

The Examiner.

Charlottetown, June 7, 1875.

POSTAL ARRANGEMENTS.

NOVA SCOTIA apart, the postal arrangements just concluded, are better than ever before. But, with the facilities afforded by the railway, they might yet be greatly improved.

The new arrangement went into operation on the 1st June. Between Charlottetown and Summerside it provides two mails, each way, every day, — one in the morning and one in the afternoon. To the train which leaves Charlottetown for Summerside at six o'clock a.m., is attached a postal car, in which is a distributing clerk, and by it mails are delivered and received at the principal stations, viz., Darlington, Hunter's River, County Line, Freetown, Kensington and Summerside. At Summerside the 'travelling post office' is transferred to the steamer, and is taken to Shediac. There the mails for New Brunswick, Quebec, Ontario, the North West and the United States, are despatched by the Intercolonial Railway, and mails from those places for the 'Island' are received. While on the way from Shediac to Summerside, these mails are opened and distributed, and, on the arrival of the steamer, mails for offices west of Summerside are left at Summerside to be taken west by the evening train for Tignish, while those for offices east of Summerside are taken by the evening train for Charlottetown, and distributed at the various offices along the line. Letters and papers for Charlottetown are made ready for distribution in the Travelling Post office, and ten minutes after they are placed in the office at Charlottetown, they may be in the hands of those to whom they are directed.

If the Post Office at Charlottetown were closed to the public every evening at eleven o'clock, instead of at nine, this arrangement would, as far as it goes, be perfect. To a letter mailed at Summerside in the morning, an answer may be received in the evening. To a letter mailed at St. John for Summerside, Kensington, Freetown, County Line, Hunter's River, Darlington or Charlottetown, an answer might be returned which would reach its destination the following evening. While, however, the Post Office at Charlottetown closes just an hour before the mail from St. John—which has all been asserted and made ready for delivery in the Postal car—is due, this cannot be done.

Here lies the first fault we note. It seems as though the labor of the Travelling Postal Clerk is—as far as Charlottetown is concerned—all thrown away. For what is the use of assorting letters and papers in the Postal car, if they cannot be delivered for eight long hours, after they have been deposited in the Post Office? Surely the train might arrive a little earlier.

A second fault lies in the fact that the mail train from Tignish for Summerside does not connect with the steamer at Summerside. A letter for St. John mailed at Tignish, Alberton, Port Hill or Miscouche on say Monday morning, cannot reach its destination until Tuesday night; because the train, instead of leaving Tignish at five or six o'clock, does not leave till eleven, and instead of arriving at Summerside at half-past nine a.m., it does not arrive till five p.m. The intense stupidity of the arrangement is rendered all the more glaring by the fact that the western train has a 'clear road'—the only connection it makes being at Summerside, and it might just as well connect with the steamer as not. At the Westward there are some of the wealthiest and most enterprising business firms in the Island. There are the Messrs. John and James Yeo, at Port Hill; J. C. Pope, Senator Howland, and others at Alberton—to whom as ample postal accommodation should be afforded as to the business men of Charlottetown. The utterly unsatisfactory arrangement could easily be altered; and an alteration should be made.

The third fault we note lies at the Eastward. The arrangement provides that the mails be 'coached' twice a week from Head of St. Peter's Bay and Souris East to all offices in the eastern section of King's County. The railway taps the flourishing settlements on the North Shore which extend from St. Margarets to Fairfield; and we can imagine no good reason why these settlements should not be served three or four times a week from the principal stations along the line. They certainly require their mails tri-weekly just as much as North Ruston, Cavendish or New London; and their requirements could just as easily be met.

A fourth fault lies in the fact that the arrangement does not provide sufficient postal accommodation to the people of Fort Augustus, Monaghan and other settlements on that range. A weekly mail to those important districts is not enough in this age. A knowledge of the concerns of the outside world can be obtained almost as promptly by the half-breeds of the prairies, as by the intelligent inhabitants of Fort Augustus, Monaghan, etc.

Several other faults might be enumerated. But we desist. We have no doubt that they will all be remedied in time. Besides, they all sink into such utter insignificance beside the ingeniously bungled arrangement with Nova Scotia, that they are, just now, hardly worth mentioning.

By VERGE CANAL.—The *Liberal*, referring to the Canal, is appointed to report on the commercial advantages of the proposed canal, says:—
"The Commission will probably be composed of four members, and seats on it are reported to have been offered to Mr. Adam Hope, of Hamilton, Mr. John Caruthers, of Kingston, the Hon. John Young, of Montreal, and St. John N. B. gentleman, who has not yet been chosen. Mr. Caruthers is understood to have declined, and is not likely to be in Canada during the summer, and would consequently be unable to act."
We trust the commercial advantage the proposed Canal will be to this province will be properly represented before the Commission.

