SPECIAL NOTICE.

THE subscriber has much pleasure in informing his advertising patrons that, since the 8th July last—the day on which he purchased the paper—three hundred and ten names have been added to the list of subscribers to the EXAMINER; and that it has now a larger circulation than at any period since the death of Hon. Edward Whelan.

Being desirous of still further extending its sphere, he offers a bonus of one month's subscription to all persons subscribing between the 1st of December next and the 1st January, 1876.

Persons indebted to him for subscriptions, advertizing, or by note of hand, are respectfully requested to pay the amounts due by them on or before the 1st December next.

W. L. COTTON.

Nov. 15, 1875.

The Examiner.

Charlottetown, Nov. 22, 1875.

BRANCH RAILWAYS.

"If it be not now, yet it will come—the readiness is all."—*Hamlet, Act V, Scene 2.*

WE accept the *Herald's* statement that the Dominion Government is going to apply part of the money which was intended to be laid out in the proposed Bay Verte Canal to the construction of branch railways to Capes Tormentine and Traverse—*with a grain of salt.* If it be true, we shall be well pleased; if it be false, we shall not be disappointed. Doubtless, the *Herald* had some authority for its statement. But as the Commissioners appointed to enquire into the Bay Verte Canal scheme, have not yet sent in their report, it is questionable whether the Government has yet decided to abandon that great enterprize—unless, indeed, its abandonment is a foregone conclusion, and the Commission a mere *ruse* to divert, for a time, the attention of the people particularly interested in it. Should this prove to be a fact, we shall have another reason for believing that no confidence whatever can be placed in the McKenzie Administration. We shall, however, be pleased to see the people accommodated with railway facilities provided by the Dominion Government. The work of building railways to Capes Tormentine and Traverse is of great public importance and utility; and the Dominion should, at least, assist in it.

Nor should the proposed branch from Southport to Murray Harbor be forgotten. This branch, if built, will pass through some of the wealthiest and most populous settlements on the Island; and it will be one of the shortest and best routes to and from the mainland. Trains, running west of Summerside, are daily crowded with passengers and over-loaded with freight, and the country there is not more than half as thickly populated as that south of the Hillsborough to Murray Harbor. Reasoning from analogy, the conclusion at which we must arrive is that the traffic of a railway passing through the latter will be double that of the railway which passes through the former. When we recollect, too, that in many of the most the most thickly-settled districts, the people are nine, ten, and twelve miles from the nearest port at which they can ship their produce and get their supplies, the want of railway accommodation and the probability of a railway obtaining paying traffic is all the more apparent.

We observe, with pleasure, that the people do not trust entirely to their Governments. They are agitating the matter themselves. Meetings have been held in many districts; and the unanimity of sentiment in favor of the proposed railway, expressed at those meetings, is remarkable. The resolutions passed do not, we observe, commit those who adopt them to any particular scheme, while the petitions which they authorise will test the main question in the Legislature at its next session. The people have we think acted very prudently in this matter. We trust they will be fairly treated. Certainly some consideration is due them; for they contributed their full share of the £5000 per mile that it cost to build two hundred miles of railway which is no direct benefit to them, and the request for a subsidy of $5000 a mile for about fifty miles of railway, which will be to their direct advantage, does not seem unreasonable. We feel quite sure that no considerable body of persons on the Island will oppose giving them the means of obtaining railway accommodation if it can be done without unduly burdening the country. To the carping letters which occasionally appear in the *Patriot*, we attach little importance. They have evidently been written by a person desirous of trading upon and profiting by the fears and prejudices of the people. But, after the unwarrantable manner in which the interests of the people have recently been trifled with by Mr. Laird, we have reason to hope that the latter-day *patriots* will not be so successful as their predecessors. There can be little doubt that, if the economical reforms which we are advocating be accomplished, the proposed railway can be subsidized to the amount required without rendering additional taxation necessary. It is, therefore, to be hoped that the people interested will heartily join in agitating for REFORM.

THE LATE STORM.

DURING last Tuesday and Wednesday snow fell in the country to the depth of a foot or more. Already trains have been stopped by snow in the cuttings—much to the disgust of disappointed passengers. About fifteen hundred feet of the railway embankment at St. Peter's have been washed away by the sea, and about five hundred feet of rail and sleepers have been lost. The embankments at Morell, Marie, and Midgell bridges are so damaged that to cross them with trains is impossible; but the structures of the bridges are, we learn, uninjured. The loss is estimated at about $20,000; and some time must necessarily be lost before repairs can be effected.

THE LAND COMMISSION.

The Land Commission has adjourned *sine die*; and Judge Wilmot left in the steamer for New Brunswick this morning. Awards have, we understand, been made for all the estates brought before the Commission—except the Rennie and Tracadie estates. They are not yet fyled in the Prothonatary's office; but we are informed that they amount, in the aggregate, to about $136,000. The Thompson, Bourke, Holland and DesBrisay estates have yet to come before the Commission.

