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# The Examiner.

Charlottetown, May 25, 1874.

## MINISTERIAL CHANGES.

"No man can endure but mutability"—Shelley tells us. The policy of the Dominion Government is a curious and striking illustration of the truth of the great poet's assertion. Since the day that Alexander Mackenzie accepted the seals of office, sudden and startling political changes have followed each other with portentous rapidity. Even since the opening of Parliament, the policy of Government has been completely changed concerning the Tariff, the Civil Service, and the Pacific Railway. One week it is the policy of the Administration to levy an oppressive tax on materials used in the construction of ships; the next week is to permit the importation of these materials duty free. One day the Premier tells the Commons that he will dismiss every official who dared to oppose his party in the late elections; another day the Minister of Agriculture assures the Senate that no official shall hereafter be dismissed unless for incapacity, misconduct, or just cause. At one time the Government contemplates breaking faith with British Columbia respecting the construction of the Canada Pacific Railway; at a later period it pledges its faith to build the road, with two expensive branches added to it. Truly it may be said that the policy of the Government is as unsettled as the minds of those who compose it are weak and vacillating.

Our readers will not be much surprised to learn that radical changes are about to be made in the personnel of the Cabinet. Messrs. Ross and Corbin are, it is said, to retire; and Mr. Dorian will retreat to the chair of the Chief Justice of Quebec. The utter incapacity of the brace of Ministers from Nova Scotia, marks their retirement a matter of necessity. Mr. Jones (of Halifax) will probably enter the Cabinet; and Mr. Jette (of Montreal East) may, it is thought, take Mr. Dorian's place. Mr. Mackenzie needs help; and it is reported that an effort will be made to induce Mr. Blake to help him. The self-evident weakness of the former as a party leader, is regarded by many members of the party as a reason why the latter should be First Minister. It is not, however, certain that Mackenzie will, hereafter, be content to play second fiddle in the Cabinet.

However the Government may be re-modelled, of this we are quite sure: it cannot possibly be weaker than it is at present. We sincerely trust this last change of our remarkably changeable Government may be for the good of the country.

## THE WIRE FENCE.

The wire fence, as it is, does not answer the purpose for which it is intended. This is admitted. But can it not, without very great additional outlay, be made a good fence? We think it can. Simply putting in two or three additional wires somewhat stouter, perhaps, than those now in it, interweaving these with transverse wires at shorter intervals than at present, and nailing a light railing along the top of the posts, would, we believe, make it sufficiently strong and close to keep out horses, cattle, sheep or pigs. A farmer residing near Summerside has, we understand, improved the fence through his farm in this manner; and he reports that it answers very well. The Government will, we trust, consider this matter.

## THE ARKANSAS STRIFE.

The Arkansas strife has been subdued. President Grant has recognized Baxter as the rightful Governor of the State. In Congress, however, the Arkansas delegation favors Brooks, and it is, therefore, not improbable that the President's decision may be reversed. The contest will not likely be altogether ended until after the State elections, which are to come off in the course of the summer. In the meantime, it is hoped that the President's orders may be obeyed, and peace maintained.

## THE MEMNONITES.

The czar, it appears, discourages the emigration to America of Memnonites from Russia. The Memnonites belong to Germany. They settled in Russia on condition that they should be exempt from military service. This condition has lately been violated; and they determined to emigrate. The czar has lately signified his intention of granting them special privileges under the new military service act, in the hope of retaining the sect in his territories.

## "DISAPPOINTED CROAKERS"

Chief among the "disappointed croakers" of this Island, are the Hon. Benj. Davies and Mr. John Caven. The Minister of the Interior has not yet been able to provide either of them with an office under the Civil Service of the Dominion. Consequently, the croaking is continuous and mournful.

The object of the last named croaker's desire is, we are informed, the Post Office in Charlottetown. He is impatient to see A. A. Macdonald put "out" and John Caven put "in." Mr. Macdonald, it cannot be denied, gives ample satisfaction to the public. He is unremitting in his attention to the duties of his office. He is painstaking, obliging, and thoroughly competent. He is the right man in the right place; and consequently he is daily becoming more and more popular. If it could, however, be made to appear that he controls the EXAMINER, "how happy" would Mr. Caven be. Surely Mr. Laird might, in that case, exercise sufficient authority at Ottawa to procure Mr. Macdonald's expulsion; and—notwithstanding a protest of "public opinion"—give Mr. Caven charge of the Post Office in his stead!

