The Examiner.

Charlottetown, Oct. 18, 1875.

RETRENCHMENT.

PETITIONS will, in the course of a few weeks, be presented to the Local Government asking for the passage of an Act to secure the payment of a subsidy to a company formed for the purpose of building branch railways in this Island. A large amount must, necessarily, soon be expended upon our roads, bridges and ferries. It is very expedient that branch railways be extended through thickly populated settlements far removed from good harbors. It is absolutely necessary to keep the roads and bridges passable. Now, where's the money to come from? The Dominion Parliament may, perhaps, be induced to give grants towards the construction of branch lines of railway—such as those proposed to be built to Murray Harbor and Cape Traverse—which will likely be of inter-provincial importance. So long as the Dominion retains possession of our railway, we have an equitable claim to consideration; and we trust that claim will be pressed with all the force and ability of which our representatives are possessed. But in the present state of the Dominion finances, with the heavy obligations the Dominion has already to meet,—with the fearful, bungling Cartwright at the head of its Finance Department, and with Mr. Laird in its Government, we fear that our claims will be, till a change takes place, but lightly regarded. In the meantime, may we not be up and doing for ourselves? Let us look at the situation. Here we have the same elaborate Legislative and Governmental machinery we had previous to Confederation. Then we had too much Legislation and too much Government for our good. The sessions were half spent in personal vituperation, party recriminations, and "child's play;" and the time of the Government was frittered away in discussing and executing the veriest trifles. Now, the heaviest part of the work is done by the Dominion. Yet we have still forty-two representatives in our petty Parliament. We have still nine men sitting at our Executive Council Board. We have still no less than six Departments under Government. We still retain the elaborately intricate, incomprehensible, costly, old fogyish system of transacting public affairs which was commenced at the first. Last year the Legislation and Government of this small Province cost over $40,000. Suppose that the Legislature and Executive Council were reduced to a workable size; that a good system of Departmental Government were introduced; that there were one Legislative House instead of two and three or four Governmental Departments instead of six; and that, while the work of the public was much more efficiently done, $10,000 were annually saved, sufficient money could be borrowed to subsidize from thirty to forty miles of railway at the rate of $5,000 per mile, without inflicting the slightest additional burden upon the Province. Or, our roads, bridges and ferries could be greatly improved by the yearly expenditure of $10,000. In our opinion this question of retrenchment is one of first rate importance.

MORE ACCOMMODATION FOR THE PUBLIC.

BETTER roads, better bridges, better ferries (and more of them) are required throughout this Province. Many roads and bridges in the country are now totally unfit for the fall traffic; and ferry accommodation is wholly inadequate to the wants of the people. The facts are patent. Under a corrupt and effete system, our roads are fast becoming impassable.

ARE WE SAVING MUCH?

FEVERS of various kinds are very prevalent in town this fall. Several cases have proved fatal. These diseases must increase upon us year by year, in our city undrained and unsupplied with water. To provide our town with water and drainage will cost dollars. Not to provide them is costing human lives. We doubt if we are saving much.

RAILWAY ACCIDENT.

A TRAIN RUNS OVER AN EMBANKMENT AND IS COMPLETELY WRECKED—DRIVER AND FIREMAN SEVERELY INJURED — MIRACULOUS ESCAPE OF PASSENGERS.

The Saturday morning train from Halifax to Pictou ran over an embankment about twenty feet high, while going round a curve a mile and a-half west of Hopewell Station. The engine fell on its side and the tender turned a somersault over it. The freight and baggage cars were wrecked alongside. The postal car went half over and hung on the bank—secured by strong couplings with the passenger cars. These latter were dragged off the track and considerably shaken; but the passengers—of whom about thirty were on board—escaped without serious injury. In the second class car was a woman with a child in her arms. Owing to the sudden stoppage, the child shot through the window and fell on the track. The mother's scream sounded above the general din; but the child escaped with its life. The Fireman and Driver were terribly mangled, but it is hoped they will recover. Among the passengers were Mrs. Robert Longworth and Wallace McLeod, Esq., of this city; Mr. George Forbes, of Vernon River, and Mr. John Sellars of North River.

Advices have been received by telegraph to the effect that the American Treasury Board has reduced the bounty granted on Refined Sugar fifty six cents.

It is feared that much disaster will be experienced in the mining district of Cape Breton during the winter, owing to the large number of unemployed men.

The display of Nova Scotia fruit at the Fruit Growers Association Exhibition, was very fine, surpassing any previous show as far as beauty of coloring, fine shape, and fine growth go. Apples, in particular, are noteworthy, there being many first-class collections.

The improvement of weapons for the destruction of life goes on steadily. The announcement is made that the Sharp Rifle Company at Hartford are experimenting with a new magazine rifle, which can be fired three times a second. One third of a second is scarcely an appreciable fragment of time, and the celerity of firing thus sought to be attained for a rifle becomes extraordinary when one considers how very small a portion of time even a second is.

SPECIAL CONSTABLES.—Twelve or fourteen special constables are to be sworn in to keep order in Summerside on Exhibition day. So says the *Journal*.

BRANCH RAILWAYS.

MEETING AT MURRAY HARBOR SOUTH.—GOOD REPRESENTATION OF THE DISTRICT.—SPEECHES, RESOLUTIONS, PETITIONS, ETC.