THE RAILWY.

LAST winter the Dominion Government placed in the estimates voted by Parliament the sum of $5,000 for the purpose, as alleged, of building "snow fences" wherever required along the line of railway in this Island. Was the money expended? Were the fences erected? No. Several months ago, Mr. McKechnie represented to the Minister of Public Works the fact that to meet the requirements of the fall traffic and to ensure the running of trains during the coming winter, four additional locomotives were necessary—and he formally applied for them. Were they sent? No. The experience of last winter showed that there were obstacles in the way of trains running during the winter months. Have measures been taken to overcome those obstacles? No. Really it seems the settled policy of the Dominion Government to close up our railway, and give the employes a holiday every year from January till May. In spite of the protests of the press and the people—notwithstanding the urgent solicitations of its own officials, it refuses to provide the means of keeping it open throughout the year. Yet it is morally bound to keep the road open.

COMMUNISM.

LAST Thursday the *Patriot* published the context to the *Premier's* statement that it is the policy of his Government "*to extinguish anything like landlordism* in this country,"—together with sundry explanations. We have no sympathy with the zeal for party which blindly led the *Patriot* to wrong the Premier, itself, and Canada; and we are pleased that the explanation has been made. Should any proprietor have clipped from the *Patriot* the statement as it at first appeared in capital letters, and sent it home to England for insertion in the *Times*, we hope he will not fail to send the explanation after it. As the Dominion and every Province in it must for many years be borrowers in the British money market, it is important that the British public should be disabused of the idea that landlords are to be extinguished from the country, and that its Government is composed of veritable Red Republicans. To establish the country's credit, the leading journals of Canada have pointed out that the "imperfect nature" of the rights of absentee proprietors in this Island justified the forced purchase of their lands; and they have utterly repudiated the idea that a landlord, who has legally acquired his right and fulfills the duties appertaining to it, may not own any amount of land in Canada as long as he likes. A Government which would undertake to "extinguish anything like landlordism in this country" could not exist a week.

In view of the fact that since the operation of the Land Purchase Act, 1875, there are no laws in any part of British America which enable "anyone to build a vast estate and and have a system of tenantry which makes them practically slaves of the owners of the soil," we are utterly at a loss to understand what could have induced the Premier's statement. It sounds like the clap-trap of a demagogue previous to an election. The fact is, the Premier threw away his powder on a dead duck.

RAILWAY MEETING AT CENTREVILLE.

A meeting of the inhabitants of Bedeque and surrounding country took place at the Orange Hall, Centreville, on Saturday evening, 13th inst. The meeting was called for the purpose of discussing the building of a Branch Line from Cape Traverse to the Main-trunk Line. We noticed among the number present, some of the very oldest inhabitants of Bedeque—men who were opposed to the building of the Main-trunk Line—who voted for the resolutions passed. There was also in attendance Hon. Joseph Pope, Hon. W. G. Strong and Hon. J. C. Pope. Hon. Joseph Pope having been called upon, addressed the meeting at some length, to the following effect. He said that being an early resident of Bedeque, and having had the honor to represent that district in the Legislature, he felt more than ordinary interest in its welfare. He was in favor of the proposed Branch—or indeed any Branch where the country was well populated and industrious. He believed that this line would be well patronized, especially in the winter months, as it is the nearest point to Cape Tormentine, and would have immediate connection with the proposed Branch on the Cape Tormetine side by the winter boats. He did not approve of the proposed idea of farmers building and taking stock in this railway; but if the meeting decided to carry it out, he believed that the best mode of procedure would be to draw up good, strong petitions and have them well backed by good, sound names, and have them presented to the Local and Dominion Legislatures. He advised the people not to make a point of the location of the proposed Branch.

Hon. J. C. Pope next addressed the meeting. He spoke in a very practical manner. He said Branch Railways the people must have; and if he could do anything towards getting them he would do so. He did not agree with local companies building and running them. He believed the Main-trunk Railway could be obtained back from the Dominion if the proper steps were taken—which he thought was the best plan. He read to the meeting, figures which he had received from an authority, showing the amount at which the present railway could be managed. He estimated the income under an average rate, and showed that the income would be largely in excess of the expenditure. He believed that under the proposed mode the Branch would be subject to every freak of the Main-trunk. He thought that Cape Tormentine would one day be the jumping off place to the New Brunswick shore. He suggested that if the present mode be adopted, that the petitions should pray for the granting of $5,000, or some other means of securing a Branch Railway, etc.

Hon. W. G. Strong spoke out strongly. He urged the building of this Branch. The Superintendent of Public Works for Prince County and others, all expressed themselves in favor of the project. Resolutions authorizing petitions to the Legislature for aid were unanimously passed.

