

have been in progress, and the road from Winnipeg to the frontier would have been built by the time the railway would have been pushed through the valley of the Saskatchewan, extending from Lake Superior westward and from Lake Superior eastward, and that would have been done, gentlemen, done by a company of men who would have been a subsidy of thirty millions of money and fifty million acres of land. [Voice—'very true! and applause!'] Now, gentlemen, you know well—you may remember the names of those gentlemen that you have met, and you wish to be reminded of them, you wish to be reminded of the thirteen gentlemen who got the charter—men whose position, whose rank, whose wealth, whose education, and whose acquaintance with railway affairs were a guarantee that they knew what they were about when they accepted the charter and undertook the work. [hear, hear.] It was not willing to accept that work, and it was not willing to give gentlemen, if it had not been for the unpatriotic course taken by the Opposition, and the reviling and the raising of false issues, and the telling of false stories, and the relation to the public of the late Government, [hear, hear.] Now, gentlemen, the provision that was made that this Company was to get thirty millions of money to be given them as the road progressed, and to give them fifty million acres of land as the road progressed, in alternate blocks, and that the Dominion of Canada was to keep fifty million acres also in alternate blocks. Sir Hugh Allan calculated, and the company calculated, and the President calculated, that looking at the price of land along the United States Northwest, at least this land should be worth \$2.50 an acre; and we agreed that for a certain time, to give him a fair chance, that the price of land along the railway should not be under that sum. If we, gentlemen, got for the fifty millions of acres we kept \$250 an acre—or if we were to keep fifty million acres—this would have been fifty millions of dollars, and would have covered the thirty millions we were to advance in a subsidy and all the interests upon it [cheers and applause.]

The Examiner.
Charlottetown, Dec. 27, 1875.
BREACHES OF PUBLIC FAITH.
By the Terms of Union the Government of the Dominion is bound to provide an "Efficient Steam Service for the conveyance of mails and passengers,—to be established and maintained between the Island and the mainland of the Dominion, WINTER AND SUMMER,—thus placing the Island in CONTINUOUS COMMUNICATION WITH THE INTERCONTINENTAL RAILWAY AND THE RAILWAY SYSTEM OF THE DOMINION." Upon this understanding the people consented that this Island should become part and parcel of the Dominion of Canada. The public faith of the Dominion was solemnly pledged to carry out the agreement, and the Union was consummated. Several months later an advertisement calling for tenders to provide a first-class steamer to ply between this Province and the mainland during winter, appeared in the newspapers; and if a vessel such as that specified in the advertisement had been put on, the people would have been satisfied that the Government of the Dominion intended to perform the conditions of its agreement with this Island in good faith. But when winter came, a steamer, the maximum speed of which is five miles an hour—and which is utterly unfit to make progress through ice—appeared upon the scene. The pledge of the Dominion was broken. "Continuous communication" was, of course, not kept up. No valid excuse was offered. Some Government officials had blundered,—this was all the satisfaction the people could get. Their hopes were again raised. Mr. Sewell contracted with the Government to perform the service. But his boat was not built, and he refused to sign the contract. The Government, instead of procuring a suitable steamer from Newfoundland or elsewhere, did nothing. Again its pledge is broken, and again there is no reasonable excuse. "Mr. Sewell failed," is all that can be said. In the face of the public and solemn engagement of the Dominion Government to provide "Efficient steam service for the conveyance of mails and passengers," and to place the Island "in continuous communication with the Intercontinental Railway and the Railway system of the Dominion," we have for nearly a month been almost without communication of any kind whatever. During all this time the weather has been comparatively fine, and the straits comparatively clear of ice. Only on two or three days was it so stormy that a properly constructed steamer could not have crossed and re-crossed.