A public meeting, to consider the proposed extension of railways through various sections of this Island—particularly the section extending from Southport to Murray Harbor—was held in the Hall at Murray Harbor South, on Wednesday afternoon, last. The day was one of the finest, and the season one of the busiest. Yet the attendance was large. Between forty and fifty persons—chiefly farmers of the vicinity—were present. Little Sands was represented in the person of Duncan Munn, Esq.; Murray River settlement by Messrs. James Cuddy, Henry Beer, Augustine McInnis, and Dr. McIntosh; White Sands by Messrs. Thomas Brehaut, James Nicolle and others. Mr. James McKay was, on motion, appointed Chairman, and Mr. Samuel Peterson, Secretary.

MALCOLM MCFAYDEN, ESQ., was the first speaker. The facilities of a railway had, he said, been afforded other parts of the Province; and the expediency of extending these facilities to sections still needing them was now generally discussed. There appeared to be a determination on the part of the people to have a branch railway built from Southport through Belfast, to Murray Harbor. It was to make a move in the matter that the meeting had assembled. Two schemes had been proposed: first, that a company independent of, and unconnected with the main trunk line be formed, and the branches built and managed by it; second, that the Local Government re-assume proprietorship and management of the main line; obtain the means of building the branches by giving security on that line, and run the whole concern under one management. He (Mr. McFayden) inclined towards the first. There could not, in his opinion, be any doubt as to the advisability of having a branch from Southport to Murray Harbor. The country was one of the most thickly settled on the Island; Murray Harbor was within twenty-five miles of Pictou; its harbor, as all knew, was open a great part of the year; and the line would be one of the most important and most paying in the Province. The question of building it was a matter for the people. If they think the proposed line feasible, their duty is to push it—to force attention to it—and to obtain, if possible, the required subsidy from the Legislature. Under Mr. Gregory's scheme the burden would be equalized. Farmers might take stock in the proposed company—either in money, land or labor; and the additional tax upon the people would be trifling—only about sixteen cents annually per head.

MR. JAMES CUDDY, Murray River, said it was unnecessary to go into details of Mr. Gregory's scheme, for all hands have read it, and it is pretty well understood. He thought the people of Murray Harbor deserved to go without a railway forever, if they could not see that what builds up other places would benefit them. In his opinion, a railway would benefit the people of Murray Harbor in a special manner; for the harbor is open later in the fall and earlier in the spring than any other in the Province—is nearer the Mainland and more accessible than any other; and will, in all likelihood, if a railway is built, be the place at which a winter steamer will call. The scheme had many advocates in other parts of the Island who are anxious to know how the people of Murray Harbor feel in the matter. To the question, "Shall we have a railway?" he thought the answer should be "Yes," as one man. All ought to pull together and have the thing.

SAMUEL PROWSE, Esq., was always very much in favor of a railway to Murray Harbor. He was however, decidedly of the opinion that its northern termination should be Southport. The distance that way is the shortest; and the settlements through which the line will pass are without the convenience of a harbor. But independently of this, he thought it inadvisable that the branch should tap the main trunk. The rates on the latter were very unfair and very high. The people accommodated by it are actually paying more than people travelling on those expensive railways which cost three times as much as it did. The ferry at Southport would be an obstacle; but it could be overcome. A few years ago a bridge was proposed to be built across the Hillsborough; and he believed the time would come—and that soon if the railway were built—when the proposal would be carried out. He thought the meeting should go strongly for a branch railway to Southport. It might, however, leave the terminus on the Murray Harbor side for after consideration.

MR. MCFADYEN said that Mr. Gregory had expressed himself decidedly opposed to connecting—for the present, at least—the branch with the main trunk.

DUNCAN MUNN, Esq., had seen and talked with a good many persons from Lot 49, and if the northern terminus were at Southport they would go for the proposed branch. They were anxiously waiting to hear what the people of Murray Harbor had to say.

MR. W. L. COTTON, of the EXAMINER, was here called upon. He made a few remarks.

SAMUEL PETERSON—Secretary of the meeting—said the scheme proposed would not involve the people in any way; and he could not see how they could, for one moment, be opposed to it. The country through which the line would pass is one of the richest and most populous on the Island. He thought the people of Murray Harbor had missed it when they refused the railway before; but he hoped they would not miss the opportunity now afforded. Such a chance might not again be offered for twenty years to come. People in other parts now enjoyed the direct benefits of a railway to which the people of Murray Harbor contributed their full share. The tariff on that line was however, he thought, unnecessarily high. A branch to Southport was just what the people wanted; and the high tariff would be avoided. He thought the people should be anxious and enthusiastic on the subject. He instanced facts in connection with the building of railways through the United States, to prove that railways never depreciated the value of land; but, on the contrary, invariably raised its price. Farmers should not oppose a railway merely because a cow or a sheep might occasionally be killed. They should remember that when such accidents occur, the farmer is always indemnified for the loss. The meeting should go for the proposed branch by all means. But if there was any latent feeling of opposition to the scheme, let it be expressed. For his part he thought that if the people of Murray Harbor refused to entertain it, they would stand very much in their own light.

MR. JOHN ROBBINS said he never was an anti-railway man. He believed in railroads—he believes in them still. He thought there would be a great traffic on the proposed railway from Murray Harbor to Southport; and that it would earn fully as much money, in proportion to its length, as the main trunk. It would greatly facilitate the transport of lumber and produce of all kinds; and as Murray Harbor was the longest open in the year, it might, if a steamer were put on, afford a means of communication between the Island and the Mainland during the winter. He would go in, heart and hand, for the proposed railroad, because he believed it would benefit the whole community.

