening next. The programme is large and varied. Our best amateur professors will take part. It will, undoubtedly, be one of the best entertainments of the season. Go all.

Money.—The accumulation of gold in the leading European capitals is a sign that matters are ripe for an explosion at any moment. The Bank of England, which had allowed the drain in the direction of Paris and Berlin to go on unchecked for some time and its own reserve to fall lower than it has this many years, is now rapidly gathiring in specie. Consols still continue high and steady.—*St. John News.*

Presentations.—Miss B. A. McNeill, late teacher at Argyle Shore, was, on the 13th inst., waited on by the trustees and presented with a purse of money and a complimentary address. On the 13th inst., also, Rev. J. W. Johnstone was presented, by his congregation at Crapaud, with a set of sleigh robes. Previous to his departute from this Island, P. S. Macgowan, Esq. was presented with a complimentary address.

Failures.—Messrs. Dunn, Wiman & Co.'s annual circular on failures, just received, gives the following statistics for the United States and Canada:

1871	2,945	$ 85,352,000
1872	4,069	121,056,000
1873	5,183	228,499,000
1874	5,830	155,239,000
1875	7,740	210,060,353

These figures show a much larger increase in the number of failures than during any twelve months since 1870, while the average amount of liabilities for each failure is less than any similar previous period in that time.

Personal.—Hon. J. C. Pope and daughter are on their way to England.—William Welsh, Esq., M. P. P., left Charlottetown for Great Britain on Thursday last. He is accompanied by Mr. John McMillan, Engineer; and he has gone on behalf of a company of gentlemen in this city, for the purpose of obtaining a new screw steamer suitable to the wants of the trading community during the early winter and early spring months.—P. S. MacGowan, Esq., left Charlottetown for a home in California, on Wednesday last. 'Tis hard when the good go away.'

MARRIED.

On Wednesday, the 5th inst., at the residence of the bride's mother, by the Rev. W. R. Frame, Mr. Joseph McEwan, of St. Peter's Harbor, to Margaret, daughter of the late Mr. Alexander Cameron, head of Hillsboro'.

On the 20th inst., by Archdeacon Reid, D. D., Mr. David Matheson, of Rustico, to Miss Jane May Hooper, of Charlottetown.

DIED.

In this city, on Tuesday, the 11th inst., after a lingering illness of seven weeks, Mary Florence, eldest daughter of George and Mary Robinson, aged 10 years and 5 months.

At Brown's Creek, on the 14th inst., of inflamation of the lungs, after a severe illness of 6 days, Malcolm, the beloved and only child of Angus and Jessie McLeod, aged 2 years, 10 months and 15 days.

At Charlottetown Royalty, on the 18th instant, after an illness of four weeks, Thomas Henry, third son of Edmund and Margaret Waller, aged 8 years and 3 months.

At Southport, on the 14th inst., William Patrick, youngest son of Captain John Aylward, aged 1 year and 3 months.

On the 29th inst., after one day's illness, Elizabeth Ellen, only child of James and Mary Douglass, head of Hillsboro', aged 19 months.

At St. Peter's, on the 10th inst., after a short illness, Mr. William H. Anderson, aged 55 years, leaving a widow and three children to mourn the loss of a kind husband and father.

At Mount Stewart, on the 16th inst., of Scarlet Fever, Malcolm Shaw, only son of Mr. Thos. Douglas aged 2 years and 8 months.

Suddenly at Dundas, P. E. I., on the 19th inst., Arthur McLennan Paddock, M. D., in the 47th year of his age.—St. John, N. B., and Halifax papers please copy.

At Alderberry Plain, Georgetown Road, Lot. 50, on Sunday, the 16th inst., Alex. McMillan, aged 86 years.

On the 9th of Dec. at the residence of his mother-in-law, Mrs James R. Elliot, Thos. Lane Crabbe, second son of Edmund Crabbe, Dufferin, Lot 22, in the 29th year of his age much regretted by a large circle of sorrowing relations and friends.

At Charlottetown, on the 5th inst., after two or three days illness, Timothy L. C. Rochford, in the 48th year of his age.