TERRIBLE OCCURENCE.

FIVE MEN SUFFOCATED ON BOARD SHIP AT VERNON RIVER BRIDGE.

ON Friday night last, five men belonging to Messrs. Welsh & Owen's new brig *Adrienne* went to bed sober and in good health. In the morning moans were heard in the direction of their apartment; and on going hither the mate of the vessel found three of them dead and two of at the point of death. Their names are:—

James Dawson, of Liverpool, England,
Charles Clegg, of Glasgow, Scotland,
John Griffin, of Belfast, P. E. Island,
Laughlan Ross, of Douse's Road, P. E. I.,
John O'Keefe, of Pisquid Road, P. E. I.

Dawson and Clegg were found standing, leaning, with arms folded, against their bunks, quite dead; Griffin died in bed. Ross and O'Keefe had got up; but were unable to open the door. They were in a very critical position; but medical aid was obtained as quickly as possible and they recovered. The three men who died occupied the upper bunks; the two who escaped, the lower. It appears that when they went to bed—the night being cold and chilly—they left a good fire in the galley and closed all the doors. The gas from the coal penetrated the sleeping apartment, and finding no outlet suffocated the men.

COMPLIMENTARY SUPPER AND ADDRESS.

MR. FREDERIC ROPER, Accountant of the Railway,—having accepted the important position of Secretary to the Dominion Telegraph Company, and being about to leave the Island,—was honored by his fellow officials, with a complimentary farewell supper and address, at the Revere House, on Friday last. About seventy gentlemen were present. Besides Railway officials, there were the Rev. D. D. Currie, D. Currie, Esq., Collector of Customs, John Robins, Esq., Dominion Auditor, Mr. Herbert Beer, of the firm of Beer & Goff, Mr. B. Bremner, of Bremner Bros., representatives of the press and others. Mr. McKechnie, presided; Mr. Cunningham acted vice. The affair—though conducted on tee-total principles—was in every respect a success. A sumptuous repast was followed by the usual loyal toasts, to which Messrs. D. Currie, B. Davies, M.P.P., R. Monroe, of Georgetown, and L. Poole responded. "Our Invited guests" was spoken to by the Rev. D. D. Currie. The "Railway and its Superintendent" drew forth a speech from Mr. McKechnie—in which he counselled temperance, economy, and attention to duty. Before proposing the toast of the evening—the health and prosperity of Mr. Roper—he read the following

ADDRESS:

TO FREDERICK ROPER, ESQ.,

DEAR SIR:—Having heard with feelings of regret, of your proposed retirement from the position of Chief Accountant of the Prince Edward Island Railway, we cannot allow the opportunity to pass without showing you some expression of our regard and esteem, and the appreciation which your gentlemanly bearing, business attention, and your unaffected friendship and courtesy have from the first elicited.

Permit us, dear sir, to say, that the regret your leaving us will produce is in some measure mitigated by the fact that you leave us to accept a position of equal importance to that held here, and probably preferable, inasmuch as you will again be in the neighborhood where you have passed so many years of your life.

We unhesitatingly extend our congratulations to the Dominion Telegraph Company for having secured the services of a gentleman so efficient and popular.

W. McKechnie, Superintendent,
G. C. Cunningham, Resident Engineer,
A. Stronach, Mechanical Superintendent,
Benj. Davies, Paymaster,
J. McKechnie, Supt. Tel. & Despatcher,
E. O. Faulkner, Auditor,
S. H. Brown, Storekeeper,
Jno. Murray, Express Manager,
T. W. May, E. H. Brennan, D. J. Johnston, H. C. Brownell, S. F. Hodgson, J. D. Enman, M. Munro, J. B. Taylor, and others.

Charlottetown, P.E.I. Nov. 19, 1875.

The address was printed in Messrs. Bremner Bros. best style, and enclosed in a neat walnut wood frame. Mr. Roper replied as follows:—

REPLY:

Mr. Superintendent, Brother Officers and Emyloyes of the Prince Edward Island Railway.

It would be difficult, indeed, for me to find words to fully express to you how much I appreciate the honor you are this evening conferring upon me. For the friendly sentiments contained in your address, which has just been read, I most heartily thank you, although I fear you have exaggerated some of the facts.

During the year that I have been associated with you, in the service of the Dominion Government—and in which we have all had our difficulties to overcome, and very often had our tempers pretty severely tried—it is a great pleasure to me to reflect that our intercourse has ever been of the most cordial character, and that we part with mutual regret.

And, now, as the period of my stay with you is rapidly drawing to a close—only a few days and the parting hour will arrive—I feel more keenly than I can tell you, the pain of bidding "good bye," to my friends of the P. E. I. Railway—as well as many others in Charlottetown,—and in my distant home in Toronto, my recollections of your beautiful "Green Isle of the Gulf" will always be of the most pleasant description.

