

CIVIC AFFAIRS.

Published in our last, a communication from Mr. O'Reilly, in which he pointed out an error in our previous article on civic affairs. We very much regret that this mistake should have been made. We particularly enquired, on two different occasions, from one of the city officials, whether the amount for macadamizing was included in the 7 1/2 per cent assessment, and were informed by him that it was not. Our remarks were based on this information, which we supposed authentic. As, however, we were misinformed, we, of course, withdrew that part of the charge which stated that a large proportion of the tax was uncollected, and are sorry that we should have been misled into making it.

Still we do not in the least modify our general charge of neglect, carelessness and gross mismanagement in city affairs. Unfortunately there are too many proofs of this, to allow the failure of one to make any material difference. Mr. O'Reilly himself very innocently brings a damaging accusation. He calls our attention to the fact that "excepting the expenditure on the Fire and Police departments, other items of expenditure are very small indeed." Very small indeed! This is our main charge; that everything is done on too small a scale to be of any use whatever.

Surely, when we point to undrained, unrepared streets, without sidewalks; to neglected squares, with broken-down fences; to streets unnumbered and houses unnumbered; to cows grazing on the streets, and to trotting matches held on them—in a word, to a city which is without almost the commonest comforts of civilized life, it is poor consolation to be told that the "expenditure is very small." If small expenditure is to be the test of good civic government, there are mud villages in Africa which surpass even our city. We ask the most ardent admirer of our Corporation and its administration, to tell us what it does for us. Or we will try to enumerate their works, and give them credit for all we can. The streets are partially lighted; there are two or three streets macadamized; wooden sidewalks are to be found at broken intervals; some little is done in opening drains, here and there, and after a winter storm a snow plough is sent round. When we come to enumerate what is not done, the list will be much longer. We shall have to say that the town is about half unlighted, three-fourths unpaved and without sidewalks; that when it rains there is mud, and when it doesn't rain, dust unbearable; when it snows there is no regulation requiring the snow to be removed from the paths, and, that, consequently, in some of the principal streets, there are little foot paths winding over the snow banks—that the police forces are too careless to keep the cows and horses off the streets, and the Corporation too useless to make them do even this simple duty. When the Corporation exercised criminal jurisdiction, it did it in such a way as to put a premium upon crime, and not once in twelve months had it the courage to inflict a proper punishment upon an offender. At last the matter had to be taken out of their blundering hands. A comparison of the fines inflicted by the present able and efficient Stipendiary Magistrate and those imposed by the civic authorities marks plainly the incompetence and want of vigor of the latter. Now they are pottering over the question of licenses—doing nothing one week; something the next which is undone the following; and then notice given to reconsider the matter at the next meeting.

However, as we have before said, we are just getting our deserts. The civic elections pass off without the people taking an interest; the office of Mayor and Councillors, almost go begging; and the merited results follow. Perhaps at some time or the other there may be a change for the better; but it is long in coming.

STEAM COMMUNICATION WITH NOVA SCOTIA.

This subject is again occupying the attention of our own and the Halifax newspapers. We notice that the St. John Telegraph tries to draw attention off to the side issue of daily communication with Nova Scotia. Mr. Davies did the same in his letter to the Herald. Now, whether there shall be communication with Nova Scotia on six days or on four days is really a matter of secondary importance. What the public complain of is, that there is no direct unbroken communication with Halifax at all. We know there is not, and perhaps will not be the same amount of travel to Halifax as to St. John; and we should not much complain if we had direct communication with Halifax four days in the week. But what we cannot stand, is to be sent meandering round to Georgetown and to be knocked up at four o'clock in the morning, in order that we may contemplate the beauties of Pictou for nearly a whole day. Two days in the week to be twenty-eight hours, and two others to be nineteen on a ten hours journey, is what must be changed.

ADDITIONAL POLICEMEN.—His Honor the Stipendiary Magistrate has applied to the City Council for four additional policemen. He represents that there are now only eight policemen. Of these four are always off duty, and two are required about the police station; so that there only remains two to patrol the streets. This number, he declares, is, in view of the enlargement of the city and the increase of crime, inadequate for the service. His request is very reasonable. We hope it will be granted; and that four active sober men will be appointed. The Council should make sobriety a *sine qua non* in any person who holds the policeman's baton.

PRINCE COUNTY EXHIBITION is to be held on 19th October.

A TRIP TO THE WEST.

