

Our Bridges.

The great number of wharves and bridges destroyed by the late storm is a matter calling for the serious consideration of our Government and people. Keeping the wharves and bridges in repair, under the most favorable circumstances, has been, and will continue to be, a heavy drain on our resources. In the past we had an abundance of hemlock timber with which to build. But in the future if we build of wood the material will have to be imported. Our rivers are, properly speaking, arms of the sea, and the wooden structures hitherto built on them have demanded continual outlay and superintendence to keep them in repair. In two or three years the worms will eat through the piles and timbers under water, and the structure is left to be carried away by the first high tide or flood. Are we to go on building expensive wooden bridges with the certainty that in a few years they will have to be rebuilt? Would it not be a wiser course to build, particularly in the more exposed places, storm or iron bridges? In New Brunswick, last summer, a bridge was built entirely of railroad iron. Could not our Engineer try something of the same kind? The Government has a large amount of iron rails on the Island which they might be induced to give us for the purpose of constructing public works. At any rate, these rails could be bought from them at the price of old iron, as they intend to relay the road with steel rails. If good, substantial bridges can be built of railroad iron in other places, we see no reason why the same can not be done here. We make these suggestions in the hope that the Commissioner of Public Works will act on them after submitting the matter to competent Engineers.

BELFAST ELECTION.

DECLARATION DAY.

THIS MORNING the Sheriff of Queen's County re-opened his Court for the purpose of opening the Poll Books received from the different polling divisions, casting up the votes, and openly declaring the candidate having the highest number of votes as duly elected to represent the Fourth District of Queen's County in the House of Assembly. The following is the state of the Poll as declared by the Sheriff, and as appears by his Books:—

	Crawford.	Dixon.
1st Polling Division.....	32	53
2nd Polling Division.....	58	70
3rd Polling Division.....	78	34
4th Polling Division.....	91	126
5th Polling Division.....	107	129
6th Polling Division.....	51	22
7th Polling Division.....	46	18
	463	452

No scrutiny having been demanded or any objection made to the election on any ground, Mr. Crawford was duly declared elected.

The Pacific Railway

MR. THOMAS WHITE, M. P., recently delivered a speech, in Cardiff. Referring to the latest rumors about the Pacific Railway, he said:—

"There have been rumors recently that arrangements have been made in England for the construction of this railway. No less an authority than the London Times has announced that Ministers, when in England, secured the assistance of able financiers to build the road in consideration of a liberal land grant. I know nothing of the facts in this matter, but I have been somewhat amused at the argument of the Globe, which, without knowing whether the statement is true or false, has already undertaken to condemn the arrangement. The whole Liberal party, in 1872, became committed to the principle that this railway should be built by means of a private company, aided by a grant of land and a money subsidy, and in no other way; and yet, now when the suggestion is made that possibly a company is ready to undertake the work, we have them denouncing in advance the lock up of lands. As I have said, I do not know whether an arrangement of that kind has been made or not. I fear the news is too good to be true; but the suggestion that the company, if formed, will be interested in looking up the lands is one which is negated by what is going on in the immediate vicinity of Manitoba. The St. Paul and Pacific Railway Company have a large grant from the United States Government. They are advertising lands now at five dollars an acre; and so anxious are they to promote settlement that they undertake at the end of three years to pay back to the purchasers one-half of the purchase money upon every acre which is broken up and sown in wheat. They do this for this reason: that an acre of land growing wheat within the traffic reserve of the railway is worth a great deal more to them than the five dollars which they may obtain from it. It has been reduced to a matter of mathematical accuracy that every acre of land growing wheat yields to the railway company an annual revenue of about one

dollar. If a company is formed to build a railway through our northwest, they will be obliged to run it as well, and their own interests arising out of the importance of getting traffic for their road will be certain to induce them to sell their lands. (Cheers.) This consideration, however, is one which shows that the Government may themselves build this railway as a government railway, if they are obliged to do so, not only without loss to the country, but with absolute profit to it. With the rapid settlement which is certain to go into the Northwest and with the facilities for constructing the railway through the country, if only a wise policy is pursued in connection with it there is no doubt that the traffic which it will command will be sufficient to pay its running expenses, while it, in operation, will largely develop the general prosperity of the country and add to its revenues by means of the indirect taxation paid by the settlers (cheers.)"