At Summer River, California, on Jan. 2nd, after a long and painful illness, or swelling of the heart, Mr. Michael Reilly, formerly of Charlottetown, and brother of the late Patrick Reilly, Esq.

MISCELLANEOUS.

The last lineal of Shakespeare is a man of the name of Smith.

California's wool clip is expected to reach 50,000,000 pounds next season.

The life of Sir John Franklin is being written by his neice, Miss Cracroft.

India has not a single port on the vast sea coast line between Bombay and Calcutta where a vessel could discharge her cargo at a pier.

The Dominion Board of Trade will assemble at Ottawa on Tuesday next. There will be a large delegation present from the United States National Board.

Mr. Gladstone abandons theology for the purpose of resuming the classics, and will soon give to the public a new book on *The Time and Place of Homer in History.*

The plan of making England the purchaser of the Khedive's interest in the Suez Canal was substantially the work of Mr. Frederick Greenwood, a prominent London journalist.

An attempt to defraud the Masonic Mutual Benefit Society of Indiana out of $5,000 has come to grief. Thomas B. Rodman started for the silver mines of Colorado last summer, and about twenty days after his departure, his death was announced to the Secretary of the Society, in which Rodman held a $5,000 policy. It was asserted that he had died of colic while in the mountains. Suspicion was aroused, especially when it was discovered that the letter announcing the death was in the handwriting of the deceased. The claim was resisted, and after a long examination the fraud came out. Rodman was found alive and well in a mountain mining town. He has since written a letter to the effect that he only pretended to be dead in order not to be troubled any more by his wife, whom he had left behind.

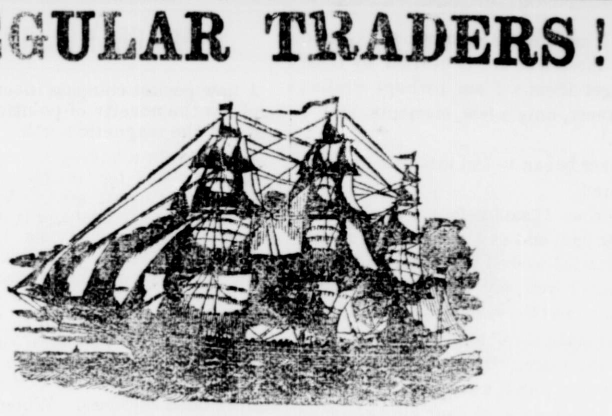
There are in Ontario 2,510 miles of constructed railroad; of chartered railroad there are 10,523. If all were constructed, we should have 13,033 miles of railroad for this Province, against 15,576 for the whole of Great Britain and Ireland. In Great Britain there is one mile of railroad to 2,045 persons; in Ontario there would be one to 190. Since Confederation there have been granted by the Dominion and Provincial Parliaments, 61 charters for the construction of new railways within the boundaries of the Province of Ontario. Capital is authorised by these charters to be raised in stock to the amount of $85,615,000, and in bonds, additional to the stock, to the amount of $130,578,000; making a total capital to be invested in railways of $216,193 000, besides which the Companies are authorized to obtain and expend bonuses from municipalities and the Government without limit. Supposing the amount subscribed at home, the subscription would be about $333 for each adult; and this without considering the liability per capita for bonuses. Supposing it subscribed abroad, the province would have to pay the foreigners $7,834,650 interest a year.

Stole Away.—The following amusing incident is telegraphed from Ottawa to the Toronto "Mail" of the 11th:

Ottawa, Jan. 10.—A very amusing incident occurred at the Canada Central station this morning. It appears that the friends of Mr. Murray, the "Reform" condidate at North Renfrew, had induced the Premier to consent to stumping the country, assuring him that his action would be a capital set-off to the anti-Catholic speech delivered by Mr. Huntington in Argenteuil. He was therefore, billed to speak at Beachburg to-night, Pembroke, on Tuesday, Douglas, on Wednesday. The movement was supposed to be a profound secret. It so happened, however, that Mr. White's friends got wind of the affair, and Dr. Tupper was immediately telegraphed for; consequently when the Premier arrived at the station this morning he was astonished to find the member for Cumberland, accompanied by a shorthand reporter, awaiting the departure of the train to Renfrew. Mr, Mackenzie travelled in the same car with the member from Cumberland, and probably by the time the rival speakers reached Beachburg, peace and quietude prevailed. There is much comment indulged in over the evident discomfiture of the Premier, and his interference in an election campaign between two local candidates is generally condemned.