No matter how it rains, we can, without discomfort, travel by rail; and on Monday evening last we took our seat in a car at Charlottetown station, in the midst of a heavy shower, with an ejaculation in honor of the memory of James Watts and George Stevenson and an inward feeling of thankfulness to those instrumental in providing this island with railway accommodation. Of course, we were unable, as we travelled along to admire the broad reaches of meadow, green as the green of Erin; the grain-fields dotted with stocks, or just ready for the reaper, the grazing cattle, or the comfortable homesteads of our farmers, and all the attractive sights of hill and dale, river and running stream, which make up a Prince Edward Island landscape in the early days of September. But we could enjoy the perusal of an interesting article in the "London Quarterly," and thus profitably use the time till we reached the vicinity of Summerside. Our progress on the way to Alberton was here stopped by ANYTHING BUT A SATISFACTORY ARRANGEMENT.

A train from the West arrives at Summerside at noon; a train for the West leaves Summerside at 3.45, but there is no train West to connect with the Steamer to or from Shediac, or with either morning or evening train to or from Charlottetown. The consequence is that through passengers are delayed at Summerside six and a half hours if they are on the way to or from any part east to any point west of that lively but not delightful town, and some eighteen or nineteen hours if they are bound either to or from Shediac. In the eyes of the hotel keepers and merchants of Summerside, this arrangement is, doubtless, excellent; but to the general public who travel, it is very annoying, and complaints are unceasing. The traffic at present on the Western end of the line indicates that two trains might profitably be run to Alberton every day. Or the western train might leave Summerside after the arrival of the train from Charlottetown and the Steamer from Shediac. But the excuse is, in the first alternative, insufficiency of plant; in the second, the late and early hours which such an arrangement must necessitate would be too much for the train hands. The excuse, certainly has weight. Nevertheless, something remedial should be done. Perhaps it is now too late in the season to make connections with the steamer; but railway communication, unbroken by six hours' delay at Summerside, should certainly be established between Charlottetown and Alberton.

SUMMERSIDE. The delay gave us a chance of seeing the rising town of Summerside. Summerside is a progressive little place and does a large amount of business. If the town were better laid off, and the people would refrain from building houses on the middle of the streets, the place would be much improved.

ON THE TRAIN. In the afternoon we went westward to the Brae. The surroundings, after leaving Miscouche, are not calculated to give a stranger a favorable impression of Prince County. The railway evidently runs through the most barren portions of the country. At several stations on the line, we saw Steam Saw and Shingle Mills, which have been lately built. One of these, belonging to Mr. Barlow, is a very large building. It is the second Mr. Barlow has built, the former having been destroyed by fire. Mr. Barlow has a Mill at Ellerslie station, and McKinnon Bros., at the Brae, have another partly built.

A PLEASANT TRIP. We remained in Brae all night and the following day drove through Lot 9. Part of the road was well settled, and the farms seem good, while other parts seem poor, and several farms are vacant. The crops are generally good, although the wheat is thin. Leaving Lot 9 we drove through the O'Leary Road to Lot 7 shore, and round the shore nearly to Campbellton. Lot 7 is one of the best and most fertile Lots on the island.

THE O'LEARY ROAD. We had not been over the O'Leary Road for a number of years, and were surprised at the change that had taken place since our last visit. Then there were few cleared farms; the forest bordered the road, and it appeared impossible that the dense woods on either hand should ever give place to cultivated fields. Much change was then required to nerve a man to settle in this wilderness and attempt to new out a home for himself and his family. A few acres each year were that could even be partly cleared. Yet, although the difficulties seemed insurmountable, our sturdy yeomanry proved equal to the task. The forest gradually fell away, till now little of it remains by the road. Large well-cleared and well-cultivated farms, with comfortable houses, are everywhere seen. The mowing machine is now heard where, a few years ago, the sound of the axe was all that broke the forest stillness. The wheat and oat crops along the O'Leary Road are much the finest we have yet seen. The great drawback is the want of manure. Mussel mud is not found within several miles, and hence the farmers are unable to procure this invaluable matter.

GOOD FACILITIES. Along the Lot 7 shore the farms are older than those on the O'Leary Road. Mr. McWilliams has a beautiful place there, on which he carries on extensive farming and shipbuilding operations. On this shore there are good facilities for fishing, of which the people of Lot 7 are not slow to avail themselves. Quantities of fish are exported. The principal fishing stages are at Campbellton, Lot 4, just on the borders of Lot 7.

LOTS 10 AND 12. Returning from Lot 7 we drove through Lot 10. The change from the former Lot was very marked; for on Lot 10, the greater part of the land is barren. We do not think there is more than two or three thousand acres of good land on the whole Township.