The people of this Island have been wronged and cheated. It is their duty to protest—in forcible, but dignified language—against the treatment they have received. We trust the Local Government, the Local Legislature, and the people at large, will give expression to their just indignation. WHEN this Province entered the Union, the railway, then in course of construction, became the property of the Dominion. From that date all responsibility connected with it devolved upon the Dominion Government. If the people do not receive the accommodation from the railway they have a right to expect, the Dominion Government is accountable to them, and they have a right to ask and receive an explanation. Now it was known last summer that the plan upon the road was insufficient to supply the requirements of its traffic even in fine weather. It was anticipated that when the pressure of the fall's work began to be felt, the engines would prove unfit for the service. Experience had proved that during winter more powerful equipments were required to keep the roads open and the trains running regularly. All this was represented to the Department of Public Works at Ottawa. We believe Mr. McKeen did his best to obtain four Baldwin engines in addition to those already on hand. They were not, however, supplied. So careless is the Government of its duty to the people of this Island that it even neglected to lay out the \$5,000 voted by the House of Commons to pay for the erection of snow fences along the line. The consequence is that the railway is just now little, if any, benefit to the people, while the officials are humbugged, harassed and overworked. One day the road is, with great labor, opened up so that two engines can slowly draw a train of two cars over it. The next an inch or two of snow falls and again all railway traffic is stopped. Travellers have been known to wait more than a week for a train to take them to their destination, and then to pass a night in the cars. The country mails have not been so slowly or irregularly carried for years as they are now that we have a railway. The whole country is put to confusion,—because there is at Ottawa a weak and incapable government caring not for the interests of our people; caring not to perform the duty it is in honor bound to fulfill; heeding not the respect-ful representations of its own officials.

Many persons find great fault with the officials. We are not the officials' apologists. Their halting and vacillating conduct when the line was broken at St. Peter's, the ingenious manner in which they arranged the trains running between Alberton and Charlottetown so that a good smart horse could perform the journey in shorter time, the truly wonderful proficiency in sending goods directed Souris to Georgetown, and goods directed Summerside to Alberton,—the remembrance of these and many more, restrain us from passing high encomiums upon the head railway officials in this Island. We would, however, remind our readers that officials generally take their cue from the Government by which they are employed. If the Government is able and vigilant, they also are able and vigilant; if the Government is incapable and careless of the duty they owe to the country, they also are incapable and negligent. A good Government has good officials; a bad Government, bad officials. A Pitt at the head of affairs infuses life and vigor into every department of administration; a

Newcastle heeds the reins of government, and weakness and vacillation characterizes the civil service of the nation. And it is, we believe, not because Messrs. McKeen, Cunningham and Stronach, are incapable of doing good work and giving satisfaction to the people that our railway is so scandalously mismanaged, but because Messrs. Mackenzie and Company are incapable and careless of the interests of the people. Mr. McKeen, it will be remembered to his credit, represented, not once, but many times, the absolute necessity of providing more plant for our railway, if the obligations of the Government in respect to it were intended to be performed; but, to the shame of the Government, his representations passed unheeded. The Government is bound, of right, to keep the railway open and the trains running. When, in 1873, they took possession of the road (and the Province too) they knew that the people expected trains to run regularly and continuously, winter and summer. They should, therefore, have provided the necessary equipments, having laid it to do so, and the railway having lain idle one winter and being of no practical utility another, the Government has broken faith with the people, and deserves the people's censure. Again, by the terms of Confederation, the Dominion is bound to defray the expenses of a Penitentiary for this Island. The Local Government is yet, we believe, defraying the expense of keeping our criminals, and in the third year after Confederation, there is no sign of a Penitentiary. This may be counted a small matter; but it is one which should have been attended to,—and if the Dominion Government were at all mindful of its duty it would have been attended to long ago. It is, then, not time that the people of this Island raised a protest? Let them remember that this is an important—a vital matter. For if the Dominion Government be now permitted to shirk the performance of one, or two, or three of its duties to this Island, it may in time shirk all of them. We may be assured that it will never fail to collect the Customs and Excise duties; but it may neglect to maintain Telegraphic communication with the Mainland, or to provide Quarantine and Marine Hospitals, or Lighthouses on the same principle that it now slight its promises respecting the winter steamer the Island and the penitentiary. It may say "the railway is small, and its people not worthy of much attention, for they have not raised a protest against the studied neglect of which they are already the subjects." Now, it is our clear and undoubted right—and also our duty—as members of the Confederation to protest against wrongs and breaches of faith on part of the Central Government. We, therefore, trust that the people and their representatives, of both political parties, will not fail to represent their grievances in respect to winter steam communication, the working of the railway, and the neglect of the Administration at Ottawa to provide a Penitentiary.