The Viceroyalty of India is now one of the most important commands as well as about the most sumptuous pageants in the world. But the appointments to it are not always made upon the most revelant grounds. Lord Canning was sent out to India because he was a very obstinate and intractable member of Lord Palmerston's Cabinet, and the alarm caused by the outbreak of the mutiny was increased by mistrust of his capacity. Fortunately his obstinacy was just the quality wanted, and he went through the crisis well. Lord Mayo was sent out because as Irish Secretary he had got into a desperate scrape, and the head of the Government found it necessary to be rid of him. His appointment was received not only with universal surprise, but with almost universal horror. In him too, Indian Government developed unexpected powers, and his rule also was a success, though the extent of the success has perhaps been exaggerated by the rebound of public opinion as well as by pity at the Viceroy's tragic fate. No Parliamentiary or party motives can have contributed much to the selection of the new Viceroy, Lord Lytton. We must suppose that he has been chosen entirely on his merits. Best known as a writer of light, very light, literature, he has, however, held various diplomatic appointments of a not unimportant kind. It is difficult to imagine grave statesmanship in combination with the authorship of Lucille, but success in very different pursuits bespeaks a versatility which may be of use in a ruler who who has to adapt himself to the character of the mysterious East. The uneasy suspicion that something averse to British rule is at work in the depths of Indian sentiment, continues to betray itself in the language of Anglo-Indians, but there is no apparent symptom of a storm, and at present everything, with the standing exception of finance, seems to promise the new Viceroy a fair voyage over a summer sea.—*Toronto Nation.*

REGULAR TRADERS!



THE CELEBRATED A1
CLIPPER SHIP
"JAMES DUNCAN,"
Lawrence Kickham, Commander,
756 Tons Register, Classed 8 years at English Lloyds, and Coppered, now loading at Charleston,
Will be on the Berth at Liverpool about the 10th March,
And will Sail Direct for this Port about 1st April.

ALSO, THE FINE
CLIPPER BARQUE "MINERVA,"
Philip Mercier, Commander,
Classed 8 years A1 at English Lloyds, and Coppered, now at LONDON, will be on the Berth there immediately, and will
SAIL ABOUT 1st APRIL FOR THIS PORT DIRECT,
Carrying Goods for Neighboring Ports at Through Rates!
Both these vessels are well known, and offer inducements unsurpassed by any vessel in the trade.

For Freight or Passage, having superior accommodation, apply in Liverpool to Sir James Malcolm, 69 South John Street; in London to Taylor, Bethell & Roberts, 112 Fenchurch Street; or here to the owners,

JAMES DUNCAN & CO.

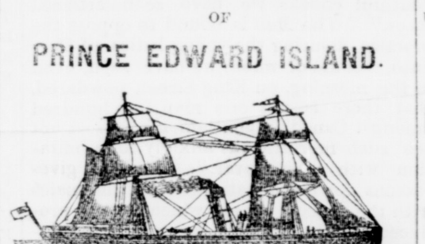
Ch'town, Jan. 24, 1876.—6w

SHIPPING.

By English Mail.—The Hon. John Yeo has been advised of the arrival of his barque *Milo*, at Bridgewater after a passage of 17 days from Malpeque; also of the arrival of the barquentine *Rosamond*, at Bristol, after a passage of 25 days from Shediac, N. B.