For my successor in office, Mr. Williams, I bespeak the same courtesy and kindness which you have invariably shown to me—for I am confident that he will both deserve and reciprocate them.

F. ROPER.

Mr. Roper also made a short speech—"The Press," "The Railway Staff," "The Ladies," "Our Hostess," and other toasts were enthusiastically honored; and the party broke up at an early hour on Saturday morning. We are informed that Mr. Roper leaves Charlottetown for Toronto tomorrow. We heartily wish him a *bon voyage*, and health and prosperity throughout his career.

MRS. ROBINSON'S READINGS.—Mrs. Robinson's readings and the accompanying vocal and instrumental music, in the Y. M. C. A. Hall on Monday evening last, were attended by a large audience. Mrs. Robinson's power as a reader is beyond dispute. Whether she read pieces affecting sentimental or comical she always commanded the attention of those who heard her. She has a bright spark 'o' nature's fire;' but her style is not finished. She needs to get rid of a few 'mannerisms' before she can be styled a first-class reader. The rendition of the Death of Paul Dombey was, we think, her best performance on Monday evening. Mr. Robinson's songs were very well sung. Indeed they were to us the most pleasing part of the programme. Miss Elden has a sweet voice. Mr. Vinnecombe's playing on the violin was unexceptional. Altogether the entertainment was a very pleasing one.

NEW STEAM FIRE ENGINE.—The city have purchased from the Silsby Manufacturing Company, Seneca Falls, N. Y., a steam fire engine. They have also obtained a thousand feet of hose. The engine is called THE HILLSBOROUGH, No. 7. She was tried on Pope's wharf, in presence of a large number of persons, on Saturday afternoon, and made excellent play. She threw three heavy streams, at once, a distance of about 150 feet; and forced a stream, through a thousand feet of hose, over the cross on the spire of the Catholic Cathedral. She is to be tried again to-day, to show her capacity for lifting water. We reserve an extended notice for next week.

CORRESPONDENCE.

REFORM.

To the Editor of the Examiner.

SIR:—In the leading article of your last number you have described very forcibly, the generally disorganized and unsatisfactory condition of our provincial affairs. The facts, startling as they are, cannot be contradicted; but I scarcely think that the remedy you propose will be sufficient to cure the disease. I do not now discuss the advantages or disadvantages of the effacement of some part of our numerous legislators, indeed it might be assumed that, as the work cannot be much worse done than it is, the less it costs the better. But surely we are not to be content for ever with the present condition of affairs and if any real reform is to be effected, we must go much deeper than merely to reduce the number of our legislators. In our city we have only one council. If it has no other use it has this: it is a standing proof that one legislative body may be more incompetent even than two such as those which compose the local legislature. Should we expect much from a mere reduction of numbers, the City Council is a warning to us that our hopes may be disappointed.

There is one circumstance, alone, which would lead us to suspect that there must be something radically wrong in our political condition. If we look at the gentlemen holding prominent positions in both political parties, we shall see, almost without an exception, men of ability in their particular professions and business, and generally men of unquestionable integrity. On the whole the province has no reason to be ashamed of the *personel* of its Governments. Yet notwithstanding this, we find that the men who are well able to conduct an extensive private business—to whom, as lawyers, men readily intrust their affairs—or with whom, as merchants, they willingly transact business—these same men allow the public affairs to be in such condition as not one of them would permit his own business to be in for a week.

What man would hold up his head who spent such sums of money for such results as those for which the Government pays the education grant? What merchant would allow $30,000 a year to be wasted as are the road moneys? What head of an establishment would select, pay and dismiss his employes as the Government does its Civil Service officers? Certainly, no supporter of the Government or Opposition in the Legislature would so act.

Now, it is well often to remind ourselves that in self-governed countries our rulers are such as we make them; and that if we are not properly governed we have only ourselves to blame. Talk with almost any intelligent politician and he will acknowledge the manifest evils and regret the impossibility of remedying them,—because public opinion is against any reform. The fact simply is that the *triumph of party* is thought far more of than the *good of the country*. The question asked about a candidate is not—Is he the best qualified man? but, Will he unite the votes of the party? The first question about any proposed reform is not—How will it affect the country? but, How will it affect the PARTY? The first question for the Government is to keep in power, for the Opposition to get into power—all other matters are subordinate to these.