A SUGGESTION.

THE Nova Scotia press is, we observe, extremely hard on our Steam Navigation Company. The *Herald* says:—
"The P. E. I. Navigation Company, having an eye to dividends, contrived to grasp many routes with inefficacy at means to supply them properly; and it should be insisted on that the service between Charlottetown and Pictou should be a daily one with close rail connection, leaving the Georgetown steamer and the Cause route to other boats which the Company can provide out of the many little steamers lying around the Dominion."
The above represents the tone of the press and public opinion of Nova Scotia; and there is little doubt but an effort will shortly be made to obtain daily communication between Halifax and Charlottetown. In view of this, would it not be well for our Steam Navigation Company to secure another boat, place her on the route, and demand an additional subsidy? If they do not, they may rest assured, that they will, before long, be opposed on their own ground.

CLAMBER OF COMMERCE.
The regular monthly meeting of the Chamber of Commerce was held on Monday evening last. There were present George Peake (President) J. S. Carvell, George W. Howland, George Gardiner, John F. Robertson, Fenton T. Newbery, W. H. Aitken, John MacEachern, J. D. McLeod, James Peake, Thomas Handman, Owen Connolly, P. S. McTavish, (Secretary) R. R. Fitzgerald, B. Wilson Higgs—and others.

THE RAILWAY TARIFF.
President called attention to the Railway tariff. Rates of freight are, he said, exceedingly high compared with the rates of steamers and sailing vessels. If kept up, the carriage of goods will, undoubtedly, be by water. The result will be that the country will lose many advantages the railway affords, and the railway will lose a large amount of traffic. On both accounts the high tariff is to be regretted. He thought the Chamber should take action. Mr. Howland criticised the tariff at some length. He suggested that a committee be appointed to draw up a comparative statement of rates by water and railway; and that the Chamber, having obtained information possible, should represent the matter to the Minister of Public Works. Mr. Carvell thought it would, at the same time, be well to obtain the tariffs of other narrow gauge railways in the Dominion. He commented upon the tariff, the traffic of the road; and the fact that the railway was not and could not be expected to pay more than running expenses. From the population and trade of the Province, he was convinced that our railway could be run on as low a tariff as any railway in the Dominion—and pay working expenses.

After further discussion the matter was left to the Council of the Chamber, with instructions to obtain all information bearing upon it.

STORAGE OF OIL.
Mr. Carvell called attention to the want of a safe place in Charlottetown in which to store 'free' oil. Oil entered in bond was stored in Mr. Connolly's warehouse. He asked Mr. Connolly whether or not he could provide storage for 'free' oil. Mr. Connolly said that he could in his brick warehouse, Richmond street, almost close to the water's edge. It was resolved that a memorial be sent to the City Council, requesting the passage of a Civic Ordinance requiring that all oils be stored in a safe place.

COMMERCIAL TRAVELLERS.
Mr. Carvell thought some action should be taken to protect resident dealers against those persons who come here from abroad to sell goods. At present they pay no tax of any kind; while they are permitted to compete freely with those who live and keep up establishments here at great expense. In Halifax, in St. John, and other places, these persons are compelled to pay a tax; and here they should be required to do likewise. Mr. Fitzgerald said that the subject had been discussed by the City Council, and before the last session of the Legislature, the Recorder had been directed to draw up an Act with the view of imposing a tax upon Commercial Travellers. The matter had, however, been overlooked. He promised to give it his attention.

FISHERY STATISTICS.
Senator Howland said that the statistics given in the last Report of the Minister of Public Works were, as regards the export of fish from Prince Edward Island, far from correct. The value of the fish exported was set down at \$288,563. This was very much below the actual value. The matter would, he said, be of great importance next month, when the Fishery Arbitration met in Halifax. If the statistics were not protested against, the award of the Commissioners would be based upon them. As the award, whatever it might be, would go into the Provincial Treasury, the Province was directly concerned in having correct statistics laid before the arbitrators. It was, on motion, ordered that the Secretary of the Chamber write to the Provincial Secretary, inquiring what statistics, if any, had been prepared; and offering the assistance of the Chamber, if needed, in the preparation of statistics.