DEATH OF MRS. CHILDERS.
The following explanation of the cause of the sudden death of Mrs. Childers will be interesting to the friends of that esteemed lady in this Island. It is clipped from the correspondence columns of the London Times, 3rd inst. The letter was written by Mrs. Childers' physician. We regret that we cannot today reproduce the whole of it.—
"Sir, An accident of what I may call a truly distressing and painful kind, in the death of Mrs. Childers, robbed society of one of its happiest ornaments, and the inner circle of family and friends of a life more precious than any valued than any words of mine can express. Already, within a few hours of the decease of the lady to whom these words apply, (and most truly, indeed, they apply,) I have noted the most incorrect versions of the sad circumstances terminating in her death. And although no task could give me more acute distress, I deem it right, and I trust, my duty, as a contributor on my part to the world, to furnish you with the best of friends, to give a precise and careful account of the facts culminating in her death. It is a matter of course, that I have not space to do more than to state the facts, and to leave the details to the pen of the reporter. In the spring of this year a very serious and exhausting illness befell the lady in question, so exhausting and difficult of treatment, that she was out from 10 to 20 minutes into a small phial holding 1 drachm, and never to make use of it in any other way or in any other vessel. I think it may be safely said that an absolute safety was thus secured. How, then, came the lamentable misadventure which has extinguished a life so bright and so successful in giving happiness to so many hearts, and in promoting the life? By no carelessness—of this I am absolutely assured; for the little measure which I had insisted on her using, was found by me, and by the doctor, to be the true cause of death on this occasion; but this was found to be stoppered, and (this is specially noticeable) the stopper, a glass one, lay on the floor. On asking to see this bottle it was brought to me with its stopper replaced, and in the course of a few minutes of conversation, this bottle being held in the warm hand, most unexpectedly the stopper, lifted by the vapour of the small amount of fluid still in it, flew out from the bottle and fell on the ground at my feet. It was, of course, not the stopper, but the actual method of occurrence of the accident which caused the lady's death. The precise manner of death was thus—She inhaled a few minims from the glass measure, which became quite soot, and in a few minutes she became quite insensible, and in a few minutes, terminated in a death as peaceful as sleep. PRESENTATION.—On Wednesday last, the students of the Prince of Wales College presented Professor Anderson with an elegant silver Pitcher, and Professor Dunlop, with a handsome, self-locking secretary.

THE SULLIVAN ESTATE.
A ROMANCE OF THE SEA.
A FLEECY AND PRETTY LITTLE WOMAN, RIGHT THIN IN A SMALL BOAT AMID TEMPESTS, SNOW AND ROCKY ISLES.
On the steamer *Milca*, which arrived in the port on Saturday, was a young Captain Groves and his wife and two children—one a babe—who have had a most remarkable escape from the never satisfied jaws of the old ocean. All that human beings could suffer, endurance and life, fell to their lot. The Captain and his wife are both comparatively young, and look sufficiently care-worn to have borne the burdens of many more years than have yet rolled over their heads. The lady is small, delicate looking, and very pretty, of courageous and full of animation when detailing the thrilling adventures through which she and her husband have passed. On April 22, they left Antwerp for Callao in the ship *Albatross*. They had a prosperous voyage, and on the Saturday, August 2, of Cape Horn, 56 degrees south and 79 degrees west, a heavy sea struck the ship and carried away the rudder at about 10 o'clock, p. m. Then for fourteen days every effort was made to repair it, but the weather continued severe and the rough winds and waves tossed the rudderless ship to and fro like a cork. All this time the heavy seas rolled over the vessel, every effort being made to keep it afloat, so that not one of them were a dry garment for two weeks. At length, August 15, the over-washed ship was found to be within two miles of the Idefonso Islands, and drifting to leeward, the vessel was all on board the unmanageable vessel were compelled to abandon her, which they did in two lifeboats, at about 2 a. m. The Captain, his wife, two children and five seamen took one boat, and the remainder a hand-boat. The sea became too heavy for them to proceed, and drove them back into Scourfield Bay, on Herschell Island. But the sea was so rough they could not land, and had to stay in the boat all night. Everything was wet and they had to lie down on the deck, and the boat from going down with them. That night was very cold and the canvas over their heads froze stiff. They could not lie down nor sleep, and had to sit in a stooping position, which Mrs. Groves did with

NEW ADVERTISEMENTS.
Trade Sale!
The subscribers will sell by Auction, on THURSDAY, the 30th inst., at 11 o'clock, a. m.:—
100 lbs. Boone Bay Herring,
15 " Onions,
15 " Sugar,
20 " Lump Chimnies,
10 lb. Chest Tea,
10 kegs twist Tobacco,
30 cads of St. Solace do., McDonald's
3 boxes Navy, " do.,
100 rems Wrapping Paper,
50 doz. Pails,
200 nests. Tubs,
100 BAGS SALT,
MACKENZIE & STUMBLER,
Ch'town, Dec. 27, 1875.—h a li