MR. MCFAYDEN, having read the following draft petition:—

To His Honor Sir Robert Hodgson, Lieutenant Governor, etc., etc., etc., and to the Honorable Executive Council.

May it please your Honor:

We the undersigned inhabitants of——— pray that your Honors may at the coming session of the Legislature of this Island, secure the passing of an Act providing for a subsidy of Five thousand dollars per mile, from the Treasury, to joint stock companies building railways in this Island, in order that this district (in common with others where the same necessity is felt) may be afforded the benefit of railway accommodation already enjoyed by the inhabitants of other parts of the Island,—

MR. PROWSE said he was opposed to the wording of it. A short time ago he was asked to sign a petition for a tri-weekly mail to Murray Harbor South. Before signing it he stated that although he wanted mail accommodation tri-weekly, yet he would rather have it semi-weekly, provided that the courier should remain all night, so that letters might be answered by return mail, than that he should stay only one hour, and thus preclude the possibility of returning an answer to the letters received till after the next mail arrived. This he believed was the feeling of the whole community in the matter. He signed the petition, however, and a tri-weekly mail was granted; but much to the detriment of the business of the community, the courier remained only one hour. Now, something of the same kind might occur, with respect to the petition before the meeting. It did not specify that the branch to Murray Harbor should go to Southport, although this appeared to be the decided wish of the people; and it might be that, after the subsidy Act is passed, the company will build the road to Mount Stewart or elsewhere. This, he thought, should be guarded against.

MR. MCFAYDEN said he had anticipated the objection mentioned by Mr. Prowse; and he had prepared the following resolutions:—

Whereas the large and thickly populated settlement, extending from Southport on the north to Murray Harbor on the south, are without the advantages of railway accommodation:

And whereas it is apparent that such accommodation would be materially beneficial to the people of the settlements indicated and to the people of the Province at large,

Therefore Resolved that any feasible scheme, framed for the purpose of affording such accommodation, receive the warm support of this meeting.

Whereas the extension of branch railways through several sections of the Province is considered by this meeting to be expedient and advisable:—

Therefore Resolved that the Local Government be petitioned to secure the passage of an Act providing that a subsidy of Five thousand dollars for each mile of railway built, be granted, and paid out of the Public Treasury to a company or companies, formed and incorporated for the purpose of building such branch railway.

These resolutions would, he thought, meet the difficulty, and he moved their adoption.

After offering a suggestion—which was adopted—Samuel Prowse, Esq., seconded them. They were then put and carried without one dissentient voice.

MR. CHARLES LACHEUR said he would be pleased very much to have a railway, because he hoped a steamer would come to the harbor then.

A. J. MCINNIS, Esq., said:—As the gentlemen present have kindly invited me to give opinion on this important question, I now get on my feet, not with the intention of making a speech but for the purpose of *saying* something, and this I will do in very few words. Speechifying is not my forte, and as the audience would prefer reason or common sense to a volume of words, I will whittle the few ideas which I intend to advance as short and fine as possible. To begin with, I will state that I am, and always have been, a railway advocate, and consider that a branch line is urgently required for Murray Harbor and Belfast district; and if it is beneficial in other parts of the Island why not have the same effect here? In all manner of justice, we are just as much intitled to it as other parts of the Island. I am not going to dictate to the people as to what they should have or what they should not have, but if they are desirous of having a branch line I will put my 'shoulder to the wheel' in connection with the rest. In order to accomplish our end satisfactorily we will have to pull together in harmony, and advocate the matter *with a will*. Let us throw aside all the petty animosity, prejudice and bickering that heretofore existed, and bury them in oblivion, and no doubt, if we agitate the question, but our claims will be granted. And as the most of us are inexperienced in railway matters, we should seek as much information as possible from men conversant with, and experienced in such enterprises, and try and get as much information as possible from them as to the best course to pursue, and adopt resolutions to that effect. Then we will in a manner feel as though we have a system to work by. As regards location, I am not sufficiently acquainted with the district to suggest any particular place, but will leave it to the people, and what will suit them will suit me.

DR. MCINTOSH said in these progressive times I would feel ashamed to be one of a number to oppose a branch line. I believe there is no part of the Island in which branches are needed more, and would be of greater benefit, than in Murray Harbor and Belfast. See how far they have swept the Grand Trunk from your doors. Instead of running it through the centre of the country, they gave it a great shear towards the north side of the Island. But the very fact of their doing so, gives you a stronger claim to a branch. Of course you and the Belfasters have very good harbors; thus affording you good facilities of transit by water; but, parts that have perhaps, better harbors than you, can't afford after realizing much of the benefit arising from a railroad, to dispense with it now. Again, those, past whose door it runs, have no greater railroad burden than you who receive no direct benefit; and why not make them sustain a share of the expenses of keeping up a branch for your convenience. I regret that I have been too late to hear a good many of the speakers' ideas on the matter; but judging from those I have heard, besides information I received from a gentleman at my side, I am glad to understand that there is not a person in this room, who is so "non-progressive" as to give opposition to these branches. Soon, I hope, you will hear from your own door, the shrill whistle of the "Iron Horse"—and better still—that ere two or three years pass, you can enjoy a pleasure ride on the cars from Murray Harbor.