The hope that all this might be successfully accomplished accounts for the croaking chorus raised against the EXAMINER and Mr. Macdonald by the *Herald* and the *Patriot*. The simple fact that Mr. Macdonald does not control the EXAMINER—that he does not interfere with its management in any way—will, we hope, be sufficient to defeat the nefarious attempt which has been made to procure the dismissal of a competent and popular official, and the appointment of an abandoned journalist to an honorable and important position in the Civil Service. By the declaration of Mr. Letellier (Minister of Agriculture) that "in the interest of the good government of the Dominion, no officer of the Civil Service should be dismissed, except for incapacity, misconduct, or just cause," we trust that the Minister of the Interior may be fortified to resist the croaking of the disappointed croakers—croak they never so loudly.

## THE SCHOOLMASTER NOT ABROAD.

Even branch of the Legislature has in its employ an officer called a Law Clerk, whose duty it is to see that the various enactments are in due legal form. We would respectfully suggest that the Legislative Council employ also a *Grammar Clerk*, whose duty should be to see that the resolutions emanating from that august body are in grammatical English. That such an officer would hold no sinecure, the following delectable piece of composition will, we think, conclusively prove—

"Hon. Mr. Wightman moved, seconded by the Hon. Mr. Walker—  
Resolved, That the Legislative Council is desirous of conveying to the Hon. Robert Poore Haythorne, on his retirement from this branch of the Legislature, an expression of their esteem for him as a gentleman, and his appreciation of the great public service which he has rendered to this Province; and the Council assures Mr. Haythorne, that while regretting the loss which its members sustain, in being deprived of his valuable assistance and advice, they cherish the hope, etc."  
The unhappy Council seems to have been in a hopeless puzzle about its own personality; and, utterly unable to decide between the conflicting claims of the singular and the plural pronouns, impartially decided to give each its turn. But perhaps, their honors are "above Grammar!"

## "UNDUE INFLUENCE"

The following letter was recently read in the House of Commons. The biography of this "precious document" is said to be singularly like that of the Minister of Militia, whose name is subscribed to it. There must, however, be some mistake. No member of the present excessively pure and superlatively noble Government at Ottawa could possibly have fallen so low as to exert "undue influence" at elections. Oh, no! The letter must be a forgery—  
"Ball's Croak, Feb. 5th, 1874.  
Mr. Dennis Egan, North Bar.  
Dear Sir,—I must inform you that the Government expect every man in its employ to vote for its supporters. This being the case, I wish you to proceed to the Sydney Mills and poll your vote for W. L. McKay.  
Years,  
(Signed) WILLIAM ROSS,  
Minister of Militia."

## A "LOST LITTLE GAME"

We are pleased to learn that Mr. Laird's attempt to disfranchise one-half the manhood and intelligence of this Island, for an indefinite period, has been defeated. In the Senate, on motion of Mr. Haviland, the clause in the new election law which provided that the qualification of voters at Dominion elections should be raised to that required in the election of Legislative Councillors, was thrown out. It is hardly probable that the Commons will (just to please Mr. Laird) allow one of the most important bills of the session to lay over till next year; and, therefore, it is likely to pass—minus the clause so obnoxious to Prince Edward Islanders. Nevertheless, the young men of this Island, and especially of this city, will fully appreciate Mr. Laird's contemplative endeavor at once to position themselves for their opposition in the late elections, and to do away with their influence in future political contests.

## A MISTAKE.

Was it not a mistake to bring the new steam dredge to Charlottetown before the mooring ground alongside the steamboat wharf at Summerside was dredged? On Wednesday evening last, the *Princess of Wales* was aground there for two hours—to the annoyance of passengers and loss of the Steam Navigation Company. The Steamer was heavily laden with freight, and arriving here at three o'clock in the morning, it was next to impossible that she could fulfill her engagements by leaving for Pictou at five. It was, we think, a great mistake to take the dredge away from Summerside before the Steamers berths at that place were dredged. We trust the mistake may be rectified without delay.

The total value (first cost) of Island produce shipped last week from this port amounted to \$47,459.40.