The Market for Canadian Stock in England.

Mr. James Hall, Jr., of the firm of James Hall & Son, cattle dealer, of Liverpool, Eng., who is making a tour of America, was interviewed in Toronto a few days ago by one of the Mail staff and gave his impressions of the cattle trade between America and England. Mr. Hall thinks the business is progressing favorably and that Canadian beef is getting a better name than ever in England. For the first two years Hall & Son had great difficulty in disposing of Canadian Cattle, Irish and Scotch salesmen having published in market reports that Canadian Cattle were maddened and of inferior quality, statements which had to be denied publicly by Hall & Son, and J. Bell & Co., of Glasgow, these firms pointing out that while English cattle were largely fattened on oil cake, Canadian and United States cattle were fed on pure grain and consequently made better beef than English cattle. Six months after the controversy rose, the English public began to favor Canadian beef and there has been a steady demand for a good article. Prices appear to have fallen considerably lately, owing to the fact that English cattle raisers, being woefully short of feed through the harvest's failure, are glad to sell their stock at low figures. Mr. Hall thinks there will be a good market next spring for a large supply, and as the Americans are under the ban Canadians have the run of the market and a magnificent opportunity. This year the shipments of Canadian cattle to England have been twice or three times as large as last year, and some sales have been made at satisfactory prices in Dublin. As regards the figures obtained, Mr. Hall said:—

This season our firm has sold, for Mr. Frankland, of Toronto, 3,000 head, averaging about £25 each, or, I may say, cattle to the total value of £75,000 sterling. A. Thompson & Co., of Toronto, have also shipped very largely to us. We have also had 700 head from Mr. J. P. Wiser, of Prescott. One lot of Mr. Wiser's beasts were sold by my father in the London market at an average of £25 16s a head; We have also had some from Messrs. Walker & Sons, of Windsor; Mr. Morgan, of Ottawa; Mr. Gould, of Oshawa; Mr. Webber, of Peterborough, and others.

Much of the information elicited from Mr. Hall by the "Mail" is of interest to farmers and shippers of cattle in the Maritime Provinces:—  
"Of course, inferior cattle we don't want. What we want to impress upon Canadian farmers and shippers is that they should send good stock. It costs no more to bring good stock over than to bring bad—the freight and insurance being in both cases the same. But, besides that, good and properly fed cattle do better on the voyage than the poorer animals, and when killed, of course, they bring a satisfactory price."  
"What kind of cattle does the English market require?"

"We want cattle about three years old—good ripe steers—dressing at from 700 to 800 pounds of beef. On no account should old cows—similar to some I have seen come in from the United States—be sent. They should be well fed."

"As to the feed; what class of feed do you suggest?"

"Crushed oats, crushed peas, crushed Indian corn, a little chopped hay and straw, and some salt, mixed well together, make an excellent feed. I think it would pay farmers here, instead of sending over store cattle that have to be fed, to send out beasts that have run out on the pasture during the summer and have been tied up and fed on such a feed as I have referred to during the winter. I am sure the little outlay which would be incurred by the feeding of the cattle this way would be repaid to the farmers three-fold by reason of the better prices which would be obtained. What is wanted is good farm fed cattle and not cattle that have been at the plough."

"Can you say anything as to the trade in sheep?"

"What your farmers ought to do is to cut their lambs, and keep and fed them well until they are two years old, when, if sent home, they will bring a good market price. Now, they bring their lambs into market here and get say \$3 for them; but if they send them to England when they are two years old they will realize \$11 or \$12 each. I have seen old sheep sent over without a tooth in their heads."

"And, of course, they are difficult to sell."

"Only one class of people will buy them—contractors. People who want good mutton will pay a good price for it at home."

"When did the sheep business commence?"

"It commenced in the latter part of 1871. The Canadian sheep have been well received at home. They lose a little on the voyage, but if shippers would give them more space they would lose less and come to hand in better condition. There is no trouble at all about the Canadian sheep, but there is

about the American, because they have the foot and mouth disease.

"Have you had many Canadian pig sent to England, and how do they sell?"