ON LOT 12, which we next visited, there is also a large quantity of barren land. There are, however, some tracts of good arable land. About Bideford the farms look well, and that settlement bears a general appearance of prosperity. Captain Richards there carries on large shipbuilding operations. We understand that the amount of tonnage of ships built for him is larger than that of any other person on the island.

ALBERTON. From Bideford we proceeded to Alberton. Alberton and its adjuncts has now, we are informed, a population of about eight hundred souls. Fifteen or twenty years ago, huge, blackened stumps of pine, thickly and picturesquely standing fields intersected by cradle hills, occupied the site of the prosperous village; and a heavy growth of timber covered the land of the thrifty well-to-do farmers of the settlements adjoining. The situation of the town is not, we think, as eligible as it might be. Were it nearer Cascumpec harbor, its people would enjoy greater facilities for traffic than they now possess. Still, its advance has been remarkable. Already it contains stores as well stocked with goods as any in Charlottetown. Hon. R. B. Reid, Senator Howland, Reid, Brothers &

McLeod, and others, have large mercantile establishments. Accommodation for travellers may be had in no less than seven hotels. Mr. White is landlord of one which would be a credit to any town. Mr. K. Gladney has just opened a neat and comfortable house for the use of the travelling public. His advertisement—which of itself is a mark that he is the right man for the business—will be found in another column. To it we direct the attention of our readers. The Presbyterians, the Methodists, and the members of the church of England have each churches in which public worship is weekly offered up. That of the latter is a neat edifice, furnished with a bell—the gift of J. S. Carvell, Esq. A large, well-proportioned Catholic Church is in course of erection. Manifestly, we are pleased to observe, vigorously carried on. Messrs. J. R. Larkins and David Hunter have excellent carriage factories. The latter gentleman is most applying steam to his works. James Wiggins, Esq., and son, have just laid near the railway station—the sills of a large steam mill, in which grinding, sawing, planing, etc., will be done. Lovers of sport, would be gratified by a visit to Alberton. The Killdare River and its various branches contain plenty of trout, and, occasionally, some salmon; and the marshes and sandhills of the vicinity are the resort of wild ducks, wild geese, etc. Before leaving Alberton, no stranger should fail to visit the establishment of Hon. J. C. Pope at CASUMPEC POINT.

For there he will see practically demonstrated the immense value to a country of enterprising men. A year ago Mr. Pope had, we are informed, just purchased the well known old establishment; and then saw an echo broke the stillness of the place. To-day the click and clatter of nearly a hundred axes are heard in the distance, the busy hum of a splendid steam saw mill breaks upon the ear, and a magnificent ship of 800 or 900 tons sits on the stocks nearly ready to launch. Close by, in the harbor, lies a fine new schooner of a hundred tons; and in the yard adjoining is the frame of a ship—the keel of which is to be laid this fall—between fourteen and fifteen hundred tons. The steam saw mill, to which we have referred, is driven by a twenty-four horse power engine. It contains machinery for the transformation of logs into timber and planks for ships, staves and beams for barrels, boards and shingles, planned and grooved and tongued, for use in the construction of houses. It is, probably, one of the most complete establishments of the kind in the island. A blacksmith's forge, a warehouse, a barrel factory, in which about sixty barrels can be put together during the course of a day; a "cook house" and several cottages adjoining, for the use of the men; a well stocked store, and a residence for himself about completes the list of Mr. Pope's appurtenances at Cascumpec Point. Mr. McKinnon, one of the best shipwrights in the Dominion is foreman at the works. On the farm adjoining, we observed one of the largest and finest fields of barley we have seen this year.

CASCUMPEC HARBOR. On our way back to Alberton, we had leisure to take a good look at the fine harbor of Cascumpec. What a pity it could not be made available to ships of the largest tonnage! The water inside is deep enough; but the bar of sand across the entrance is the obstacle. It is believed by many, that this obstacle could be removed. If the entrances to Fox and Goose harbors were dammed up, and the waters of all the rivers flowing into the basin, together with the tidal currents, forced to find a passage to the sea, through the mouth of Cascumpec Harbor, it is thought the channel would soon wear deep enough to admit the largest vessels. Last year an engineer came from Ottawa, looked at the harbor and bay; consulted no one likely to understand the matter, and went off—in strict accordance with the "how not to do it policy." But the matter is too important to be allowed to drop; and we hope to see efforts to remove the bar at Cascumpec harbor renewed.

OBITUARY.—JAMES WELLS. A funeral cortege slowly moving towards Dock Church, awakens our curiosity, and we ask a friend who it is that is receiving the honors of the dead. "A remarkable man," he replies—"a man who has, at 29, marked on his coffin—his name was JAMES WELLS. He once told me that he was a volunteer to put down the rebellion of 1798. He was one of the oldest Masons on the Continent."