EDUCATION.
St. Peter's Schools
WILL RE-OPEN ON
Monday, 10th January, 1876.
GUY'S SCHOOL will have two vacancies. Boys' School.—English Branches, French, German, Music and Drawing.
A JUNIOR CLASS for very young children (boys and girls) has been opened in connection with this School.
An INTERMEDIATE DEPARTMENT will be opened on 10th January.
For terms and further particulars apply to
GEORGE W. HODGSON,
St. Peter's Clergy House,
Kent Street, Dec. 27, 1875.—a pill jan 1

NOTICE.
MR. C. C. CARLTON, of Souris, having assigned all his debts to me, all persons indebted to the said C. C. Carlton, by Book Debt, Judgments, or notes, are hereby notified to settle with Mr. Carlton at Souris, forthwith. All amounts unpaid after the 31st day of December, inst., will be sued for without further notice.
J. S. CARVELL, Assignee.
Ch'town, Dec. 27, 1875.—81

IRON. HARDWARE.
OUR usually large Stock of Iron, Heavy Hardware, and Shelf Hardware.
A few very nice COAL VASES, at LOW PRICES.
BEER & SONS.
Dec. 27, 1875.—6w

CHRISTMAS, NEW YEAR, 1875. 1876.
BUY YOUR CHRISTMAS GIFTS
AND
NEW Year Presents,
AT
HARVIE'S BOOK-STORE
Dec. 20, 1875.

PHOTOGRAPH ALBUMS!
THE BEST ASSORTMENT
Ever Imported to Charlottetown.
Church Services,
Prayer Books,
Hymn Books,
Gold Pens & Pencils,
Christmas Cards,
Chromes,
Wax Flowers & Shades,
And Abundance of other Goods
SUITABLE FOR
Christmas and New Year Gifts.

AT
Harvie's Bookstore,
Queen Square.
Dec. 20, 1875.

SPECIAL NOTICE!
THE subscriber is obliged to intimate that all amounts due him on account of THE EXAMINER—either by Note of Hand or Book Account—to the 1st June, 1875, remaining unpaid after the 15th JANUARY next, 1876, will be sued for without respect of persons.
W. L. COTTON,
Dec. 20, 1875.

REMEMBER, THE LOTTERY
IN aid of the Roman Catholic Church, at ALBERTON, will take place on the 3rd of JANUARY, 1876. All parties holding tickets for said Lottery, are respectfully requested to make returns on or about the 26th inst. Drawing of Prizes will be held in the new Catholic Church. The public are respectfully requested to attend.
By order of Committee,
RICHARD H. REID,
Secretary.
Alberton, Dec. 15, 1875.—pro ne a s j Ulfjan

1875. 1876.
CHRISTMAS & NEW YEAR'S.
THE Subscriber has just completed his Fall Importation, consisting of a very carefully selected Stock of
Drugs and Medicines,
Perfumery, Combs, Brushes, Hair Oils, Pomades, Cosmetics, Lotions for the complexion, Glycerine, Cold Cream, Glycerine Jelly and Camphor Ice, for chapped hands and face, Sponges, Perfume Flasks for the pocket, Gold and Silver Union Smelling Bottles, Ivory Capped and Silver Capped Prestons, Vinegarettes, Toilet Bottles, together with a great variety of
Fancy Goods!
—ALSO—
Raisins, Currants, Figs, Almonds, Nuts, Dry Preserved Ginger, Florida Essences, Prepared Cocoa, Ground Spices, (pure), Gellate, Sea Moss, Farine, Isinglass, Marmalade, Lemon, Orange and Call's Foot Jelly, (in quart bottles), Macaroni, Vermicelli, Caudled Citron and Lemon and Orange Peels, Pickles and Sauces, Anchovy Paste, Parisian Essence, Pearl Sago, Superior Tapioca, Leib's Medicinal Food, Liebig's Extract of Beef, Sardines, etc., etc., etc.

Wm. R. Watson.
City Drug Store,
Victoria Road, Charlottetown.
Christmas Presents!
NEW YEAR GIFTS!!!
IN GREAT ABUNDANCE
AT
HARVIE'S BOOK-STORE,
QUEEN SQUARE.
Dec. 20, 1875.

NEW ADVERTISEMENTS.
TENDERS WANTED
FOR
LONG RIVER WHARF, NEW LONDON.
TENDERS will be received by the Secretary of the Board of Works, until the 29th day of JUNE next, from parties willing to contract with the Government to make a general wharf and build an Ell Long River Wharf, New London. Specifications will be left at Mr. Jackson's Mill, near the place, and a copy at my office. The signatures of two or more responsible parties willing to become bound for the faithful performance of the contract, to accompany each Tender. The Board will not be bound to accept the lowest or any tender.
RICHARD WEEKS,
Supt. Public Works,
Ch'town, Dec. 27, 1875.