DESTRUCTIVE TORNADO.—On Thursday last, the twenty-seventh ultimo, a whirlwind or tornado passed over Brockley Point, Covehead and vicinity, carrying destruction in its course. About one o'clock, p. m., a cloud was observed to rise in the north-west, making rapid progress towards the south-east. The noise of the approaching storm could be heard for some minutes before it could be felt by those noticing it. The fences were levelled to the ground in every direction, in some cases carrying large rails a distance of twenty-five yards. One farmer in Brockley Point had most of his fencing knocked down, and about four hundred longers broken in pieces. But it did not burst in full force till it came over the farm of Mr. John Matheson, Black River. There the storm king appeared to vent his fury and prove his power. He struck the corner of the horse stable and shattered it in a dreadful manner, and passing from that struck the barn, a larger building, 62 feet long by 26 feet wide, lifting it about two feet and actually throwing it over and smashing it to pieces. Mr. Matheson's hired man George LeBrocq, was in the cow stable at the time, but fortunately it being an under-ground stable he suffered no injury, being able as the crash was over to creep out from under the fallen building without being the least hurt. There were also in the building eleven pigs and three calves, and strange to say, none of them were hurt. After the wind had passed a great quantity of very large hail fell, smashing windows in some places and doing other damage. Whether or not it did any damage in other parts we cannot say, but the oldest inhabitants in this part of the country—and some of them are nearly ninety years of age—never experienced the like before. Mr. Matheson's loss may be estimated at \$400.—*Can. Patriot.*

THE ARCTIC EXPEDITION.

THE ENGLISH EXPEDITION FOR THE EXPLORATION OF THE POLAR REGIONS—ITS ORGANIZATION AND COMMAND.
[From the London Times.]
The *Alert* and the *Discovery*, Arctic vessels, were commissioned at Portsmouth on Thursday morning at nine o'clock, the former by Captain George S. Nares and the latter by Captain Henry P. Stephenson. The *Alert* will have sixty-two and the *Discovery* fifty-six officers and men on board.

CAPTAIN NARES.
Captain Nares was educated at the Royal Naval School, New-cross, and having seen service in various parts of the world, he volunteered to the Polar expedition of 1852-54, and became mate on board the *Resolute*, under Captain Kellett. In the autumn of 1854 he was away twenty-five days from his ship and went over 186 miles. Although the sledges of the present expedition are provided for seven weeks, the above journey was at the time considered a remarkable achievement. But in the following year Commander Nares surpassed his former victory over almost unheard-of difficulties, for, having taken command of Lieutenant Meade's auxiliary party, he travelled over 665 miles in sixty days, and went over 1,163 miles, at a daily rate of twelve and a half miles. In his sledging excursion of 1854 Captain Nares was away fifty-five days in the extreme cold of March and passed over 596 miles of icy wilderness. On his return from Polar latitudes he served in the *Alert* during the Crimean campaign, and subsequently on board Her Majesty's ship *Conqueror* in the Mediterranean. Being next appointed First Lieutenant of the *Britannia* training ship for cadets, he wrote the now famous work on steamship, which has been adopted by the Admiralty, and is the standard work on the subject. It has passed through five editions. While commander of the *Salamander*, on the Austrian station, he surveyed, in 1855 and 1856, the Torres Strait and inside the Barrier Reef. He was next appointed to the *Newport* and the *Seymour*, and performed some valuable services in surveying the coasts of Sicily and Tunis and the Gulf of Suez, his ship being one of the first to pass through the Suez Canal. While in command of the *Challenger* in her exploring expedition round the world he was summoned to England to take charge of the Arctic expedition.

COMMANDER ALBERT H. MACKENZIE.
The second officer on board the *Alert* though he has taken part in no expedition to the Pole, is not unacquainted with the work of Arctic inquiry. In 1871 he went with the whaler *Arctic* (Captain Adams) up Baffin's Bay and Prince Regent's Inlet, and is the author of "A Whaling Cruise in Baffin's Bay."
CAPTAIN STEPHENSON.
Capt. Stephenson, who has commissioned the *Discovery*, is new to the duties which he has undertaken. He commanded the gunboat *Hecla* in the Canadian lakes during the Fenian "scare" of 1867-7, and acted as flag lieutenant to Sir H. Keppel, in China. He was next appointed to the command of the *Rattler*, which was lost on the coast of Japan in 1869, and was subsequent commander of the royal yacht from 1871 to 1874.

THE SUBORDINATE OFFICERS.
The following officers have been appointed to the ships:—
Alert—Lieutenants Pellam Aldrich (who served with Captain Nares in the *Challenger*), Alfred A. C. Parr, Geo. A. Giffard (who served under Sir Leopold McClintock in the *Aurora*), William H. May and sub-Lieutenant George Le Clare Egerton; Dr. Thomas Colan (who took part in the Ashante campaign) and Dr. E. L. Moss, Assistant Paymaster Edgar de H. Whiddon, and Engineers James Woodton and John Pitt.

THE NATURALIST.
Captain Fielden, of the Royal Artillery, will be naturalist on board the *Alert*, and Mr. Hart will act in a similar capacity on board the *Discovery*.