MR. PROWSE spoke of a connecting link to Montague Bridge.

MR. ROBBINS moved that the proceedings of the meeting be published in the Island newspapers.

MR. MCFADYEN suggested that, if there is such a paper in the Province as the Summerside *Progress*, it be requested not to publish it.

The motion passed and the meeting adjourned.

"VULCAN FOUNDRY"

"VULCAN FOUNDRY"—owned by J. A. Rutherford, Esq.—is very eligibly situated, close to the railway, and near the railway wharf, Georgetown. The establishment is comprised in two large buildings—the moulding shop 40x45 feet, and the machine shop 30x50 feet—each two and a half storeys high. The former is fitted up with a furnace and with appliances necessary to the casting of all iron utensels or articles. No less than eight different styles of stoves are cast in this shop:

1. Niagara, No. 1, (wood)
2. Niagara, No. 2, (wood)
3. Acadia, No. 8, (coal)
4. Liberty, No. 3, (wood and coal)
5. Atlantic Ship Stove, No. 2,
6. Round Cannon, No. 2, (coal)
7. Model Parlor, No. 2,
8. Garnet Parlor.

The two latter are elegant in style and finish—quite equal, in our opinion, to the majority of imported stoves. The others are as good as stoves need be for ordinary use. Besides these, there are cast a variety of farmers' boilers, 'plough metals,' mill machinery, ships' castings. Steam boilers for shipyards, and brass cuttings of all kinds are also made. Six men, besides the furnace man, can be employed in the moulding shop. In the machine shop there are, on the first floor, a fifteen horse-power steam engine (English make), a powerful turning lathe, vertical drill, and two blacksmiths' furnaces. On the second floor is a workshop in which wooden beams and handles for ploughs, etc., are made. Upwards of two hundred ploughs—of Mr. Rutherford's invention and make—have been sold in King's County during the past summer; and the demand for them is increasing. There are many 'points' peculiar to these ploughs which 'take' with farmers who use them. They are shorter in the beam and longer and higher in the handles, so that the ploughman has a more powerful leverage. They are narrow in the bottom; the mould-board does not flatten the furrow but leaves it standing well on edge. They are easily handled and light of draught. Mr. Rutherford states that there is not a better plough in the market; and the fact that the demand is increasing seems to bear out the statement. On the third floor of the machine shop are stored stoves and other articles, ready for sale. Mr. Rutherford proposes soon to extend his premises. In fact he had the frame of a large building erected; but a late heavy storm levelled it. He will commence building again in a short time. We trust his most sanguine anticipations will be realized. Georgetown is not just now the most go-ahead place in the world, and the man who keeps a large factory in operation and nineteen hands constantly and busily employed there deserves patronage. A dozen such men would, before many years, make the capital of King's County quite a different place.

MACPHAIL'S BLOCK FACTORY.

This factory—also in Georgetown—is provided with a seven horse-power engine—the manufacture of Messrs. W. Stiggins & Son, Charlottetown. It is 60x21 feet and two storeys high. All the machinery is on the first floor. Blocks for ships are the principal articles of manufacture. Furniture is also made, and turning of all kinds done. Mr. Angus McPhail is the proprietor.

LATEST NEWS SUMMARY.

BRITISH.

The *World* says that Gladstone has assured his family that he will never resume the Liberal leadership.

The Prince of Wales will visit the camp exercise at Delhi and some of the native capitals of Central and Northern India and Calcutta, during his stay.

EUROPEAN.

Five hundred and sixty Carlists crossed the frontier into France and have been disarmed by the French authorities. Gen. Saballa will be summoned to appear before the Carlist court martial for failing. Don Carlos has ordered Saballa to be shot wherever found.

UNITED STATES.

Shephard Hall & Co., whose failure was announced some days ago were the largest lumber dealers in the country, and their suspension is a serious blow to this already sadly depressed interest. Their sales last year amounted to 120,000,000 feet of lumber, which is from thirty to fifty per cent larger than that of any other lumber house in the country. When the firm was formed some years ago, Mr. Shephard had accumulated by retail business $25,000, and just before the panic of 1873 the firm showed a clear surplus of $700,000. The fact that their statement now shows a large deficiency indicates the heavy shrinkage that has taken place in the lumber interest.

CANADIAN.

MONTREAL, Oct. 13.—Messrs. St. Pierre and Thebault, prominent lawyers, and Ald. Royhbeen are indicted for being implicated in anti-vaccination riot.

COLLINGWOOD, Oct. 12.—Over six inches of snow fell here last night, and considerable damage was done to the fruit and ornamental trees by the weight of snow breaking and bending them to the ground. Snow still falling this morning.

It is stated that there were ten forged letters represented to the various branches of the Bank of British North America or corresponding banks in their name, last week, each drawn for $4,000, and each bearing an endorsement certifying to the payment of $300 at Montreal. There is no doubt but that the swindles were perpetrated by an organized gang.

A melancholy drowning accident occurred at French Lake, near Sheffield, Sunbury County, N. B., on last Sunday forenoon. Miss London and her two brothers were crossing the Lake on the scow at Hunter's Ferry, in charge of a young man named Tosh. The lady and her brothers had a horse and wagon. Miss London remained in the wagon while the others got off. While crossing the lake the horse suddenly started, and ran off the scow, taking Miss London and also the ferryman. The latter was unable to swim, and although he came to the surface three times he finally sank and was drowned. Miss London was unable to save herself, and her brothers in the scow were paralyzed for the moment and unable to assist her, and so she too sank to a watery grave.