## THE PACIFIC RAILWAY.

The Pacific Railway Bill was read a second time in the Commons on Tuesday last. Hon. Dr. Tupper then showed in particular the scheme of the late Government is superior to that of the present Administration. He said that the most that the late Government expected to burden the country with was \$30,000,000, and 52,000,000 acres of land, with an annual expenditure of \$1,500,000. The lowest calculation of the present scheme showed it would cost \$84,000,000, and 54,000,000 acres of land, with an annual expenditure of \$12,500,000. Under the old scheme the liability was definite; under the present scheme the liability was indefinite, and would injure our credit. In connection with this scheme also, Government intended granting a bonus of \$3,000,000 to companies extending lines from Ontario roads to Lake Nipissing, and another \$3,000,000 from Nipissing to the mouth of French River. By adopting the proposed water and land route the Government would expend \$6,000,000 in saving thirty miles of travel in getting to Lake Superior. This was the amount of the accomplishments of this mongrel scheme. He showed the danger and absurdity of a scheme which would compel us to abandon our own territory for half the year and travel through a foreign country, when by the addition of \$2,000,000 we could have a complete line through our own country; and by having to use the American lines the journey would be increased by six hundred miles. He urged the Premier to give up the bonuses to Nipissing and French River, and construct a line immediately from Nipissing to Fort Garry, which would reduce expenditure on projected lines to extend from Montreal to Nipissing. He pointed out that the present scheme would allow the whole line to be controlled by foreigners, while the former Government were particularly careful to prevent this. He declared that under the present scheme it would take twenty-four years to build the British Columbia end of the line alone as they only calculated to spend a certain amount each year. He closed an effective speech by showing that the resources of our country and its national growth, if controlled by patriotic statesmanship, justified the speedy construction through our own territory of this great railway; but the present Government, in the excitement of accession to unexpected power, had projected a scheme that would, in his opinion, embarrass beyond remedy, the resources of the country.

## RAILWAY ACCIDENT.

The *Summerside Journal* reports a "serious and well high fatal accident" on our railway on Wednesday last. It appears that two employees of the road were severely injured; that Richard Hunt, Esq., and four ladies, narrowly escaped; and that three platform cars were completely wrecked. The accident was occasioned by a plank which lay across one of the rails at a crossing, opposite the house of Mr. John Hogg, near Traveller's Rest. Who put the plank there, or how it happened to be there, is not known. It is said that a cart which passed over a short time before the accident, misplaced the plank, and that the driver neglected to put it back in its proper position. But whatever the cause, there is great reason for thankfulness that the results were not fatal. We trust that the occurrence will operate as a warning to our farmers. The greatest possible care should be taken that the track is left "all clear" at the crossings. Negligence, such as probably caused the accident to which we refer, is "criminal negligence"—and punishable by a heavy penalty.

## THE PICTOU ROUTE.

MAILS AND PASSENGERS from this city to Halifax are still delayed four hours (a little more or less) at Pictou. This is a grievance which we had hoped to have seen remedied during the current summer. To coil their steamers at Charlottetown would doubtless be a great loss to the Steam Navigation Company. Otherwise we should urge upon them the expediency of altering the present arrangement; and having their boats leave Charlottetown for Pictou at eight or nine in the morning, instead of at five.

## THE HAMPSHIRE FLOOD.

There is something awful in the details which come to us of the flood near Northampton, Mass. The course of the flood through that narrow Mill River Valley, dealing death and destruction as it went, and can only be imagined, but which no pen can adequately describe. Twenty-five acres of water fifty feet deep suddenly let loose and seeking egress through a narrow and populous valley, had a destructive power that the imagination fails to realize. To confine this immense volume of water a wall had been built years ago, so slight that its builders may justly be charged with the most reckless criminality. The wall was only four feet thick at its base, tapering to about a foot at its top. It was as flimsy a structure of its kind as ever built. Instead of being solidly constructed, where the force of the vast sheet of water was concentrated, there was only an embankment of earth and a feeble stone overflow. One theory is that this embankment had been honeycombed by muskrats; but that as it may, it is nevertheless certain that the structure was miserably weak and the only wonder is that it has not given way before.

Another common rumor is to the effect that when the dam was built there was a strike among the workmen, and, inasmuch as the strikers were unsuccessful, they intentionally weakened the reservoir in completing it.  
The destruction of life is set down at 200 persons, and property \$200,000. There is a sorrowful satisfaction in reflecting that it is no worse, for had this mass of water broken from its confinement in the night time, not less than 5,000 or 6,000 would have been engulfed in its fatal embrace.  
—St. John News.

JOHN MANNING says: Newspaper editors using impels inquiry, and when the article offered is of good quality and at a fair price, the natural result is increased sales; and so will the public say after a visit to the wholesale and retail store of Messrs. Robert Orr & Co., Queen St. In making the Dry Goods business a specialty, they will be better enabled to regulate their prices, and furnish a great assortment at the lowest possible rate. The establishment is well visited, if only for inspection. lin