ROBERT GORDON, ESQ. On the same day, (the 9th September) the mortal remains of Robert Gordon, Esq., of Huntley, was consigned to earth in the family burying ground at Montrose. Mr. Gordon had suffered some months; but at last he passed away peacefully, resignedly—as a Christian. His death is mourned by a large, loving family, and by a circle of friends extending to the limits of the Province. Mr. Gordon was for several years short-hand collector to the House of Assembly, and lately Collector of Customs at Alberton. He was a man of progressive ideas and aspiring character. Occasionally he contributed to the press of Summerside and Charlottetown. Last year he was our special correspondent at Alberton. His letters were always welcome. His bereaved family have our heartfelt sympathy.

ON TO TIGNISH. In company with a kind friend we drove from Alberton to Killdare Cape. The day was breezy, and the drive very exhilarating. While some of the farms, fronting on the road, looked poor and ill-cultivated, a great many showed signs of surpassing fertility. Those of the Gordons, Ramsays, and other old settlers and prime farmers, were particularly striking because of the rich green of the fields. The Killdare River winds picturesquely through this fine country; and its beds of mussel mud are to the farmers as banks in which their cheques are always cashed. From Killdare we walked on to Tignish. It can hardly be now said of the old Acadian settlement, that—

"There in the tranquil evening of summer, When brightly the sunset, Lights the village street, and glides the vanes of the chimneys, Matrons and maidens sit in snow white caps, and in kirtles, Scarlet and blue and green, with distaffs spinning the golden Flax for the gossiping looms, whose noisy shuttles within doors, Mingled their sound with the whir of the wheels, and the songs of the maidens."

The time is past when Tignish could furnish such a scene. But "columns of pale, blue smoke like clouds of incense ascending," still "rise from a hundred hearths, the homes of peace and contentment." The railway has lent an impetus to Tignish, and prosperity and advancement are clearly marked on the faces of its thirty people. The Church at Tignish is justly the pride of the settlement.

HALL & MYRIK'S FISHING STATION. Some fifteen years ago, two enterprising citizens of the United States, Messrs. Hall & Myrick, established fishing stations at Tignish, on the east side, and at Nail Pond, on the west side of Cape North. Since then they have prosecuted the fishing business extensively—every year giving

remunerative employment to a large body of men, and materially adding to the trade of the Province. This season they have upwards of a hundred men at work in about fifty boats. They provide the boats; and the men give them the eighth codfish caught for the privilege of fishing in them. The remaining fish Messrs. Hall & Myrick buy green, at current rates. The stages and stores for the care and preparation of fish for Market, are large, conveniently situated, and well fitted up. But they have not, this year, been so constantly used as they were last year. Last year two thousand and quintals of codfish were caught and cured; this year there has not been more than one thousand. Last year seven thousand barrels mackerel were taken, this year the catch has, so far, been about three thousand five hundred. The falling off, will, however, we are glad to learn, be more than made up to Messrs. Hall & Myrick, by the improved condition of the fish market. The profits of the fishermen will necessarily be smaller. Mr. Myrick resides at Tignish during the summer; and besides carrying on the fishing business, farms extensively.

MESSRS. R. HUNT & CO'S ESTABLISHMENT. Last spring Messrs. R. Hunt, J. C. Pope and other men of enterprise—attracted by the peculiarly good facilities for prosecuting the fisheries, and the improved prospects of success in general business consequent on the opening of a railway through the thickly populated and wealthy settlement adjoining—purchased from Senator Howland the fishing station at Tignish Run, and the fine large store a short distance from it. They have a good fleet of boats. These they let out to men who supply them with the fish, which their hired men at the station cure and prepare for market. Besides, they purchase largely from skippers of schooners and others who have fish to sell. Their store contains nearly everything—everything, we may say,—required by farmers and fishermen. They sell at reasonable rates, and consequently their custom is large and increasing. They also have a station at Nail Pond, where they do a good business. We trust their success may be greater than even the expectation of the most sanguine member of the firm; for their business is a great benefit to the country, and their success will indicate prosperity to the people of the neighborhood.

TIGNISH RUN. The somewhat celebrated breakwater at this place, was demolished by the great gale of August, 1873. It is now being repaired at the cost of the Dominion Government. Mr. Donald McDonald is the contractor, at about \$8,500, and Mr. Thomas Bernard is inspecting the work. A timber frame is being ballasted from the bottom with stones. At the end of the breakwater—and forming part of it—a block forty feet square is to be constructed for the accommodation of fishermen. The channel at the entrance of the river would not, before the work was commenced last spring, admit the entrance of a large boat. A good sized schooner can now enter at high water. The breakwater is of great importance, and we trust it may prove substantial.