FREDERICTON, Oct. 13.—The temporary Railway bridge over the Tobique river broke down about 5 o'clock last evening, while four cars loaded with rails were being pushed over by a locomotive. The cars and locomotive fell to the river bed 25 feet. The hands on the locomotive seeing the bridge going saved themselves by jumping off. The men on the cars went down with the wreck. John McDonald was killed at once. Conductor Weston, son of Capt. David Weston, Daniel Babbitt, John Yarxa, Wm. Lawrence, and a man named Rushbrook, received injuries. Babbitt has a thigh broken, received injuries to the knee-pan, and his face is much cut. Weston received severe injuries to the back, but the doctors say no bones are broken. Yarxa lost two fingers and is much bruised. Rushbrook was severely bruised, and Lawrence had his collar-bone broken. McDonald's body was found last night. It is believed here that this is the first train that has been driven across the weak structure by a locomotive—the construction cars have heretofore been pushed over singly by men; and it is believed that great recklessness has been the cause of the accident.

DUTCH BULBS.—Just received and for sale at HASZARD'S AGRICULTURAL STORE, an assortment of Hiycenths, Tulips, Crocuses, Snowdrops, Anemonies, etc., direct from Haarlem, Holland. A limited number only of finest show sorts. To secure the best, call early. Bulbs all in excellent condition, and prices will be found lower than in any other part of Canada or the United States. 3i

GET YOUR HANDBILLS AND Posters printed at the Examiner office.

NEW ADVERTISEMENTS.

AUCTION!

On Wednesday, 20th inst.

W. D. STEWART

HAS RECEIVED a large consignment of GOODS, which he is instructed to close out without reserve, on WEDNESDAY, the 20th inst., commencing at 11 o'clock:—

100 packages choice TEA, ex *Minerva*,
150 " from Halifax,
25 hhds. MOLASSES,
10 hhds SUGAR,
100 boxes SOAP,
30 bags NUTS,
3 casks FIGS, in drums,
20 tins COFFEE,
20 boxes MUSTARD,
50 " PEPPER,
50 " CREAM TARTAR,
40 crates assorted CROCKERY,
100 doz. BROOMS,
100 doz. BUCKETS,
100 sides LEATHER,
100 reams WRAPPING PAPER,
20 casks WASHING SODA,
20 kegs BAKING "
20 gross PIPES, (Briar Root)
30 nests TUBS,
10000 CIGARS,
200 boxes Layer RAISINS,
20 casks KEROSENE,
50 boxes Valentia RAISINS, (Fresh)
1 case CLOTHING,
And sundry Merchandize.

Terms liberal and made known at Sale.

WM. D. STEWART.

Oct. 18, 1875.

Six Months'

TRADE SALE!

New Goods ex 'Minerva,' and other late Arrivals.

WE will offer at AUCTION, on THURSDAY, the 21st inst, at 11 o'clock, in front of our Sales Room:—

200 bbls. FLOUR,
20 puns. MOLASSES,
20 hhds. SUGAR,
30 bbls. CRUSHED SUGAR,
100 sides SOLE LEATHER,
20 caddies TEA,
20 boxes Chewing TOBACCO,
20 caddies Chewing TOBACCO,
15 boxes STARCH,
100 boxes SOAP,
15 sacks RICE,
100 boxes RAISINS,
200 coils MANILLA, 6 and 9 thread,
100 kegs NAILS, assorted sizes,
20 boxes HORSE NAILS,
20 boxes CHOPPING AXES,
100 lbs. CLOVES, whole,
100 boxes CONFECTIONERY,
25 bbls. CURRANTS,
10 bbls. PICKLES,
50 chests TEA, new stock, warranted,
25 boxes GLASS, assorted sizes,
4 bbls. PUTTY,
10 boxes ROCK CANDY,
30 boxes Nixey's BLACK LEAD,
20 tins PEPPER,
20 tins MUSTARD,
20 tins GINGER,
30 boxes TABLE SALT,
60 jars CREAM TARTAR,
20 kegs BAKING SODA,
10 bbls. WASHING SODA,
20 casks KEROSENE,
30 bags NUTS, (Filberts)
100 reams WRAPPING PAPER,
20 doz. PAILS,
20 doz. BROOMS, &c., &c., &c.

TERMS:—$50, three months; $150, four months: $300, six months.

CARVELL BROTHERS, Auctioneers.

Ch'town, October 15, 1875.

LOST. LOST. LOST.

Cheaper than ever!

McDOUGALL & CURRIE

ARE selling their choice stock of Groceries cheaper than any other House in the trade. Choice Tea, in strength and flavor, only 40 cents. Good Retailing Sugar only 8 cents. Coffees in Java, English breakfast, Dandelion, and French. A select lot of the best Brands of Canadian Flour, cheap for cash. A large stock of Ready-made Clothing. Reefers from $5.50 upwards. Overcoats from $8.50 upwards. A large stock of English and Canadian Tweeds, which will be made up to order at shortest notice. Fur Caps from $1.50 to $3.00. Kid Mits and Kid Gloves from 75 cents. An elegant selection of

Ladies' Dress Goods

of every description. Ladies' Hose, Gloves, etc., etc. An extra stock of Boots and Shoes, which will be sold at cost and charges. Overshoes, Rubbers, and Felt Slippers. Also a large assortment of Crockery and Glassware, cheaper than ever. Constantly on hand: Herring, Codfish, Boneless Codfish, Pork, by the small, Lard, Butter, etc., etc. Please call at once.