THE OFFICERS.
As will be seen from this morning's report of last night's debate in the House of Commons, the appointment of the two Assistant Paymasters are to be cancelled, and the space thus gained it to be utilized by the appointment of a chaplain to each vessel.

FALSE MARRIAGE NOTICE.—We copied from the *Patriot* notice of the marriage of George B. Suckles, of Montague, to Miss E. Mutch, to which the following, also from the *Patriot*, has reference:—"There lives either in Montague, or near Montague, one of the most contemptible sneaks in existence. We are exceedingly sorry that we do not know his name, for if we did we should publish it in full. This miserable, low-lived, cowardly fellow deserves as severe a flogging as was ever administered to the brute who wantonly insulted an unoffending, defenceless woman. The man who can feel a pleasure in giving pain to a young lady by publishing a peculiarly offensive marriage notice is too mean and too contemptible a creature to associate with decent people. We trust that the manly young fellows about Montague will find this sneak out and treat him according to his deserts. We cannot imagine a meaner, a more cowardly or a more unmanly act than this of secretly noticing and forwarding a false marriage notice to a newspaper. The man who would strike a young lady that had offended him is a true hero compared with such a poltroon, for he would do it at the risk of being well kicked by some man who might witness, or be in any way cognizant of the cowardly net, but the wretch who in secure secrecy aims a much more painful blow at a sensitive young girl, has not pluck enough to brave the anger of her friends and protectors. The marriage notice to which we allude was written in a good hand, and bears the signature of a minister. We think that if clergymen, magistrates, and others in sending marriage announcements to the papers would use postal cards this nuisance of false notices would be, at least, slanted. If we ever find out who the dirty fellow is who disgraces Montague, we will publish his name through the length and breadth of the land."

Bismarck is suffering from that spirit of intrusive curiosity which is generally understood, has proved so galling to the poet Laureate Pennycuik. The garden attached to the Prince's official residence is commanded by the adjoining houses, and as Bismarck was accustomed to take his walks with great regularity, some of the occupants of these houses, sought to improve the opportunity by letting out their windows to sight-seers, who would come with opera glasses and indulge in a prolonged stare. The irritable Prince is reported not to take this scrutiny with the complacency of a Beecher or a Tilton.

Halifax is to have a new temperance paper, *The Alliance Journal*.

FIRE AT NEW CASTLE N. B.

On Thursday last, a heavy fire broke out at Newcastle, N. B. A despatch to the *St. John Telegraph* reports that it commenced in Thomas Malby's factory at 4 o'clock, and everything being as dry as tinder, by the time the alarm was given the whole building was in flames. The shop together with the steam engine, a large amount of fireless machinery, also the owner's house and barn, were destroyed. Loss about \$4,000, no insurance. The buildings fronting on the property comprised the Custom House, Post office and dwelling houses. James Johnson, Postmaster, lost his barn, valued at \$500; no insurance. The barn in the rear of the Dominion Hotel, owned by Alex. Ferguson, was burnt; value \$400; no insurance. F. Smallwood occupied the premises, losing over \$200 in property, besides much damage done to furniture. The residence of Mrs. W. Parker, together with the out buildings, were burnt, with a small amount of furniture. Loss probably \$2,000, insured for half the amount. A small stone building owned by W. Hamilton, was destroyed with a barn. Value about \$100; no insurance.

CURTIS HOWLAND'S EXPEDITION.—Through the influence of the *St. John Telegraph*, the engines to be altered to suit the narrow gauge of the intercolonial Railway—which remark stated were to be sent off to Portland—are likely to be cut down in the workshops of St. John and Halifax. The *Telegraph* deserves credit for its timely action in the matter. The country cannot afford to spend money abroad, which may just as well be spent at home. The 'protective' mechanics of the United States should not be preferred by our Government, before the 'unprotected' mechanics of the Dominion.

The middle of June is fixed as the probable time when the Tilton-Beecher case will be ready to go to the jury. Thomas Piper, the man suspected of having brutally murdered Mabel Young in the church tower in Boston, is said to belong to Fredericton.

A boy thought to be Charlie Ross was discovered at Berryville Va., in the possession of two men on their way to Wheeling. Charlie's father has been telegraphed for.

Three Cravens, brothers, at Liberty, Maine, captured on Saturday, 24th ult., about some lambs. Thomas and Eliza's skull with a hoe; Eliza shot Thomas through the heart, and also mortally wounded Hood.

The Portuguese Cortez has notified the U. S. Government of the passage of an Act granting recognition to the Act to all the remaining Portuguese slaves, the Act to go into effect on the 22nd of March, 1875. The Prefect of the Seine will shortly visit London, on which occasion great festivities are to be held and the chief municipal dignitary of the City of London is to be invited to London for the event.