A SCUFFLE.—On Saturday night, between ten and eleven o'clock, a party of sailors belonging to a United States Fishing Schooner, created a disturbance in a "Dominion House" at Great George Street. Councillor Smith attempted to make peace, and he was set upon and badly beaten. There was no policeman present; but on Sunday morning the marshal and some men proceeded to the schooner and arrested the following persons, viz:—Capt. McPhee, Joseph McDonald, George McPhee, James McNeill, John Donovan, John Campbell, Henry Fraser, Peter Gillis. They gave bail to appear to-morrow.

RAILWAY ACCIDENT.—TWO MEN INJURED.—On Saturday last, while the down train on the Western Line was backing some flat cars into the siding at a way station, two of them ran off the track. They were completely smashed up, and Mr. Richard Baker, brakeman, and another, whose name we are unable to learn, were injured.—Progress.

CITY COUNCIL.—Two attempts of His Worship the Mayor to have a meeting of the City Council failed because of the non-attendance of Councillors. We understand that there is important business to transact. This morning there were present, besides His Worship the Mayor, only Councillors Morris, Hooper, and McCarron.

RAILWAY EXTENSION. Our contemporary the Herald favors Mr. Gregory's scheme, and publishes the following report—

"Pursuant to notice, a railway meeting was held at Little San School House, near the County Line, on the 30th ult. Notwithstanding the busy seasons and the shortness of the notice, parties were present from Murray Harbor, Murray River, Wood Islands, Bellefleur, Pleasant Valley, and adjacent Districts. The meeting was organized by appointing Duncan Munn, Esq., to act as Chairman, and the undersigned as Secretary. Charles C. Gregory, Esq., C. E., was present and described minutely the practicability of the contemplated branch Railway. Hon. R. Munn, who was present expressed his opinions in favor of the scheme, and would give his support in passing an Act of Incorporation, if the people desired. After Messrs. M. McDonald, James Gully, James McMillan, Charles Brehaut, A. W. Cook, R. Dixon, and others expressed their views on the desirability of branch railways, the following resolutions were unanimously carried:—Resolved, That the undersigned, M. Munn, Little San;—

Whereas, This meeting having heard Mr. Gregory, C. E., in explanation of the proposed formation of the Southport, Belfast, and Murray Harbor Railway Company, towards which the Government has granted a loan of \$500,000 per mile, and fully completed the same in raising stock, stations, buildings, &c.; and further considering that the Island is still entitled to receive from the Dominion Government over and above, and in addition to, \$800,000 reserved to buy out the interests of the remaining proprietors,—

Resolved, That this meeting nominate and appoint a committee to use all their influence in concert with the inhabitants generally throughout the districts to petition the Legislature, applying for a charter incorporating the said company, and praying for the extension of such a measure as will authorize the payment of the aforesaid subsidy on condition of a Railway being constructed and finished in accordance with the statutes which may be passed authorizing the same, during the ensuing session of the Legislature. The following committee was then appointed, viz:—Mr. McFadyen, Murray Harbor, Charles Brehaut, Murray Harbor, Jas. Custody, Murray River, Duncan Munn, Little San, Robert Dixon, Little San, Dundas, Wood Islands, James McDonald, M. Munn, Little San, J. McMillan, Bellefleur, A. W. Cook, Bellefleur, Pleasant Valley, M. McFadyen, to act as Secretary of said committee.

Moved by F. McFadyen, and seconded by D. Crawford, Resolved, That the thanks of this meeting be tendered to Mr. Gregory for his kindness in coming so far to explain and furnish such information for this meeting. After a vote of thanks to the Chairman the meeting adjourned. D. CRAWFORD, Sec'y. Wood Islands, Sept. 3, 1875.

Table with columns: Name of Vessel, Tonnage, Class, Name of Captain, Name of Agent, Date of Departure. Lists various ships and their details.

LATEST NEWS SUMMARY.

EUROPEAN. A mutiny is reported among the Carlists in Toulouse, in which many were killed and wounded. The Papal Consistory was held Sept. 9th. The Pope nominated occupants for vacant sees in Spain.

On the Continent rain is needed, and unless it comes soon crops will be decreased and quality deteriorated. The Carlists in all parts of Catalonia, Navarre and Biscayan are giving in their submission to the Spanish Government. The Workmen's Peace Conference in Paris solemnly protests against the present armaments of Europe as an intolerable burden on the people.