"We have not had many Canadian pigs; but in pigs there is really a margin for good profits. Pigs dressing at 100 to 150 pounds realize well, and there is a profit to be made out of bacon pigs, but I want good fleshy pigs and not too fat. I had killed at Birkenhead 132 of the scheduled American pigs that came over in the "City of Bristol" in July. They reached 5d and 6d a pound in London, and the expense of conveying the pork from Liverpool to London was about a farthing a pound. Well, July is not a good pork season, but if American pork could realize that in July, surely Canadian pork sent over in the winter, and sold in the pork season, would realize more largely.

What are the prospects as regards poultry."

"In 1876 we had some live turkeys sent from Montreal, but they came to hand in a very poor condition, and sold at a loss—at about \$1.50 each."

"What is the price of a turkey in England?"

"A good dead turkey will sell for a guinea, and for even higher. They don't sell the English turkeys by the pound; but they sell yours. Your turkeys sold wholesale last year at 6d. and 7d. per pound. Geese, chickens and ducks sold at about the same rate. Some which came to Liverpool last year were disposed of wholesale at about that rate. They came frozen, packed in barrels, plucked, and with their heads wrapped in newspapers. They were good marketable goods; in fact, all who taste young Canadian turkey say afterwards that they prefer it to the English turkey. There are, therefore, openings in that line of business."

SUPERIOR TEAS.

Warranted Qualities.

BY recent arrivals from Great Britain, the subscriber has now in store:

536 packages Excellent Congou TEA, (in chests and half chests).

Which he offers for sale at lowest market rates, for cash or approved paper. The quality of this TEA is superior, and cannot fail to give satisfaction.

WILLIAM DODD, Queen Square.

Nov. 1, 1879—2aw 3w pat 3w

1,000 lbs.

MOIR & KEILER'S

CELEBRATED

Jams and Marmalade!

MARMALADE 22 cents per lb., in bulk; a 7 lb. tin for \$1.35; 1 & 2 lb. tins at 25 cents per lb.; 1 lb. crocks, 28 cents.

JAM 25 cents per lb. in bulk; 1 lb. crocks 28 cents.

Stawbery, Raspberry, Black & Red Currant, Gooseberry, Green-gage, Damson and Plum Jams, at

BEER & GOFF'S.

Nov. 1, 1875.

FLOUR. FLOUR.

NOW IS THE TIME FOR FAMILIES to lay in their winter supply. We have a quantity of Choice Bands such as 'PRIDE OF THE WEST,' 'IMPERIAL XXX PASTRY,' 'KENT & AMBER,' &c.

At a small advance over present cost of landing.

BEER & GOFF.

Nov. 1, 1879.

APPLES, APPLES.

AT AUCTION.

THE subscriber will sell at AUCTION at the

Queen Street Auction Rooms,

On Monday, the 3rd inst.,

At 2 o'clock, p. m.,

75 bbls. Nova Scotia Apples,

In Gravensteins, Ribson Pippins, Codlimps, Jennettings, Baldwins, etc.

W. D. STEWART,

Auctioneer.

Nov. 1, 1879.

BASKETS!

NEW STOCK of over 500—cheapest lot yet, at

BEER & GOFF'S.

Nov. 1, 1879.

BISCUITS!

A NICE LOT OF PECK TREAN'S celebrated English Biscuits at

BEER & GOFF'S.

Nov. 1, 1879.

THE place to get your Printing done is at the EXAMINER Printing Room

PERKINS & STERNS.

DRY

GOODS!

OPENING

OF THE

Fall Trade

By the S.S. "Alsatia" from London, S. S. "Prince Edward," from Liverpool, and S. S. "Scandinavian," from Glasgow,

Our First Shipments

OF THIS SEASON'S GOODS

HAVE ARRIVED.

We are now showing the contents of 75 Cases and Bales of the

CHEAPEST GOODS

Ever offered to the people of P. E. Island.

From London we have an immense Stock of The Newest Millinery,

Feathers, Flowers,

Hats, Scarfs, Frillings,

Gloves, Hosiery,

&c., &c., &c.

From Manchester and Bradford, the Newest Dress Materials, &c.

From Glasgow, a large Stock of

Winter Cloths,

Tweeds, Flannels, &c., &c.