BIRTH.
At Hillsboro' Park, on Saturday 29th ult., Mrs. Williams, wife of Capt. B. Williams, (Drover), of a daughter.

MARRIED.
On the 25th ult., by the Rev. Archdeacon Read, Rev. Ezra Edlin, churchwarden of North Ruston, and Miss L. O'Brien, second daughter of the late William O'Brien, of New Glasgow.

At the R. P. Palace, on the 24th ult., by the Rev. Theo. Duncan, Mr. John Henry Stephens, Orwell, late of United States, to Miss Flora Matheson, Orwell, near St. John.

At the residence of Mr. John Gould, Summerside, on the 24th ult., by the Rev. H. S. to Miss Sarah Ann Chappell, Charlottetown.

At the residence of Mr. J. H. Collins, on the 24th ult., by the Rev. H. S. to Miss Jane McKeown, both of Lot 6.

At the residence of Mr. John Gould, Summerside, on the 24th ult., by the Rev. H. S. to Miss Sarah Ann Chappell, Charlottetown.

NEW ADVERTISEMENTS.

Flour, Cornmeal, Tea, Sugar, &c., BY AUCTION. AT SALES ROOMS, on WEDNESDAY, 9th inst., at 11 o'clock: 100 Bbls. Spring Extra } Flour. 100 " Howlands } 60 " Penmacaker } 50 " Kith-Ridge } 25 Chas. Longton Tea, } 15 Casks Kerosene, } 10 lbs. Molasses, } 3 lbs. Pot Rio } 10 Bbls. Crushed } Sugar. 50 doz. Washboards, } 25 " Granulated } 50 doz. Pails, } 75 Sole Leather, (Logan's) } 15 Bbls. Arrican Rice, } 10 kegs B-Ring Soda, } 10 Casks Washing do, } 5 kegs B-Ring Soda, } 50 doz. Large Raisins, } 25 caddies Bright Smoking Tobacco.

FENTON T. NEWBERY. June 7, 1875.—11

NEW GOODS JUST RECEIVED. 100 chests TEA, very choice, 20 bags RICE, 25 cases STARCH, 25 cks. PICKLES, 10 BBL. SODA, 25 cases TABLE SALT, in bottles, 10 doz. PEPPER, 10 kegs WHITING, 20 kegs B. SODA, 5 cases GINGER, 5 doz. CREAM TARTAR, 10 kegs BUTIR, 10 kegs MUSTARD, 10 BBL. CURRANTS, 50 doz. BROOMS, 100 doz. BUCKETS, 2 cases BLACK LEAD, 10 kegs MUSK, 100 boxes SOAP, in 1, 2 and 3 Crown, 25 cases FANCY do., 10 puns, best Clarendon MOLASSES 50 puns Liverpool SUGAR, SUGAR RAISINS, &c.

W. D. STEWART. May 31, 1875.—1m

IRONMONGERY. BY the "Prince Edward," James Dunlop, and "Moselle," from England, and steamers from Montreal and United States, we have received the greater part of our Spring Stock of HARDWARE! Iron, Paints, Oils, &c. &c. which we are offering at unusually low prices. W. E. DAWSON & CO. May 24, 1875.—6w

UNION BANK OF P. E. ISLAND. Sale of New Stock. BY order of the Directors of the Union Bank of P. E. Island, the subscriber will sell at Public Auction, at his Sales-rooms, Queen Street, on Wednesday, 17th day of June next, at 11 o'clock, a.m., FIVE HUNDRED SHARES of Ten Pounds each, in the currency of this Island, being New or Increased Stock of the Union Bank of P. E. Island—to be offered in lots of Five Shares each, as provided by the Act of Incorporation. The premium or advance over par value of said Shares, along with half the principal to be paid in cash on day of Sale, and the balance on or before the 15th day of November next, at the office of the said Bank in Charlottetown. Dated at Charlottetown, 6th May, 1875. WM. DODD, Auctioneer. Ch'town, May 19, 1875.—111 sale

NO FAILURE! THE WONDERFUL AGE Physicians Cornered. PROBABLY there are few circumstances under which a physician labors with more real sympathy for his patient than when called upon to administer relief to an acute sufferer with Rheumatism. Rheumatism is a disease of the blood, and no substantial relief can be obtained without clearing the blood from the fibrin substances which obstruct the circulation, causing inflammation and pain. The greatest success of the DIAMOND RHEUMATIC CURE in curing this disease is owing to its power of converting the blood from its diseased condition to a healthy condition. It also regulates the bowels, which is very essential in this complaint, and no one will read the following statement from a well-known Dartmouth gentleman with more interest and pleasure than those physicians who have a real desire to benefit their suffering patients: FOSBROTH & Co., Halifax, Sept. 14, 1874. Gentlemen:—For the two past years I have been severely troubled with Rheumatism. I have suffered the most acute pain, and at times I have been rendered perfectly helpless—being unable to walk, sleep, or even sit up. I have tried many physicians and used numerous patent medicines, but still continued to grow worse. It is now about four days since I commenced taking the DIAMOND RHEUMATIC CURE, and the pain has all left me, and the use of my limbs is rapidly returning. I bless the day that the Diamond Rheumatic Cure was called to my attention. Gratefully yours, WM. BRODIE