A brigand was executed at Potenza, Italy, on the 14th ult., guilty of twelve assassinations, seven homicides, four attempts at murder, resistance to the authorities, and nineteen robberies on a big scale, amounting in value to \$40,000.

A TRAGIC AFFAIR.—A French newspaper says that a tragic occurrence has taken place at the Scilly Islands, in connection with the ill-fated Schiller. This is how the story goes. A certain Luxembourg, Franz Hauser by name, whose mother and two sisters had perished in the Schiller, while he had escaped, was resolved to recover the bodies of his relatives; so he clad himself in the proper submarine dress, and descended with two professional divers. For twenty minutes their search was fruitless. Suddenly the divers observed the young man swim towards the surface, and when they could not make out, in the water, they followed him and saw him try to climb a rock on which the mass lay; and they then distinguished that it was one of his sisters. But Hauser's strength failed, and he nearly succumbed to the waves, and an enormous octopus had fastened upon the body of the poor girl, whose face scarcely recognisable hung down behind. Hauser was about to rush upon the monster when the signal for ascending was given, and they had to return to the surface. On the next night Hauser died of the shock which he had sustained.

CANADIAN. Large schools of mackerel are reported off St. John's harbor, Cape Breton. Mr. Joseph Dozier, counsel for the Institute Canadian in the Gibeau suit, has entered an action for \$50,000 damages against the "Nouveau Monde" for an attack upon him.

The congregation of St. Luke's Cathedral, Halifax, have had a monument placed in Camp Hill Cemetery in memory of the late Dean, the Very Rev. Wm. Bullock. The monument is made of Nova Scotia granite. By an order in council the fishery regulations for the province of New Brunswick have been amended so that the annual catch on every 40 pounds of salmon caught by net shall be forty cents and 200 pounds of bass 25 cents.—Can. News.

A. T. Galt in an open letter says, while willing if required to reënter public life it would not be according to his convictions of duty were it possible to do so either as a supporter of the Government, or as a member of the Opposition under Sir John A. McDonald. He says he is opposed to the building of the Pacific Railway for years to come. He is opposed to Free Trade or too much Protection.

A Montreal special despatch to the Morning Star contains a disease of a fatal character has broken out among a herd of cows near this city. Dr. McEwen here describes it as splenic apoplexy, and attributes it to the cattle having been previously in low condition, and been now in too high condition, together with a deficient supply of water and its stagnant condition, and the heat to which they were exposed during last week.

DEATH OF A NOVA SCOTIAN ABROAD.—By a late South American mail, the sad news has been received of the death of Dr. F. F. Mack, a native of this Province, who was murdered by the assassin of Jason Mack, late of Mill Village. The doctor and some friends were awaiting the arrival of the train at San Pedro, when a disturbance occurred among a lot of natives, and the proprietor of the place attempted to turn them out. In the confusion one of the Gauchos rushed upon Dr. Mack, who was quietly standing a mere spectator of the scene and with one blow of his club killed him instantly. In the excitement which followed the murderer unfortunately escaped. The body of the doctor was buried at LaFlore, and was followed to his grave by all his English friends. His sad death will be deeply regretted by a large circle of relatives and by the many friends who had his kind and generous nature secured for him wherever he was known.—Liverpool Advertiser.

UNITED STATES. A petition for the pardon of Edward S. Stokes has been sent to Governor Tilden. The specimens of ore collected for exhibition at the Centennial by Starnes and Whitehill at Nevada, weighs 1,075 pounds. New York, Sept. 8.—An extensive Indian outbreak, believed to have been instigated by Mormons, occurred in Western Utah and Eastern Nevada. Troops have been sent from San Francisco.

Wisconsin contains a population, exclusive of one county, in 1870, and 166 inhabitants, of 1,526,579. The population of Milwaukee has advanced from 71,440 in 1870 to 100,775 in 1875. It is estimated that the child population between the ages of six and sixteen in the United States and Territories, is about 10,288,000, and that about 30,000 teachers are needed to educate this host of future citizens. WASHINGTON, Sept. 8.—Despatches received here attribute a massacre of negroes in Mississippi to the Ku Klux and members of the White League. The despatches recite that the negroes were murdered by the White Leaguers who committed the atrocities in the most barbarous manner. Attorney General Pierpont, to ascertain the truth of these reports, telegraphed yesterday to the officers of his Department in Mississippi. The reply shows that four negroes and three white men were killed, and that the disturbance originated in a drunken quarrel. Gov. Ames of Mississippi, notified President Grant that he will call on the National Government for assistance.

NEW ADVERTISEMENTS.

AUCTION.