The 'James Duncan.'—This ship was successfully cut out of the ice on Christmas Day and was taken to Wyldes wharf, Port Mulgrave. She sailed on Sunday, but was becalmed over night in Carriboo Cove. She set sail again on Monday under a very favorable wind, and is likely well on her way to Charleston, S. C., by this time. The *J. D.* was in the Strait since about the 20th of November and had to wait several weeks for weather sufficiently calm to allow her being hauled up on the slip. Those interested in her should congratulate themselves on getting her out of our ice-bound harbor at this late season. Mr. Robert Hodgson, of P. E. I. and two other gentlemen from the Island were passengers on the *J. D.* Mr. Hodgson's main object being to spend the winter in England, and finding that the long delay of the ship at this port would cut his projected visit short, he left the ship here and started for Halifax on Thursday last, to take the steamer for the old country. We found Mr. H. a genial fellow, and wish him a pleasant voyage and a good time in the land of his forefathers.—*Hawkesbury News.*

OCEAN STEAMSHIP Co.
OF
PRINCE EDWARD ISLAND.



SPRING TRIP, 1876.
THE FIRST-CLASS IRON SCREW-STEAMSHIP
"PRINCE EDWARD,"
1364 tons register, classed 100 A1, which is the highest class at Lloyds,
ROBERT FRASER, COMMANDER,
Will be on Berth at Glasgow, to Receive Cargo, about the Fifteenth March,
Leaving Glasgow for Liverpool
ABOUT FIFTH APRIL; AND WILL LEAVE
LIVERPOOL
FOR
CHARLOTTETOWN
On or about the 15th April,
Carrying FREIGHT at THROUGH RATES from London, deliverable at Charlottetown, Pictou, Georgetown, Summerside and Shediac.

The Steamship has first-class Accommodation for a limited number of Passengers.

For Freight or Passage, apply in London, to Messrs. JOHN PITCAIRN & SONS, 69 Cornhill; in Glasgow, to JAMES KELSO, ESQ., junr., 88 Hope Street; in Liverpool, to Messrs. PITCAIRN BROS, Brockley Buildings, 51 South John Street; in Pictou, N. S., to Messrs. NOONAN & DAVIES, or here to

Peake Bro's & Co.,
Managers.

Ch'town, Jan. 10, 1876.—10i

GRAND
MASONIC
ENTERTAINMENT,
Under the Patronage of the Most Worshipful the Grand Master of Prince Edward Island,
AND UNDER THE AUSPICES OF
Victoria Lodge, No. 2, A.F. & A.M.

A VARIETY ENTERTAINMENT, as above, will be given in the
MARKET HALL,
ON
Wednesday Evening, the 26th inst.,
at which a select and first-class Programme will be tendered, consisting of
INSTRUMENTAL, ORCHESTRAL & VOCAL MUSIC, ADDRESSES, READINGS, RECITATIONS, &c., comic and otherwise, Character Songs, &c.

Orchestral music arranged specially for this evening by N. P. Stramberg, Esq.

The Committee have been fortunate in obtaining some very superior talent, and can, with assurance, look forward to this occasion as a rare treat.

The Masonic Entertainments held in this city have become proverbial for the success that has attended them, and nothing will be spared to make this one fully equal to any yet held.

Prof. Earle takes charge of the musical portion of the programme.

Doors open at half-past 7 o'clock; entertainment commences at 8 o'clock.

TICKETS:—Unreserved Seats 25 cents; Reserved Seats 50 cents—to be had at the usual places, and also of the following Committee:—F. W. Longworth, Chairman; Alex. McKenzie, W. W. McLeod, Wm. H. Findley, Cyrus McGregor, H. McPherson, Wm. Bethune, C. J. Grills, Alex. Devine, and

J. M. BUTCHER, Secretary.

Visiting Brothers will please appear in Masonic Dress.
☞ Programmes now ready with Tickets.
Jan. 17, 1876.—2in

NOTICE.

Messrs. PHILIP McLAREN & SON having assigned all their Stock and Book Debts to me, as trustee for their creditors, all persons owing the said Philip McLaren & Son are hereby notified to pay all debts due them to me, at my office in Charlottetown, where the accounts are now ready for delivery.

All debts unpaid after the first day of February next, will be sued for without further notice.

WILLIAM DODD.

Charlottetown, Jan. 17, 1876.—4w

NORMAL SCHOOL!