McDOUGALL & CURRIE.

Opp. W. E. Dawson's, Upper Gt. Geo. St.

Ch'town, Oct. 18, 1875.—6m

FLOUR!

IN STORE and to arrive next week—

300 bbls. "Albion" EXTRA,
100 bbls. "Peacemaker,"
200 bbls. "Howland's Choice,"
200 bbls. Choice Spring Extra, "Peel,"
100 bbls. Choice Superfine, "Victoria,"
50 bbls. Fancy "Northern,"
50 bbls. Superior extra "Snow Drop."

FENTON T. NEWBERY.

Oct. 18, 1875.—2in

Choice Apples.

25 BARRELS real nice ones, at

CARVELL BROS.

Ch'town, Oct. 18, 1875.—2in

MacKENZIE & STUMBLES,

Auctioneers, Commission Merchants,

AND

GENERAL AGENTS,

77 North Side Queen Square,

Charlottetown, - - P. E. Island.

October 18, 1875.—1y

EXPLICIT.

THE BROADWAY

BOOK-STORE

—IS—

RE-OPENED,

WITH A CHOICE AND NEW SELECTION OF

Books, Stationery, Toys, Fancy Goods, etc.

SCHOOL BOOKS A SPECIALTY.

Bargains will be received by every buyer, and full satisfaction awarded. Give a call and see for yourselves that we CAN AND DO sell as cheap if not cheaper than any house in the city.

T. L. CHAPPELLE.

Oct. 11, 1875.

QUEEN'S COUNTY

EXHIBITION

WILL BE HELD AT THE

Drill-Shed, Charlottetown,

—ON—

Friday, October, 22nd.

HIS HONOR THE LIEUTENANT GOVERNOR will open the Exhibition at 12 o'clock, noon.

Calbraith's Band

will be in attendance.

All articles entered for Exhibition will be carried on the Railway at ordinary rates, and, when not changed hands, returned FREE.

Passengers at single fares.

☞ For full particulars see Prize List.

By order,

A. McNEILL, Sec'y,

Ch'town, Oct. 11, 1875.

FURNITURE.

CHAIRS,

Cheaper than ever,

In Double and Single Backs.

CANE SEAT CHAIRS!

In Large and Small Rockers.

TO THE TRADE:

Looking-glass Plates

All sizes, Good and Cheap.

HAIRCLOTH,

all sizes. Also, some

VERY HANDSOME VENEERS!

in Walnut, Plain, Fancy, and Corrugated Bird-eye Maple, Corrugated and Hungarian Ash and Burl Walnut.

All the above will be sold very Cheap for Cash Only.

E. D. STAIR,

Upper Great George Street.

Ch'town, Oct. 18, 1875.

Slightly Damaged.

WIRE WEBB, Manure Forks, and second-hand Grain Sacks, less than cost at HASZARD'S AGRICULTURAL STORE, Queen Square, Ch'town, Oct. 18. 1875.—2i

SPORTS, ATTENTION!

THE RICHEST LITTLE FACINATION that was ever published is now out, and will be sent to any address in the British Provinces, postage prepaid, for ONE DOLLAR. It is acknowledged to be, by the thousands who now have it, JUST THE VERY THING; in fact it is EXCRUTIATINGLY GORGEOUS. All the Boys should have one. Remember, you may have this delightful little work sent you to any address on remitting us One Dollar, addressed to WOOD, HARGRAVE & CO.,

Oct. 18—4i) 15 Albany St., Boston, Mass.

SHERIFF'S SALE.

Daniel Hodgson, and Margaret Leah Hodgson, } Plaintiffs.
vs.
Malcolm McLeod, Defendant.