THE Subscriber will sell by AUCTION, at his Sales Room, on Thursday, the 16th inst., AT FIVE O'CLOCK, 150 Eris, Canada FLOUR, 25 puns. choice MOLASSES, 10 barrels choice SUGAR, 5 hhd. Grocery TEA, (warranted,) 25 chests Congo TEA, (warranted,) 50 cases Sole LEATHER, 18 cases MATCHES, 25 cases KEROSENE, 50 boxes Lays Raisins, 10 bbls BEANS, 5 do. Split PEAS, 10 boxes CORN STARCH, 25 do. SOAP, 10 do. Freshman Fancy do., 25 do. CANDLES, 30 do. PILLS. FENTON T. NEWBERRY, Sept. 13, 1875.—pat h a

Mackerel Barrels. THE Subscriber has in Stock and offers for Sale 1500 best American Made BARRELS, 200 half do do, 300 Canso Split Stave, Ash-hooped do., 500 do do Birch-hooped do. FENTON T. NEWBERRY, Sept. 12, 1875.—pat h a

Refined Sugar. TO arrive per Steamer "Prince Edward," due here this week. 15 hhd. English Refined Sugar, 35 bbls. do do will be sold low while landing. FENTON T. NEWBERRY, Sept. 13, 1875.—pat a 2in

FROM BOSTON.

THE Sch. "Said," CAPT. McIVER, is intended to sail from Boston on or about 25th inst., and will take freight for Charlottetown. Also for Summerville, if sufficient inducement offers. Apply in Boston to Kimball & Bates, 198 State Street, or here to the owner. FENTON T. NEWBERRY, Sept. 13, 1875.—2i

W. C. HARRIS, ARCHITECT, ETC., KING STREET, CH'OWN. is prepared to furnish Plans and Specifications for Superintending Building Operations. Orders from the country promptly attended to. Office near the Bank of Prince Edward Island. Sept. 13, 1875.—1in

Prescription Free FOR the speedy Cure of Seminal Weakness, Lost Manhood and all disorders brought on by indiscretions or excess. Any Druggist has the ingredients. Address DAVIDSON & Co., Box 2296, New York. N. Y., Sept. 13, 1875.

TENDERS WANTED. TENDERS will be received by the Secretary of the Board of Works, till SATURDAY, 2nd of October next, from parties willing to contract with the Government for the following contracts, i. e.: 1. For building a new Cedar Bridge, at French Mill Creek, Georgetown Road. 2. For repairing the macadamizing on St. Peter's and Malpeque Roads, Government siding stone at the Crusher. 3. For building a stone drain at Roper's Hollow, St. Peter's Road. 4. For building a Stone Bridge at Sallipant's Hollow, near Hunter's River, on the Malpeque Road. 5. For repairing the Long Bridge, near Mrs. Leonard's on the St. Peter's Road. Specifications will be left as follows: No. 1 at Mr. Peter Bourke's. No. 2 at my own office. No. 3 at the office of the Board of Works. No. 4 at Mr. John Bagnall's Hotel. No. 5 at Mrs. Fitzpatrick's Inn, and the office of the Superintendent of Public Works, Charlottetown. No tender will be accepted by the Board except accompanied by the signatures of two responsible persons willing to become security for the faithful performance of the work. RICHARD WEEKS, S. P. W. Sept. 13, 1875.—11/2in

E. W. TAYLOR, OYSTER & REFRESHMENTS. THE FOLLOWING USEFUL GOODS! A LEVER WATCH, IN Solid Silver Case, (GOOD TIME-KEEPER) FOR \$12.00. A WALTHAM WATCH, IN Solid Silver Case FOR \$20.00.

The above are all proved before delivery, and are really a good article for the price. If parties are not satisfied, after a fair trial, they can be returned and exchanged for any article in the store. NEW JEWELRY, PLATED WARE & SPECTACLES JUST RECEIVED. South Side Queen Square, Charlottetown, Sept. 6, 1875.—3in

A Rare Chance for Capitalists! FOR SALE! ONE OF the most pleasantly situated Farms in the Dominion, known as "Stonewall," in the County of Charlottetown, about two miles from the City, being part of the estate of the late Honorable George Cole. The farm contains over 150 acres, about 135 of which are clear and in high state of cultivation, and the remainder covered with ornamental woods. There are on the Farm a new two-story Dwelling House, with Stone House attached, Barn, Granary, Ice House, and Out-houses, all in good repair, and every convenience for farming purposes. Should the farm not be sold on or before

WEDNESDAY, the 20th October next, the following portion will be divided into ONE ACRE LOTS, or thereabouts, and sold on that day at 12 o'clock noon.—