Take one of the crying evils most needing reform—the Civil Service. At present there is no security for tenure of office. With each change of Government one crowd of underpaid subordinates is pushed out and another crowd of clamorous, hungry office hunting politicians is put in, with the prospect of being soon displaced in their turn. No thinking man pretends to defend this. But—'We cannot afford to make an alteration; our supporters will not allow it.' Where will you find an intelligent man from one end of the Province to the other, who is not heartily ashamed of our Education System (or rather absence of system), and of our Public Works Department? Yet everyone is afraid to touch them! What the *country* needs, no one doubts. But what is good for the Party is quite another and apparently much more important consideration.

No doubt there are times when parties differ on some really important matters which greatly concern the public welfare. At such times party struggles may be necessary and honourable. No one will now contend that there is the slightest difference of principle between the Ins and Outs, so that party warfare sinks to a mere demoralizing strife for popularity and office.

When the country throws off the shackles of mere party ties, honestly tries to put the best men in power, and then sternly insists on their managing the public business at least as well as they would manage their own, then, but not till then, may we hope for an efficient and economical administration of public affairs. If the country does not care to do this, then no increase or decrease of legislators, no constitution-tinkering of any kind will improve matters in the least.

A CITIZEN.

Nov. 22, 1875.

RAILWAY MEETING.

To the Editor of the Presbyterian.

SIR:—According to appointment, a meeting was held at Belle Creek Schoolhouse on Thursday the 11th inst., to consider the propriety of building a line of Railroad through Belfast and Murray Harbor. After the usual preliminaries, John Compton was appointed Chairman and A. W. Cooke Secretary.

The meeting was largely attended by residents of the locality, as well as the representatives of adjoining districts. After a vivid discussion on the benefits accruing from Railroads in opening up trade and developing the resources of the country, in which Wm. Ross, Esq., Flat River; Messrs. D. Martin, S. Compton, M. Martin, and J. Landers took part, it was moved and unanimously adopted, that—

Whereas A. W. Cooke has received a circular from Charles C. Gregory, Esq., giving suggestions for the formation of a company to build a line of Railroad through Belfast and Murray Harbor.

Therefore Resolved, That if a company of capitalists can be found to undertake the matter, the inhabitants of this vicinity will co-operate as far as possible.

After which a petition was presented and unanimously signed, praying the Lieut. Governor and Council to grant us a subsidy bill.

There was a vote of thaks tendered to the Chairman for his able and impartial conduct in the chair. The meeting then adjourned, the people fully determined to agitate Railway facilities for this district.

The proceedings of this meeting were ordered to be published in the *Presbyterian* and *Argus* newspapers.

Other papers favorable please copy.

A. W. COOKE, Secretary.

Belle Creek, Nov. 12, 1875.

W. W. WELLNER has just received a splendid assortment of Electro-Plated Goods, the finest yet offered.—6 in.

RAILWAY MEETING AT PETER'S ROAD.

MR. EDITOR.—According to previous announcement a meeting was held at Peter's Road, on Friday, the 5th inst., for the purpose of discussing matters in connection with the contemplated Branch Railway between Southport and Murray Harbor, by appointing Mr. Beer, Chairman, and A. J. MacInnis Secretary.

MR. JAMES CUDDY spoke and explained why the meeting was called; moreover that meetings were held at Murray Harbor North, Murray Harbor South, High Bank, Murray River and other places, and considered it but fair that one should be held here. He said that application had been made to Mr. Gregory for information respecting the same, and that circular and plans had been furnished by him (Mr. Gregory) showing the best way, in his opinion, the road could be built; that he felt as though one chance had been let slip and the only alternative left was to take advantage of this opportunity if the Branch could be obtained; that, as the present railway was a paying institution, we should go heart and hand for a Branch, more particularly as we helped to pay for the Main Trunk and other Branches.

MALCOLM MACFAYDEN next addressed the meeting and said he felt it his duty to strongly advocate a Branch line to Murray Harbor and Belfast and was confident that it would prove a benefit and develope the resources of Murray Harbor and adjacent settlements; that the present Railway was unmistakeably a success, and we had positive proofs as to its paying; and that as Murray Harbor had to contribute her portion towards the present Railroad, in all manner of justice this and the Belfast district were entitled to a Branch. Mr. MacFayden forcibly explained the benefits a railroad was likely to confer on this community and furnished statistics showing that it could be built without much additional taxation, and that 12 1-2 cents per head of all the population of the Island would warrant a sum sufficient to build the road.

Mr. SAMUEL PETERSON said there was nothing like agitating the question in a forcible and argumentive manner; pictured out the beneficial results attending railroads in Europe, Asia and America and other countries, and contended that there was always a greater manifestation of intelligence in countries where railroads were; that they caused people to be more active, more expert, and in fact to a considerable extent exterminated superstition, as people of intelligence and education were always going to and fro where railroads existed. Mr. Peterson showed good reasons why Murray Harbor and Belfast were entitled to a Branch, and felt assured that it could be built without direct or indirect taxation.