FURTHER PROOF. FOSBROTH & Co., Halifax, Sept. 19, 1874. Gentlemen:—I wish to make known to all sufferers from Rheumatism in Halifax, that I, the undersigned, suffered the most terrible pains possible to imagine, for two years past. I have tried several physicians in this city, and paid them most of my means for prescriptions, but all of no avail. I have now taken the DIAMOND RHEUMATIC CURE for two weeks past, and I can truthfully say that it has done me more good than anything I have ever taken. I cordially recommend it to all afflicted humanity. Truly yours, ALAM HANNING, Lower Water Street.

The proprietor of this has walked the aisles of the hospitals of London, Eng., for the past twenty years, making Rheumatism a specialty and the prescriptions from which the remedy is compounded is all he ever uses in the treatment of this disease. In simple cases sometimes one or two doses suffice. In the most chronic cases it is sure to give way by the use of three or four bottles. By this efficient and simple remedy hundreds of dollars are saved to those who can least afford to throw it away, as surely it is by the purchase of useless prescriptions. This medicine is prepared by a careful experimenter and contains the full strength of the Medicine in its highest state of purity and development and is superior to any medicine ever compounded for this terrible complaint. It is for sale at all Druggists throughout Canada. If it happens that your Druggist has not got it in stock, ask him to send for it, to

W. R. WATSON, CHARLOTTETOWN, Agent for Prince Edward Island, ALSO, FOSBROTH & Co., HALIFAX, General Agent for Nova Scotia and C. B. April 19, 1875.—1y

NEW ADVERTISEMENTS.

IMPORTATIONS. THE SUBSCRIBERS beg to call the attention of the Trade to the following list of Superior Importations which they are prepared to supply, on moderate terms, in bond or duty paid:—

Gr. Casks Whiskey, Cases do. Hhds. Brandy, (Hennessey's) Gr. Casks do., (Pinnett's Castillon) Casks do., (Hennessey) do. do., (Jules Robins) Hhds. Gin, (Holland) Gr. Casks Gin do., Cases Old Tom Gin, do. Green Cases Wine, do. Port do. Bbls. Bass & Co's Ale, in pts. and qts. do. Guinness's Extra Stout, do. Champagne Cider, Cases Champagne, do. Orange Syrup, do. Lemon do., do. Lime Juice, do. Raspberry Syrup, do. Ginger Wine, Bbls. Crosse & Blackwell's Pickles, do. Barne's do. Chests Congou Tea, warranted, Half chests do. do. Boxes do. do. Coleman's Starch, Cases Paper, Nixey's Black Lead, Gross Blacking, Cans Mustard, Bags Rice, Kegs Bi. carb. Soda, Barrels Soda Crystal, Boxes Soap, Half boxes Soap, Bags Barcelona Nuts, Bales Corks, Bales Wrapping Paper, Cases Assorted Toilet Soap, Bbls. Valentia Raisins, Kegs Nails, Kegs Black Paint, do. White do., Brooms, Coils Manilla, Tons Iron—refined, do. common, Bbls. Flour.

MACDONALD & OWEN. No. 40 Water Street. N. B.—To arrive and in Stock, 1000 barrels Canada Flour. June 7, 1875.

MADAME LUDOVICO! THE WONDERFUL SPANISH CLAIRVOYANT AND SEER. Wishes to inform the Public that her stay in this town is limited until the 19th June, to which time she can be found at the Revere House. Please call early as the rooms are crowded in the evening. She is the seventh daughter of a seventh son. Born with a veil to reveal the mysteries of the past, present and future events in life, such as business, courtship, love and marriage. She will give names, describe Absent and Living Friends, and give information on all affairs. She also teaches the MADAME LUDOVICO! SHE DESCRIBES DISEASES AND IS A WONDERFUL HEALING MEDIUM. Don't lose the opportunity of seeing her and getting her advice. Madame Ludovico is the most reliable Clairvoyant ever visiting this place, and will visit her Rooms with satisfaction to the most skeptical as to her ability. She feels confident of giving perfect satisfaction to all who may favor her with a call. Office hours from 8 a.m. to 10 p.m. Terms—50 cts. and \$1.00. June 7, 1875.