The Lots situate between the Upper and Lower St. Peter's Road, containing 24 acres or thereabouts. Also, the Lots situate on the West side of Brackley Point Road, adjoining the property of Henry Longworth, Esq., containing 39 acres or thereabouts. Also, that part of Lot No. 28, in the 4th Hundred, fronting on Kent Street 46 feet, and extending back 165 feet, together with a two-story Dwelling, known as the "Clergy House," with Stable and Out-buildings. For Particulars and Plans, apply to ALEX. BROWN, JOSEPH HENSLEY, Trustees under the Will of the late Honorable George Cole. Sept. 6, 1875. till sale

SUBSCRIBE FOR THE EXAMINER. One Dollar and Forty Cents a year.

NEW ADVERTISEMENTS.

ON THE EVENING OF THE REGATTA, SEPTEMBER 15th, A GRAND Complimentary Benefit!

WILL BE GIVEN IN THE MARKET HALL, to MRS. EMMA ADAMS, by the Citizens of Charlottetown, on the occasion of the production of Bonicant's great DRAMA, THE COLLEEN BAWN! With a full cast of characters. To conclude with a Laughable Farce! Songs during the evening by little DOLLIE ADAMS. Orchestral Music by City Band. Tickets at Book and Drug Stores, and at the Door. Tickets 25 cts.; Reserved Seats 50 cts.

REVERE HOUSE, ADJOINING THE POST OFFICE, ALBERTON, — — — P. E. I. The subscriber has fitted up the above House in good style, and wishes to inform his friends, and the public generally that he is prepared to accommodate Transient and Permanent Boarders. Charges moderate. Good Stabling on the premises. RICHARD GLADNEY, Proprietor. Alberton, Sept. 13, 1875.

Special Civic Election BY HIS WORSHIP Theophilus DesBrisay, Esq., Mayor. IN pursuance of an Act of the General Assembly of this Island, made and passed in the Eleventh year of the reign of Her present Majesty, intitled "An Act to incorporate the Town of Charlottetown," and the several Acts in amendment thereof, I do hereby give Public Notice, that an Election of ONE COUNCILLOR for Ward Number Four, (4) in the said City, in the stead and place of Frank D. Beer, Esq., resigned, will be held on

WEDNESDAY, the Fifteenth day of this present month of September, in the said Ward, at the Fire Engine House, fronting on King Street, Kent Street, east; and at the said Election the Poll will be opened at 9 o'clock in the forenoon, and continue open until 2 o'clock in the afternoon of the same day, unless sooner closed by proclamation, according to law. DESCRIPTION OF WARD. Number Four shall comprise all that part of Charlottetown which lies south of Fitzroy and North of Grafton Streets. THEOPHILUS DESBRISAY, Mayor. PETER MACGOWAN, City Clerk. Sept. 13, 1875.

"UNION HOUSE," Corner Queen & King Streets, Charlottetown, - P. E. Island, CHAS. O. WINKLER, PROPRIETOR.

TRAVELERS Accommodated on Reasonable Terms. A first-class Hair Dressing and Shaving Saloon in connection. At the "Union House," 28 Queen Street, ARE THE BEST Ales, Wines, Liquors, AND CORDIALS!

OYSTERS & REFRESHMENTS IN FIRST-CLASS STYLE. Oysters by the Pint, Quart, Bushel, or Barrel. Also, a large and well-selected stock of MEERSCHEM, BEAR and FANCY PIPES, Pipe Fittings, Havana & Domestic CIGARS, CIGARETTES, Smoking and Chewing TOBACCO, RAZORS, STROPS, SOAPS, &c., &c., Wholesale and Retail. A Call Respectfully Solicited. CHAS. O. WINKLER, Sept. 6, 1875.—3in

NOTICE TO DEBTORS. As the Subscriber's Terms are Cash within Thirty Days, HE HEREBY NOTIFIES All whose Accounts are Overdue, THAT UNLESS THEY SETTLE UP AT ONCE, their accounts will be handed over for collection. JOS. A. MACDONALD, Ch'own, Sept. 6, 1875.—h a

VIA HALIFAX. ROBERT ORR & CO. HAVE JUST RECEIVED Black YAK LACE, Beaded and Plain, Beaded Gimps, Fringes, Dress Buttons, &c., &c., &c. New Shades in Ladies' Silk Scarfs. All the Latest Styles in Frillings. A Choice Lot of Shawls, Fancy Dress Goods, Black Real Alpaccas, Lustres and Brilliantines, for Fall Wear! Without exception the best value in Grey,