The Winter Term of this Institution will commence on the first day of February next, as the Classes will then be Re-arranged. Candidates seeking to perfect themselves for the teaching profession should apply at once to secure admission. The advantage of Normal Training must be great, mere knowledge without ability of imparting will not avail. Our future Teachers must be up to the requirements of the time. This our Normal School, under the able management of the Principal, and of Assistants, is fitted to impart.

DONALD McNEILL, Sec'y.

Education Office. 17, 1876.

POSTPONEMENT.

The time for receiving tenders for Oyster Bed Wharf, Rustico, will be extended until Wednesday, the 2nd February next.

RICHARD WEEKS, S. P. W.

Jan. 17, 1875.—3i

Charlottetown Woolen Factory Co.
Annual Meeting.

The annual meeting of the above Company will be held on TUESDAY, the 25th inst., at Scott's Hall, Kent Street, at 2 o'clock, p. m., for the election of Directors and the transaction of other business. All shareholders should be present or represented by proxy.

A. SIMPSON, Sec'y.

Charlottetown, Jan. 10, 1876.—3i

NOTICE.

All persons having claims against the Estate of the late Martin Hogan, will please present the same for payment. All persons owing the said Estate will please pay the amounts due without delay.

JAMES REDDIN, JAMES BYRNE, } Executors.

Jan. 3, 1876.—4i

LOOK HERE.

All accounts furnished Christmas, 1874, and at Midsummer, 1875, not settled by the 15th February, 1876, will be consigned for legal collection. without distinction.

MARK BUTCHER.

Jan. 19, 1876.—4in

Provincial Treasurer's Office,

Charlottetown, 27th Dec., 1875.

I HEREBY give notice that I have this day appointed Mr. George F. Robinson, of Charlottetown, to be Collector of Assessment on Land and Real Estate in Charlottetown and Common, in terms of the Act 27 Vic., Cap. 27.

JOSEPH POPE,

Jan. 17, 1876.—3in

STADACONA
Fire and Life
INSURANCE COMPANY

Notice is hereby given that a dividend at the rate of

Ten per cent. per Annum,

on the paid up capital stock, has been declared for the past year, and that the same will be payable, at the Head office, 20, St. Peter Street, Quebec, on and after Tuesday, the 25th instant.

The Stock and Transfer Books will remain closed until the 25th inst.

By order of the Board,
CRAWFORD LINDSAY, Sec'y.

N. B.—Shareholders in the P. E. Island District will receive their dividend cheques on appliaction to the undersigned.

CARVELL BROS,
Agents for Prince Edward Island.

Quebec, Jan. 17, 1876.—2i

NOTICE.

The Annual Meeting of the Shareholders of the Charlottetown Cemetry Co., will be held (D. V.) at the Athenæum, (upper hall) on Tuesday, the 1st day of February, at the hour of 8 o'clock, p. m.

By order,
JOHN LePAGE, Sec'y.

Ch'town Jan. 17, 1876.

Prime Fat Herring.

FOR SALE BY THE SUBSCRIBERS,
300 Bbls. Choice Herring.

MacKENZIE & STUMBLES.

Ch'town Jan. 10, 1876.—1m.

SIXTY DOZEN
FELLOWS' COMPOUND
Syrup of Hypophosphites
At Wholesale.

W. R. WATSON.

City Drug Store, Victoria Building, Aug. 23, 1875.

Get your HANDBILLS AND Posters printed at the Examiner office.

NOTICE.

All debts due the Subscribers, whether by Note of Hand, Book Accounts, or otherwise, on the 31st day of December, inst., and remaining unpaid on the 31st day of January, 1876, will without distinction, be handed to an Attorney for collection. The accounts for the past year are about ready for delivery, and parties interested will do well to take due notice and govern themselves accordingly.

McKINNON, FRASER & Co.

Ch'town, Dec. 3, 1876.—1m.

Consumption Cured.

An old physician retired from active practice, having had placed in his hands by an East India Missionary the formula of a simple Vegetable Remedy, for the speedy and permanent Cure of Consumption, Bronchitis, Catarrh, Asthma, and all Throat and Lung Affections, also a Positive and Radical Cure for Nervous Debility, and all Nervous Complaints, after having thoroughly tested its curative powers in thousands of cases, feels it his duty to make it known to his suffering fellows. Actuated by this motive and a conscientious desire to relieve human suffering he will send (*free of charge*) to all who desire it, this recipe with full directions for preparing and successful using. Sent by return mail by addressing with stamp naming this paper.