POSTPONEMENT.
THE time for receiving tenders for the Floating Bridge, New London, at the Bed Wharf, Rustico, and Poplar Island Wharf, North River, is POSTPONED until FRIDAY, the 31st day of DECEMBER, instant, noon.
RICHARD WEEKS,
Supt. P. W.,
Dec. 27, 1875.—11a

HEADQUARTERS
FOR
SAWS
of every description manufactured by
HENRY DISSTON & SONS,
PHILADELPHIA.
The best in the world. Try the
"Great American Cross Cut Saw."
A. A. BALDWIN & CO.,
Dec. 27, 1875.—21a

A GRAPHIC DESCRIPTION
OF THE
Dominion of Canada and its Provinces,
ALSO, NEWFOUNDLAND, the NORTH- WEST TERRITORIES, and ANTICOSTI and LABRADOR, with an APPENDIX containing information of special interest to the Emigrant and a TABLE of ROUTES, at the hour of sailing, to send to friends in the Old Country.
PRICE 50 CENTS.
Sent Free on Receipt of Price.
LOVELL PRINTING & PUBLISHING CO.,
MONTREAL.
EXECUTORS' NOTICE.
In re Estate of Donald Melsaie, junior, late of Lot Thirty-five, in Prince Edward Island, Farmer, deceased.
THE undersigned Executors of the last Will and Testament of Donald Melsaie, junior, late of Lot Thirty-five, aforesaid, Farm, do hereby notify all persons indebted to the said deceased, to make immediate payment to them; and all persons having claims or demands against the said deceased, are also hereby notified to exhibit such claims and demands, duly attested, to them for payment, within three calendar months from this date.
ANTHONY MACAULAY, Executors.
MALCOLM MACAULAY, }
Mill Cove, Lot 35, Dec. 27, 1875.—21a

THE
Rochford Theatricals.
The Season will open on
Thursday, the 30th Dec.,
with the Laughable Farce of
No. 1 ROUND THE CORNER,
and the Comedietta of
MILKY WHITE
By H. T. CHAVEN.

Further Performances will be given as follows:—
Jan. 4—"Blighted Bells," and "Poor Philocedy."
Jan. 11—"Poor Philocedy," and "No. 1 Round the Corner."
Jan. 18—"Milky White," and "Blighted Bells."
In preparation:—"Two Buddocks," "Done on Both Sides," "The Box and Cox," "Deal Botman," &c. &c.
Doors open at 7: to commence at 7.30
N. B.—As there is only a limited amount of room it is hoped that seats will be secured early to avoid crowding.
Admission 25 cents.
Ch'town, Dec. 20, 1875.—p h ne

SPLENDID VASES,
JUST THE THING FOR
Christmas Presents!
AND
NEW YEAR GIFTS,
At Harvie's Book-Store,
Queen's Square, Dec. 20, 1875.

P. E. ISLAND RAILWAY.
TENDERS
FOR
SNOW FENCING!
TENDERS are invited for the construction of about Sixteen Miles of Snow Fencing. Plans of the fence required, and detailed specifications can be seen at the office of Mr. G. C. Cunningham, Engineer at the Railway office, at Charlottetown, at the hour of less than the 12th December, where also printed forms of tender may be obtained.
Tenders will be received addressed to the undersigned, and marked outside, "Tenders for Fencing," up to 31st December, and work will be required to be vigorously prosecuted as soon as the weather will permit in the spring. No tender will be considered that is not on the proper printed form.
C. J. BRIDGES,
Gen'l Supt. Gov. Railway.
Ch'town, Dec. 27, 1875.—31

AXES. AXES.
40 Dozen AXES.
In Broads, Underhills and Boirns, which we warrant,
WHOLESALE AND RETAIL.
W. E. DAWSON & CO.,
Ch'town, Dec. 20, 1875. 4w

LEVEE.
HIS HONOR the Lieut. Governor, will hold a Levee at Government House, next SATURDAY, the 1st day of January next, at the hour of less than 12 o'clock.
Each Gentleman is requested to be provided with a Card to be handed to the Aide-de-Camp in waiting, in respect to His Honor on the occasion, will please to enter by the eastern door.
J. LONGWORTH,
Lt. Col. and Aide-de-Camp,
Government House, Jan. 18, 1875.

PLAIN JOB AND BOOK PRINTING done at the **EXAMINER OFFICE.**
SUBSCRIBE FOR THE EXAMINER
One Dollar and Forty Cents a year.