MR. DANIEL SINGLETON next spoke and censured our representatives for misrepresenting the present railroad to the people. He said that when they were instrumental in giving the other Branches, they should have reserved a share of the spoil for Murray Harbor and Belfast: that he would like to see a railroad to Murray Harbor as it would stimulate the trade of the country and develope its resources, and that as the railway proved a benefit in other parts of the Island, we should, by all means, try and obtain one too. Mr. Singleton's speech was considered sound, solid, pithy and humorous.

MR. GEORGE JENKINS spoke at considerable length, and said that as it was shown that railroads were paying in other countries and on this Island, he considered no place was more in need of a Branch Line than Murray Harbor and Belfast, and would '*go* for it' with a will.

MR. GEORGE MARTIN endorsed the opinions of the previous speakers, and advocated strongly for the extension of a Branch from Southport to Murray Harbor.

Your humble servant made a few remarks after which the resolutions passed at Murray Harbor South, Murray River and other meetings, were unanimously adopted, and the petition to the Local Government asking for a subsidy was signed by all present.

Yours, &c.,

A. J. MACINNIS, Sec'y.

November 10, 1875.

LOCAL AND OTHER MATTERS.

The next Governor of Newfouneland is to be Captain Freeling.

QUERY.—Why do not the authorities provide a better domicile for the Lighthouse Keeper at Cascumpec Harbor?

A large lot of Waltham Watches, in solid Silver Cases, at $20 and upwards, warranted as usual, by W. W. Wellner.—6 in.

Cigars, Tobacco, Meerschaum, Briar and Fancy Pipes, Pipe-fixings, Stems, Pooches, Cigarettes, Razor strops, cheap at the Union House, 28 Queen Street. 3in

ARRIVAL.—Hon. J. C. Pope's bark *Hertha*, arrived at Charlottetown this morning, from Tralee, Ireland,—making the passage in twenty-five days to Canso.

PERSONAL.—Mr. Brydges—the Napoleon of Railway's—is about to visit the Island. He will, no doubt, suggest a means of keeping the Island Railway open throughout the winter!

OLDEN TIMES BETTER THAN THESE.—A correspondent writes:—"When the mails were taken by the horse and wagon, before the introduction of railway trains, the subscribers to the EXAMINER at Kildare, got their paper—which is published on Monday—next day, Tuesday. Now, however, since steam cars take them they cannot get their paper until the Friday after they are printed—four days in transit."

CHARLOTTETOWN DEBATING CLUB.—This club met on the 19th inst., and the subject for debate "Is a Legislative Union of the colonies with Great Britain, desirable," was opened by Mr. A. B. Warburton. After a highly interesting debate, the question was decided in the negative by a large majority. The subject for next debate is "Should Vocal Music be taught in the Public Schools?" to be opened by Mr. P. R. Bowers.

THOS. W. MAY, Secretary.

VESSEL BURNED.—The wrecked barque *Katie McDonald*—purchased on Friday last by Hon. J. C. Pope, for $2,800, caught fire on Saturday evening. The deck and upper part of the vessel was burned from forecastle to main hatch. The tug *Henry Aitken*—with the owner and others on board—went down to her on Sunday; and by great exertions the fire was extinguished. The fire was probably, the result of carelessness. The men left the vessel at 3 o'clock on Saturday. The affair should be investigated.

BUOYS.—There is scarcely a doubt that if the Bell Buoys, which are now on the Messrs. Peake Bros. & Co.'s wharf had been in place, the *James Duncan*, and the *Katie McDonald*, would not have stuck on St. Peter's Island Bar. The Buoy now there is altogether to small, and shipmastess tell us that they often are right upon it, and sometimes past it, before they discover the Buoy.—*Times.*

NEW ADVERTISEMENTS.

Flour, Tea, Brandy, &c.

FOR SALE.—

900 bbls. Choice Family FLOUR.
100 chests TEA,
25 qr. casks (very old) BRANDY,
40 kegs Twist TOBACCO,
30 boxes Cavendish TOBACCO.

J. & T. MORRIS.

Nov. 22, 1875.—2i

FOR SALE OR TO LET.

THAT House and Premises at Brighton, lately occupied by P. V. Robin, Esq.

—ALSO—

A House, Shop, Warehouse, &c., at Mount Stewart Bridge. An excellent Business Stand.

MORRIS & HYNDMAN.

Nov. 22, 1875. 2in

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

APOTHECARIES' HALL, DesBrisay's Corner.

Choice Bulbs, Tulips, Hyacinths, Crocuses.

THE Apothecaries Hall Company have received a consignment of choice BULBS, which are offered at a slight advance on cost.

Nov. 22, 1875.—4i

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.

IN STORE.

FLOUR { Pastry, Superior Extra, Extra.

TEA { Chests and Half Chests, English Breakfast, 6, 10, 15, 20 lb bxs Green.