FOR SALE. THAT desirable SEA-SIDE SUMMER RESIDENCE, "REDCLIFFE," belonging to Admiral Bayfield, adjoining the Keppoch Farm and about two and a half miles from Charlottetown. Terms easy and made known upon application. EDWARD BAYFIELD, Solicitor, &c. May 21, 1875.—2m

Apprentice Wanted. WANTED, at THE EXAMINER Office, a smart boy to learn the Printing Business. One from the country preferred. Apply immediately.

TO ARCHITECTS. Wanted—Plans and Specifications. ONE hundred and fifty dollars (\$150) premium will be given by this Department for an approved Plan and Specification for a Brick Building for a Hospital for the Insane. The building to have accommodation for at least 100 patients, also, apartments for the Medical Superintendent, the Superior and assistants, and kitchen, and all rooms required for an institution of this nature. The plans to provide for the reception of a Steam Heating apparatus, and are required to be so drawn that, if it is found necessary at any future time, the building can be enlarged so as to accommodate a still greater number of patients. Each architect to state the price for which he will sell his plan and specification, if approved and accepted, the department is to be at liberty to take and use at a price to be agreed upon. Plans and specifications will be received at this office until Saturday, the 21st August, next at noon. J. W. MORRISON, Secy Board of Works, P. E. Island. May 31, 1875.

IN STOCK AND TO ARRIVE, 600 KEGS CUT NAILS, ALL SIZES! WILL BE SOLD Very Cheap for Cash! W. E. DAWSON & CO. May 24, 1875.—6w

NOTICE. ALL parties indebted to the Estate of John Knight, deceased, late of Souris, in this Island, are hereby notified to make immediate payment to any one of the undersigned Executors, and all parties having claims against the said Estate are hereby notified to furnish their accounts monthly for the remainder of the season, weather permitting. E. J. HODGSON, J. S. McFARLANE, VERNON H. KNIGHT, AMELIA KNIGHT. Ch'town, May 24, 1875.—2m

NEW ADVERTISEMENTS.

A 20 PER CENT ALLOWED ON Electro-plated Ware. For one month only, commencing June 1st, CONSISTING IN PART OF: Cake Baskets, Biscuit Boxes, Card Receivers, Butter Coolers, Cruet Frames, Mugs, Vases, Napkin Rings, Salt Cellars, Teapots, Ice Pickers, Sugar Baskets, Butter Knives, Spoons & Forks. Previous to new Plate Ware arriving, E. W. Taylor is desirous of clearing off the whole of the above, and is the time to buy beautiful presents cheap. E. W. TAYLOR, South side Queen Square. June 7, 1875.—5m

MACEACHERN & CO. HAVE just received from London, Liverpool, Glasgow, and elsewhere, their usual Spring supplies of first-class Wines, Liquors and Groceries, which they will offer at the lowest prices. Italian Warehouse Ch'town, June 7, 1875.—1m

Room Paper. 10 BALES OF ENGLISH ROOM PAPER, just received, and will be sold at cost and charges. N. HANKIN. Ch'town, June 7, 1875.—11

FOR SALE. A BEAUTIFUL Suburban Residence, within five minutes walk from the Post Office. Apply to G. C. CARMAN, Real Estate Broker. June 7th, 1875.

Road District No. 9.—Queen's County.—Townships Nos. 49 and 50. THE sale of Roads and Bridges in this District will take place as follows:— ON MONDAY, the 21st June, at 9 o'clock a.m. Repairs on Road to Alexandria Wharf at 11 o'clock, Road between Smith & Gray's at 1 o'clock, Old Georgetown Road at 3 o'clock, Birch Hill Road to Pownal Wharf, commencing at line Lot 48 at 4 o'clock, new road from Pownal wharf through Mill-shed's Farm, to Main Post Road. ON TUESDAY, the 22nd inst., at 9 o'clock a.m. Road from Ten Mile Hamlet to China Point wharf at 12 o'clock, Road from China Point to Melnis's Road at 3 o'clock, Monaghan Road, commencing at Main Post Road at 5 o'clock, Village Green Road, commencing at Monaghan Road. ON WEDNESDAY, the 23rd, at 9 o'clock a.m. Road from McKenney's corner to Vernon River Bridge at 10 o'clock, Road from Vernon River Bridge to Orwell Head at 12 o'clock, Orwell Head Road at 2 o'clock, Road between McLeod's store and M. H. Road at 3 o'clock, Birch Hill Road, commencing at Main Post Road at 5 o'clock, Gull's Road, at 4 o'clock, Beach Hill Road, at 6 o'clock, Hayden's Hill, commencing at James Hayden's Bridge. ON THURSDAY, the 24th, at 9 o'clock a.m. Vickerson's Road, at 10 o'clock, a.m. Road from Vickerson's Road to Main Post Road, at 12 o'clock, Lake View Road, commencing at Pispod Road, at 2 o'clock, Gardigan Road to 3 o'clock, Birch Hill Road, at 4 o'clock, Beach Hill Road, at 6 o'clock, Hayden's Hill, commencing at James Hayden's Bridge. J. H. MOORE, Commissioner. Pownal, June 7, 1875.—111 sale