Our usual supply of American and Canadian Manufactures.

Our Stock has been personally selected, and we can guarantee the very best value in Ch'town.

Perkins & Sterns.

Ch'town, Sept. 30, 1879.

GUNPOWDER PLOT!

ON WEDNESDAY EVENING, the 5th NOVEMBER next, being the anniversary of the discovery of the Gunpowder Plot—the Rev. JOHN M. McLEOD, will deliver a lecture in the Orange Hall, in this City.

SUBJECT:

"The Reformation of the 16th Century."

Brethren and friends of the order are cordially invited to attend.

Doors open at 7.30. Lecture to commence at 8. Tickets 10 cts., to be had at the door. Oct. 31, 1879—21

TO BE LET.

A NEW HOUSE on Weymouth Street, near Hillsborough Square. Rent low. Apply to Messrs. SULLIVAN & MORSON, Solicitors. Ch'town, Oct. 31st, 1879.

Notice to Parties Concerned!

THAT unless "Cove's Patent Feed Mashers" are removed from my Warehouse and expenses paid that are due on them, they will be sold by Public Auction on the Market Square, on WEDNESDAY, the 24th of DECEMBER next, to pay expenses.

CHARLES HEARTZ.

Ch'town, Oct. 31, 1879—51

DO NOT ORDER ANY COPYING INVENTIONS till you see

NIXON'S CHEIROGRAPH.

No Copying Press required. Most Simple Process invented. Instant reproduction without press or damping. Every one his own Printer. Electric Pen, Papyrograph, &c., completely outdone.

One to two hundred copies of Letters, Circulars, Price Lists, Reports, Drawings Specifications, Music, etc., in various colors, at one operation.

Copies can be made on any kind of paper without previous preparation; copies can also be made on Muslin, Linen, Leather, Silk, Wool, &c.

Observe the prices, (including bottle of ink and sponge): No 1 Note Size, (6x10), \$3. No 2 Letter Size, (10x12) \$5. No 3 Legal Size, (10x14), \$7.50. Any size supplied to order. Orders left at HARVEY'S BOOKSTORE will receive prompt attention.

Oct. 30, 1879—tf

TO LET.

A TWO-STORY Dwelling House, containing Twelve Rooms, pleasantly situated on Grafton Street, with Garden and out-buildings attached. Apply immediately on the premises, to

MRS. THOMAS DAWSON.

Oct. 23, 1879.—tf

NEW STORE!

JUST RECEIVED at the NEW STORE, a good assortment of Ladies' and Gentlemen's

American Slippers,

FRENCH KID BOOTS!

Ladies' White Kid Slippers, etc.

Orr's Old Stand, first door below Owen Connolly's Esq., Queen Street.

E. W. SMITH.

Oct. 30, 1879—41

FANCY FAIR!

—IN THE—

ATHENÆUM,

Tuesday, December 16th, '79.

A SALE of useful and fancy articles will be held, (under the auspices of Prince Edward Division, No. 1, S. of T.,) Tuesday, 16th December, 1879. Persons wishing to purchase Christmas Cards and Presents will find this a good opportunity.

A first-class Refreshment Table will be provided. The Military Brass Band will be in attendance.

Doors open at 12 o'clock, noon. Admission 10 cents.

W. E. BAGNALL,

Chairman Com.

E. M. WELSH, Treasurer.

JOHN D. WALKER, Sec'y.

GOD SAVE THE QUEEN.

Oct. 28, 1879.

IRON HARROWS.

IN order to close out the lot, I am selling Iron Harrows for \$12, (the usual and ordinary price of which is \$18.) Please call and examine.

HENRY COOMBS.

Ch'town, Oct. 30, 1879.—31 pat 31

COAL TO ARRIVE.

500 tons Sydney Old Mines.

IN PORT:

250 tons Gauric Mines, Round and Nut, all at a bargain; ordered for immediate sale.

WRIGHT & MACGOWAN,

Agents.

Ch'town, Oct. 28, 1879.—51

HOUSE TO LET.

A HOUSE pleasantly situated on Sydney Street, near Hillsboro' Square, containing 8 rooms and pump in the yard. Possession given immediately. Apply to

THOMAS CASELEY.

Oct. 1, 1879.—tf