BY virtue of a Writ of Statute Execution, to me directed, issued out of Her Majesty's Supreme Court of Judicature, at the suit of Daniel Hodgson and Margaret Leah Hodgson, against Malcolm McLeod, I have taken and seized, as the property of the said Malcolm McLeod, all the right, title, and interest of the said Malcolm McLeod, in and to all that piece of land, bounded as follows,—Commencing at the north-west angle of fifty-eight (58) acres of land on the south side of Orwell Road, in fee to Donald McLeod, thence, according to the magnetic north of the year (1764) one thousand seven hundred and sixty-four, south for the distance of eighty-six (86) chains, thence by a line running west three degrees south (W. 3. S.) eight (8) chains and twenty-five links, to the east boundary of a tract of land in possession of James Gunnip, thence following the course of said east boundary north, three degrees, west, seventy-five [75] links; thence by a right angle line therewith westwardly eight [8] chains; thence south three degrees east [S. 3 E.] seventy-five [75] links; thence west three degrees, south five [5] chains and twenty-five (25) links to the east boundary of Donald McLeod's homestead, thence following the course of the same north three degrees west [N. 3. W.] seventy-three (73) chains and forty-five (45) links; thence by a right angle line therewith west three degrees south one (1) chain and sixty two [62] links; thence north three [3] degrees west [N.3. W.] two chains [2] and seventy-five (75) links; thence east three degrees north (E. 3. N.) one chain and sixty-two links; thence north three degrees west (N.3. W.) eleven [11] chains, thence east twenty-five chains and sixty links, to the place of commencement, containing two hundred and four acres (204) two (2) roods of land, a little more or less, together with a small portion of marsh, bounded as follows, that is to say: commencing at the west edge of the marsh, on the east side of the bridge over Orwell River, on the Post Road; thence following the course of the eastward edge of said Post Road south twenty degrees west (S. 20 W.) four [4] chains, or until it meets the margin between the marsh and high land; thence following the course of the same south-eastwardly for the distance of four [4] chains; thence north twenty degrees east [N. 20 E.] four [4] chains, or until it meets the channel of said Orwell River; thence following the course of the same northwestwardly, to the place of commencement, containing one [1] acre and two [2] roods of marsh land, a little more or less, marsh and high land included, being two hundred and six [206] acres of land, a little more or less, situate lying and being on Lot or Township number fifty-seven, in Queen's County. Also, all that tract, piece or parcel of land, bounded and described as follows, that is to say, commencing at the edge of Orwell river channel, in direct line north with the west boundary of that part of the late Murdoch McLeod's farm, now in possession of Malcolm McLeod; thence (according to the magnetic meridian of 1764) south three degrees east fifteen chains and fifty links; thence by a right angle line therewith west three degrees south one chain and sixty-two links; thence south three degrees east two chains seventy-five links; thence east three degrees south one chain and sixty-two links; thence south three degrees east seventy-three chains and forty-five links, thence west three degrees south for the distance of eleven chains and thirty-four links; thence north three degrees west ninety-four chains to said channel; thence following the various courses of the same eastwardly to the Post Road; thence following the course of the said Post Road southwestwardly to the margin between the high land and marsh on the eastward side of said Post Road; thence following the course of said margin southeastwardly for the distance of four chains from the eastward edge of said Post Road; thence by a line running north twenty degrees east four chains, or until it meets the said channel; thence following the various courses of the same eastwardly to the place of commencement, containing about one hundred and four acres; also that piece and parcel of land commencing on the west side of the Murray Harbor Road at the angle formed by the said road and the Maitland road, and running thence southwardly along said road for the distance of eight chains to the north side of Wood Island Road; thence along said road for the distance of thirty-six chains and ten links; thence northwardly by a line at right angles to the said road to the Maitland road; thence along same to the place of commencement, containing one hundred acres of land, a little more or less, being part of Lot Sixty, in Queen's County, in Prince Edward Island; also all that piece of land lying, situate and being on Murray Harbor Road, on Lot Fifty-seven, in Queen's County, in the said Island, bounded as follows, that is to say, commencing at a stake fixed at the north-east corner of land in possession of Donald Ross; thence west [according to the course of the said Ross land] for the distance of seventy-four and a half chains to the rear boundary line of the Murray Harbor Road farms; thence north for the distance of five chains and sixty links; thence in parallel lines east for the distance of seventy-four and one-half chains, or until it meets Murray Harbor Road; thence following the course of the said road for the distance of five chains and sixty links to the place of commencement, containing about forty-two acres, in Queen's County, and I do hereby give public notice, that I will, on Thursday, the twentieth day of April, 1876, at the hour of 12 o'clock, noon, at the Court House, in Charlottetown, in the said County, set up and sell, at public auction, the above described property, or as much thereof as will satisfy the levy marked on the said writ, being eight hundred and seventeen dollars and ninety-two cents, with interest on eight hundred and eleven dollars and eleven cents, from the 23rd day of October, 1874, until paid, at seven and one-half per cent per annum, besides sheriff's fees and all incidental expenses.

WILLIAM R. WATSON, Sheriff.

Sheriff's Office, Oct., 7th 1875.

E. J. Hodgson, Plaintiff's Attorney.

Oct. 18, 1875.

NEW ADVERTISEMENTS.

TEA.

LANDING via Halifax:—

40 Chests Kaiso Congou.

Warranted to give satisfaction.

FENTON T. NEWBERY.

Oct. 18, 1875.

Herring Barrels.

PARTIES fitting out vessels for Boone Bay and other fishing voyages can get supplied with Barrels at short notice.

FENTON T. NEWBERY.

Oct. 18, 1875.—2in

Pork Barrels.

A LOT of good softwoo dBarrels, to arrive in a few days. Will be sold cheap from wharf.

FENTON T. NEWBERY.

Oct. 18, 1875.—2in

Teacher Wanted.

A MALE TEACHER wanted at SOUTH SHORE, Lot 65.

Apply to

ROD'K HOGAN, JOHN MURPHY, ABRAHAM DOLING, } Trustees.

Oct. 18, 1875.—3in

House to Let.

THERE will be a good House to Let in this City, about the 1st of November. Apply at EXAMINER OFFICE.

Oct. 18, 1875.—tf

TEA. TEA.

62 CHESTS superior quality, just landed from "Minerva;" and 30 caddies real nice, for private families only.

CARVELL BROS.

Ch'town, Oct. 18, 1875.—3in

Crushed Sugar,

Cornmeal, Kerosene, Pails, &c.

LANDING ex *Scud*, from Boston—

200 bbls K. D. CORNMEAL,
55 bbls Crushed SUGAR,
60 casks Am. KEROSENE, 120°
25 doz. PAILS, varnished and painted,
10 nests TUBS,
10 bbls. White BEANS,
5 bbls. Split PEAS.

For Sale at the Lowest market Rates.

FENTON T. NEWBERY.

October 18, 1875.—2in

SHERIFF'S SALE.