DR. W. C. STEVENS.

Munroe Block, Syrause, N. Y. jan 17 '76.

FURNITURE.

CHAIRS,
Cheaper than ever,
In Double and Single Backs.

CANE SEAT CHAIRS!
In Large and Small Rockers.

TO THE TRADE:
Looking-glass Plates
All sizes, Good and Cheap.

HAIRCLOTH,
all sizes. Also, some
VERY HANDSOME VENEERS!
in Walnut, Plain, Fancy, and Corrugated Bird-eye Maple,

Corrugated and Hungarian Ash and Burl Walnut.

All the above will be sold very Cheap for Cash Only.

E. D. STAIR,
Upper Great George Street.

Ch'town, Oct. 18, 1875.

OUR MOTTO,
NO HUMBUG

The subscriber has just received his Fall Supply of

BOOTS, SHOES,
AND
FAMILY GROCERIES!

and being determined to do nothing but a Cash Business in the future, will sell the same at a very small advance on cost. All cash customers are our customers. All who purchase for cash would do well to call and examine our prices before purchasing elsewhere.

F. H. CAMPBELL,
94 Queen Street.

Sept 20, 1875.

BUILDING LOTS
FOR SALE!

Two of the most suitable Building Lots on the corner, at Tignish Station. The Rev. Dougald McDonald will point out the Lots to intending purchasers.

Also, a piece of excellent Land, lying on Lot 38, consisting of seventy-five acres. There runs through this property an excellent stream of water, capable of driving a mill, and the Railway is close by. Further particulars can be learned on application at "Dominion House," Ch'town, to

H. B. SMITH.

Nov. 22, 1875. 3m

PRIME
Virginia Leaf Tobacco

The Subscriber begs to inform the Public that he keeps
Constantly on Hand
A Choice Selection of Tobacco!
Manufactured from Prime Virginia Leaf.

Before purchasing elsewhere, dealers who purchase for cash should call and judge for themselves at

CHARLES QUIRK'S
102 Upper Queen St.

Aug. 30, 1875.—1y

TENDERS
FOR
PUBLIC WORKS!

Sealed Tenders will be received by the Secretary of the Board of Works up to TUESDAY, the 15th day of February, 1876, at 12 o'clock, noon, from parties wishing to contract for the following public works, viz:—

Repairing the bridge at Albion Mills, Lot 59. Plan and specification will be seen with William Thomson, Esq., near the proposed work, after the 15th inst.

Also, tenders for re-building the bridge across Malcolm McLean's mill stream, near Victoria Cross, Lot 51. Plan and specification will be seen at the store of Duncan McDonald, Esq., Montague Bridge, after the 15th inst.

Also, tenders for railing the breastwork, Head of St. Peter's Bay. Plan and specification will be seen at the store of Hon. Simon Bulger, Head of St. Peter's Bay, after 16th inst.

The signatures of two responsible parties willing to become bound for the faithful performance of the work, are required to accompany each tender. The Board of Works do not bind themselves to accept the lowest tender.

Wm. McDONALD, S. P. W.
King's County.

Supt's office, King's County, Jan. 10, 1875. 7w

House and Lot for Sale.

For SALE, THE HOUSE AND LOT OF LAND on Richmond Street, formerly occupied by the late John Lawson, Esq. For terms, apply at

Examiner Office.

Nov. 22, 1875.

CUSTOMS DEPARTMENT,
Ottawa, Sept. 10th, 1875.

Authorized discount on American Invoices till further notice, 14 per cent

R. M. S. BOUCHETTE.
Commissioner.

Aug. 23, 1875.

IRON. HARDWARE.

Our usually large Stock of Iron, Heavy Hardware, and Shelf Hardwaae.

A few very nice COAL VASES, at LOW PRICES.

BEER & SONS.

Dec. 27, 1875.—6w

Plain JOB AND BOOK PRINTING done at the Examiner Office.