JOHN CAHAN, FAMILY GROCER, TEA & WINE IMPORTER, 62 QUEEN STREET. Respectfully solicits the patronage of his old friends and the public. May 31, 1875.—4m

NOW OPEN! "International Hotel," Central Street, Summerside, P. E. Island. I wish to inform the public that I have now opened one of the best as well as one of the most commodious Hotels on this Island. I am prepared to accommodate the travelling public with a first-class table, sleeping apartments, and good stable sheds, &c., where their horses will be thoroughly attended to. Also, in connection with the House, are all the very best liquors—all at moderate prices to suit the times. A call from the public will be thankfully received. W. J. S. GLOVER, Proprietor. May 24, 1875.

1875. SPRING. 1875. P. REILLY, TAILOR, Kent Street, Has just received, per Ship *James Dunlop* from Liverpool, and Steamer *Venicia* from Montreal, A FULL SUPPLY OF Cloths & Trimmings SUITABLE FOR Spring and Summer Wear. The subscriber, from his facilities, can afford to lower than any of those in Town who adopt the Tailoring trade as a profession. P. REILLY, Tailor. Ch'town, May 21, 1875.

"The Imported Stallion 'Roland,' WILL travel the remainder of the season as follows: Wednesday May 26, leave Souris, calling on the way to the Belle Bay, noon; thence to Joseph Duagill's mill, remaining over night; Thursday May 27th, to Donald McInnis, Head St. Peter's Harbor, noon; thence to the new Mill, near Donald Floating Bridge, remaining over night; Friday May 28th, to Patrick Walsh's, Merrill, noon; thence to Kenney's Baldwin's Road, over night; Saturday May 29th to Maguans Moors, at noon; thence to Daniel McDonald's, New Perth, over Sunday; Monday May 31st, to Donald Forbes, at noon; thence to Johnson Aitken's, Lower Montague, over night; Tuesday June 1st to Mrs. Lanning's, Sturgeon Bridge, at noon; thence to William McKay's, Murray Harbor North, over night; Wednesday June 2nd, to Capt. Wm. Clegg, at noon; thence to Daniel Singleton's, Peters Road, over night; Thursday June 3rd to Robert Samsen's, Murray Harbor South, at noon; thence to Charles LeLachere's, Guernsey, over night; Friday June 4th to Harvey Bishop's, White Sands at noon; thence to Kenney's Baldwin's Road, over night; Saturday June 5th to Michael McDonald's, Whim Road at noon; thence by Montague Bridge, remaining over Sunday; Monday May 31st, to Donald Forbes, at noon; thence to Johnson Aitken's, Lower Montague, over night; Tuesday June 1st to Mrs. Lanning's, Sturgeon Bridge, at noon; thence to William McKay's, Murray Harbor North, over night; Wednesday June 2nd, to Capt. Wm. Clegg, at noon; thence to Daniel Singleton's, Peters Road, over night; Thursday June 3rd to Robert Samsen's, Murray Harbor South, at noon; thence to Charles LeLachere's, Guernsey, over night; Friday June 4th to Harvey Bishop's, White Sands at noon; thence to Kenney's Baldwin's Road, over night; Saturday June 5th to Michael McDonald's, Whim Road at noon; thence by Montague Bridge, remaining over Sunday; Monday May 31st, to Donald Forbes, at noon; thence to Johnson Aitken's, Lower Montague, over night; Tuesday June 1st to Mrs. Lanning's, Sturgeon Bridge, at noon; thence to William McKay's, Murray Harbor North, over night; Wednesday June 2nd, to Capt. Wm. Clegg, at noon; thence to Daniel Singleton's, Peters Road, over night; Thursday June 3rd to Robert Samsen's, Murray Harbor South, at noon; thence to Charles LeLachere's, Guernsey, over night; Friday June 4th to Harvey Bishop's, White Sands at noon; thence to Kenney's Baldwin's Road, over night; Saturday June 5th to Michael McDonald's, Whim Road at noon; thence by Montague Bridge, remaining over Sunday; Monday May 31st, to Donald Forbes, at noon; thence to Johnson Aitken's, Lower Montague, over night; Tuesday June 1st to Mrs. Lanning's, Sturgeon Bridge, at noon; thence to William McKay's, Murray Harbor North, over night