TOBACCO { Bond or duty paid, "Honey Dew" Flat Chewing, Smoking, Fine Cut.

CIGARS (all kinds).

SUGAR, PICKLES, etc., etc., must be sold to close consignments.

E. PALMER, Jr.,
41 Water Street.

Nov. 22, 1875.

CARPETS

Tapestry, 75c. per yd, and upwards
Brussels, $1.00 " "
Wool, 75c. " "
Union, 55c. " "

GEORGE DAVIES & CO., LONDON HOUSE.

November 22, 1875. h p 3in

LOST OR STRAYED!

A YOUNG small sized Mare, brown, with a white star on her forehead, was found at the stable door of the undersigned. The owner can get her on proving his claim and paying the expenses of keeping her and advertizing.

DAVID ARBING,
Lower Spring Park Road, Williams Field.

Nov. 22, 1875. 3in

VALUABLE FREEHOLD PROPERTY AT COVE HEAD.

TO be sold by Public Auction on TUESDAY, the twenty-fifth day of January next, (1876) at the hour of 12 o'clock, noon, at the Colonial Building in Charlottetown, under and by virtue of a Power of Sale, contained in an Indenture of Mortgage, bearing date the first day of May, one thousand eight hundred and seventy-three (1873) and made between Neil Darrach of Cove Head, Township Number Thirty-four, in Prince Edward Island, ship carpenter, and Jane Darrach his wife, of the one part, and Harry C. Green and John Lefurgey, both of Summerside, and John Yeo of Port Hill, in Prince County, in the said Island, Esquires, of the other part, *All that* tract, piece or parcel of land, situated, lying and being on Lot or Township Number Thirty-four, aforesaid, commencing at a stake fixed on the south side of a creek in Stanhope Cove, thence running south thirty degrees east eighty-eight (88) chains, thence north sixty degrees east six chains, thence north thirty degrees west eighty (80) chains, to a bridge at the head of said creek, thence along said creek to the place of commencement, bounded on the south by lands possessed by James Lawson, on the east by vacant land, on the north by land formerly held by———Smith, and now by Daniel McLeod, and on the west by a creek, containing fifty (50) acres of land, a little more or less; together with all houses, buildings and appurtenances thereto belonging.

For further particulars apply at the office of Hon. John Longworth, Solicitor, Charlottetown.

H. C. GREEN,
JOHN LEFURGEY,
JOHN YEO, } Mortgagees.

Ch'town, Nov. 8, 1875.—2mo [nov. 22

Dominion Parliament.

PRIVATE BILLS!

PARTIES intending to make application to Parliament for Private Bills, either for granting exclusive privileges, or conferring corporate powers for commercial or other purposes of profit, or for doing anything tending to affect the rights of property of other parties, are hereby notified that they are required by the Rules of the two Houses of Parliament (which are published in full in the *Canada Gazette*,) to give TWO MONTHS NOTICE of the application (clearly and distinctly specifying its nature and object), in the *Canada Gazette* and also in a newspaper published in the County or Union of Counties affected, sending copies of the Papers containing the first and last of such notice to the Private Bill Office of each House.

All Petitions for Private Bills must be presented within the first three weeks of the session.

The fee now payable for a Private Bill is Two Hundred Dollars.

ROBERT LEMOINE,
Clerk of the Senate.
ALFRED PATRICK,
Clerk of the House of Commons.

Nov. 22, 1875. 2m

SUBSCRIBE for THE EXAMINER, One Dollar and Forty Cents a year.

NEW ADVERTISEMENTS.

AUCTION!

THE subscribers will sell at AUCTION, on MONDAY, the 29th inst., at the hour of 11 o'clock, a. m.:—

40 caddies Solace TOBACCO,
5 boxes chewing do.,
5 kegs Twist do.,
10 half-chests TEA,
50 doz. BUCKETS,
30 nests TUBS,
200 reams WRAPPING PAPER,
300 doz. LAMP CHIMNIES,
50 gross do. WICKS,
300 do MATCHES,
100 doz. BLACKING,
50 boxes SOAP,
5 kegs BAKING SODA,
20 bbls. ONIONS,
20 do. APPLES.

McKENZIE & STUMBLES.

Nov. 22, 1875.—pat tim

CATHOLIC Prayer Books.

DAILY PRAYERS, $1.25 and $3.00.
Help to Christians, $1.50.
Garden of the Soul, 75c and $1.75.
Golden Manuel, $2.25. [$3 50.
Key of Heaven, 50c, 75c, $1.00, $1.75, $3.00,
Way to Heaven, 50c, 75c, 90c.
Mission Book, 75c, 90, $3.00.
Gems of Paradise, 65c, 90c.
St. Patrick's Manuel, 25c, $1.00, $2.00.
Path to Paradise, 30c, 40c, 90c, $2.00.
Little Key to Heaven, 20c, 60c.
Mission Books, $1.75.