Daniel Hodgson, Plaintiff.
Malcolm McLeod, Donald McLeod, } Defendants.

BY virtue of a Writ of Statute Execution, to me directed, issued out of her Majesty's Supreme Court of Judicature, at the suit of Daniel Hodgson, against Malcolm McLeod and Donald McLeod, I have taken and seized as the property of the said Malcolm McLeod and Donald McLeod, all the right, title and interest of the said Malcolm McLeod, and Donald McLeod, in and to all that piece of land, bounded as follows:—Commencing at the north-west angle of fifty-eight, [58] acres of land on the south side of Orwell Road, in fee to Donald McLeod; thence, according to the magnetic north of the year (1764) one thousand seven hundred and sixty-four, south for the distance of eighty-six (86) chains; thence by a line running west three degrees south (W. 3. S.) eight (8) chains and twenty-five links, to the east boundary of a tract of land in possession of James Gunnip; thence following the course of said east boundary, north three degrees, west seventy-five (75) links; thence by a right angle line therewith westwardly eight (8) chains; thence south three degrees east (S. 3 E.) seventy-five (75) links; thence west three degrees south, five (5) chains twenty-five links to the east boundary of Donald McLeod's homestead; thence following the course of the same north three degrees west (N. 3 W.) seventy-three (73) chains and forty-five [45] links; thence by a right angle line therewith west three degrees south one [1] chain and sixty-two [62] links; thence north three [3] degrees west [N. 3 W.] two chains and seventy-five [75] links; thence east three degrees north [E. 3 N] one chain and sixty-two links; thence north three degrees west [N. 3 W.] eleven [11] chains; thence east twenty-five chains and sixty links, to the place of commencement, containing two hundred and four acres [204] and two (2) roods of land, a little more or less, together with a small portion of marsh, bounded as follows, that is to say: commencing at the west edge of the marsh, on the east side of the Bridge over Orwell River, on the Post Road; thence following the course of the eastward edge of said Post Road south twenty degrees west (S. 20 W.) four (4) chains or until it meets the margin between the marsh and high land; thence following the course of the same south-eastwardly for the distance of four (4) chains; thence north twenty degrees east (N. 20 E.) four (4) chains or until it meets the channel of said Orwell River; thence following the course of the same northwestwardly to the place of commencement, containing one (1) acre and two (2) roods of marsh land, a little more or less, marsh and high land included being two hundred and six (206) acres of land, a little more or less, situate, lying and being on lot or township number fifty-seven (57), Queen's County. Also, all that tract, piece or parcel of land, bounded and described as follows, that is to say: commencing at the south edge of Orwell River channel in a direct line north with the west boundary of that part of the late Murdock McLeod's farm, now in possession of Malcolm McLeod; thence (according to the magnetic meridian of 1764) south three degrees east fifteen chains and fifty links; thence by a right angle line therewith west three degrees south one chain and sixty-two links; thence south three degrees east two chains seventy-five links; thence east three degrees south one chain and sixty-two links; thence south three degrees east seventy-three chains and forty-five links; thence west three degrees south for the distance of eleven chains and thirty-four links; thence north three degrees west ninety-four chains to the said channel; thence following the various courses of the same eastwardly to the Post Road; thence following the course of the said Post Road south-westwardly to the margin between the high land and marsh on the eastward side of said Post Road; thence following the course of said margin south-eastwardly for the distance of four chains from the eastward edge of said Post Road; thence by a line running north twenty degrees east four chains, until it meets the said channel; thence following the various courses of the same eastwardly to the place of commencement, containing about one hundred and four acres; also that piece and parcel of land commencing on the west side of the Murray Harbor Road, at the angle formed by said road and the Maitland Road, and running thence southwardly along said road for the distance of eight chains to the north side of Wood Island Road; thence along said road for the distance of thirty-six chains and ten links; thence northwardly by a line at right angles to the said road to the Maitland Road; thence along same to the place of commencement, containing one hundred acres of land, a little more or less, being part of Lot Sixty, in Queen's County in Prince Edward Island; also, all that piece of land, lying situate and being on Murray Harbor Road, on Lot Fifty-seven, in Queen's County, in the said Island, bounded as follows, that is to say: commencing at a stake fixed at the north-east corner of Land in possession of Donald Ross; thence west (according to the course of said Ross Land) for the distance of seventy-four and a half chains to the rear boundary line of the Murray Harbor Road farms; thence north for the distance of five chains and sixty links; thence in parallel lines east for the distance of sevent-four and one-half chains, or until it meets Murray Harbor Road; thence following the course of the said road for the distance of five chains and sixty links to the place of commencement, containing about forty-two acres in Queen's County; and I do hereby give public notice, that I will, on Thursday, the twentieth day of April next, 1876, at the hour of 12 o'clock, noon, at the Court House in Charlottetown, in the said county, set up and sell, at public auction, the above described property, or as much thereof as will satisfy the levy marked on the said writ, being three hundred and ninety-six dollars and fourteen cents, with interest on three hundred and eighty nine dollars and thirty-three cents, from the 4th day of June, 1874, until paid, at seven and one-half dollars per cent. per annnm, besides Sheriff's fees and all incidental expenses.

WILLIAM R. WATSON, Sheriff.

Sheriff's Office, Oct 7, 1875.

E. J. Hodgson, Plaintiff's Attorney.

Oct. 18, 1875.