Any of the above will be sent by mail, postage paid, on receipt of marked prices. This stock is fresh and new.

BREMNER BROS.

Nov. 22, 1875. 3in

TOWN LOT FOR SALE.

NUMBER 61 in the First Hundred in Charlottetown, near the Convent and Railway Station. Apply to

H. J. CUNDALL.

Nov. 8, 1875.—3w

Molasses.

A new lot of MOLASSES,—

50 puns,
10 tierces, } Very Choice.
10 bbls.,

CARVELL BROS.

Ch'town, Nov. 15, 1875.—2i

LIQUORS.

QR. casks Hennessy BRANDY,
qr. casks Pinnette BRANDY,
qr. casks Scotch WHISKEY,
qr. casks Irish WHISKEY,
qr. casks Rye WHISKEY,
qr. casks Port and Sherry WINE,
qr. casks GIN, at very low prices.

CARVELL BROS.

Ch'town, Nov. 15, 1875.—2i

EX. "JAMES DUNCAN."

45 Casks Scotch Refined Sugar.

Quality recommended very fine. For sale low while landing.

HYNDMAN BROS.

Nov. 15, 1875.

FLOUR.

IN STOCK:—

1100 barrels Spring Extra, and very Choice Family FLOUR.
Special inducements to Cash Customers.

CARVELL BROS.

Charlottetown, Nov. 15, 1875.—2i

Temperance House,

ALBERTON, - - - - P. E. I.

Is now open. Travellers will find ample accommodation for man and beast.

A LIBERAL PATRONAGE is solicited.

R. M. COSTAIN.

Alberton, Nov. 15, 1875.—4i

NOTICE to TENANTS ON TOWNSHIPS 7, 10, 12, 27, 30, 46, and 47.

THE TENANTS ON THE ESTATES OF Robert Bruce Stewart and other members of his family, on Townships 7, 10, 12, 27, 30, 46, and 47, are hereby notified that they are requested to pay without delay at least one year's rent on their respective holdings, to save legal expenses; and all parties are hereby warned against trespassing upon the unoccupied land on said estates on penalty of prosecution.

The tenants on Townships 7, 10, 12, and 27, will pay to Mr. James Farrar Stewart; and those on Townships 30, 46 and 47, to Mr. Robert Bruce Stewart, Jr., who are duly authorized by the owner of said estates to grant receipts for rent, and will attend to receive the same as usual.

ROBERT BRUCE STEWART, Jr.
JAMES FARRAR STEWART.

Nov. 15, 1875.—3i

P. E. ISLAND STEAMERS, Until Further Notice.

LEAVE CHARLOTTETOWN for SUMMERSIDE and SHEDIAC every Monday and Thursday morning at 3 o'clock.

LEAVE SUMMERSIDE for SHEDIAC every day, on arrival of morning train from Charlottetown.

LEAVE SHEDIAC for SUMMERSIDE every day, on arrival of morning train from St. John.

LEAVE SUMMERSIDE for CHARLOTTETOWN every Wednesday and Saturday evening, at 6 o'clock.

LEAVE CHARLOTTETOWN for PICTOU every Thursday morning at 8 o'clock.

LEAVE PICTOU for CHARLOTTETOWN every Wednesday and Saturday, on arrival of morning train from Halifax.

LEAVE PICTOU for GEORGETOWN every Tuesday and Friday, on arrival of morning train from Halifax.

Leave GEORGETOWN for PICTOU and CHARLOTTETOWN every Wednesday and Saturday morning, at 5 o'clock.

Connect at Shediac with train for St. John, and there with Railways and International Steamers for all places in United States and Canada; at Pictou with trains for Halifax and all places in Nova Scotia; at Summerside and Georgetown with trains for Charlottetown and all places in the Island.

AGENTS.—Thomas Bolton, Halifax; Hanford Bros., St. John; Noonan & Davis, Pictou.

F. W. HALES, Sec'y.

Ch'town, Nov. 15, 1875.

Take Notice.

At Tignish Station

THE HANDSOME HOUSE BUILT ON our lot at Tignish Station, by Mr. Isidore Chaisson, has been lately bought by us. Said House and Lot we now offer FOR SALE. Apply to the owners,

ONESIME CHAISSON,
MATHIAS CHAISSON,

Or on the premises to Isidore Chaisson.

Nov. 1, 1875.—4i

IMPORTANT!

For the Benefit of all Concerned!

THE SUCSCRIBER WOULD INTIMATE to all persons indebted to him to 1st OCTOBER, that the full amount of their accounts is required with as little delay as possible.

HENRY BEER.

Southport, October 25, 1875.—6i