## MR. MACKENZIE'S RAILWAY PATCHWORK.

[From the Toronto Mail.]  
There is a Pecksniffism about the Dominion Premier which never sits well upon one in high position. Mr. Mackenzie rarely makes a speech that he does not drag in his scorn and contempt of shame, implying, if not directly asserting, that he is morally a much superior individual to the rest of mankind who fill high offices. In his speech on the Pacific railway resolutions he laid a rod for some time upon his favorite string. Such self-given characters are always open to the gravest suspicion; and certainly in his particular instance Mr. Mackenzie fully afforded the much reason for the belief that he would not have been so assertive of his own superior virtue if he were not laboring hard to put a decent face upon a very dark transaction. It is a highly culpable piece of business on the first Minister's part to make a pretence of doing that which he has no intention of doing. It is the most arrant hypocrisy to talk of respecting treaty obligations, when one's respect for them is only a matter of paper and printer's ink. Far more honorable of Mr. Mackenzie would it have been to say he had determined upon abandoning the Pacific Railway altogether, than to mark out a scheme on paper which is an airy nothing. In fact, what an honest Minister would have done would have been to come down to the House and say, "Gentlemen, we are satisfied this project is too far advanced for the present resources of the Dominion. We are aware that we are under treaty obligations with British Columbia to build a trans continental railway, but looking at the matter as we do, we must frankly say to you that we propose to back out of the obligations which a previous Parliament imposed upon the country. Meanwhile, we will build a branch line from Pembina to Fort Garry, and within a year or two commence the construction of a railway between Thunder Bay and the Red River; the rest, let them say." This would at least have been honest. Mr. Mackenzie's affected regard for treaty obligations is a delusion and a snare, and a transparent hypocritical pretence. A through line is no more in his category of things to be attempted than is a railway to the moon. There are good fat jobs in the two lines we have named. Under the scheme of the late Government, the pickings would have been small indeed, but Mr. Mackenzie is bold enough to say that he proposes to increase the subsidies to an extent which almost staggers belief. Let us hear no more from the member for Lambton or respect for the pledged faith of Parliament, or of his own abhorrence of the shams of the politician. His Pacific Railway policy, if we may be pardoned for using the word, is in itself one of the hugest shams of a sham age.

## THE UNION OF THE MARITIME PROVINCES.

[From the Toronto Globe, May 15.]  
We are pleased to see a movement commenced in Nova Scotia for the union of the three Maritime Provinces of the Confederation. The idea of having all these under one Lieutenant Governor, and one Local Legislature, is so reasonable, that the wonder is, not that it has now been suggested, but that it had not been carried long ago. There may be difficulties in the way of such a union being accomplished; but we fail to see that they can be either very many or very formidable; but the good to be thereby secured is so manifest that it will at once occur to every intelligent observer. The expense of local government and legislation would be very much reduced, while there would be a greater likelihood of a higher class of men being selected for the Local Legislature, as the number required would be very much smaller, and the range of selection more varied. As things are at present, the Provinces are very small, and their local expenses consequently unfavourably heavy. While Ontario has about 180,000 square miles of territory, and Quebec a great deal more, Nova Scotia, New Brunswick and Prince Edward Island have only 49,494 square miles among them all. Ontario has a population of a million and a half, while all the Canadian Provinces on the seaboard have not 700,000 all told. Yet each of the three has to keep up a local executive and legislature at an expense which is formidable to small populations, and which yields no commensurate advantage in return for the very considerable outlay. If these Provinces were united, the one formed, though not to be called large, would be respectable in size, and strong in a numerous, energetic and intelligent population. This new Province would, from the very first, occupy such a position of influence and power as its separate component parts could never secure. The money saved from the support of local legislatures and the different paraphernalia connected with local rule, could be employed to develop the great and varied resources of the united Provinces to bring into it a continuous stream of settlers, and to accomplish many other useful improvements which are now either not thought of, or thought of only to be rejected as impracticable. Large as the business of these Provinces is at present, we have no doubt it would be immensely and speedily increased as soon as the union spoken of had been completed; while, if there is any truth in the homely illustration of the late Mr. Howe, that "the narrower the pit the fiercer the rats fight" we might also expect that there would be an improvement in their mode of conducting public business, though, truth to tell, the amount of dignity displayed by the "locals" of our large Provinces is not such as to justify any man in casting a stone at their smaller brethren.

## THE FISHING TRADE OF PRINCE EDWARD ISLAND.

[From the St. John Telegraph, May 20.]  
Although the people of Prince Edward Island are engaged in agricultural pursuits to a greater extent than in any other single branch of industry, yet there is a considerable number more or less actively engaged in the fisheries. The fishing grounds round the island are probably as productive as any in the world. The quality of the fish caught is also good, the mackerel being considered superior to those taken elsewhere on the American coast. The cod, however, is not equal to that taken on the Newfoundland banks, and the herring is generally of an inferior quality. Large quantities of shell-fish are every year caught, and the art of preserving them is beginning to be pretty well understood by the fishermen and others. Prince Edward Island oysters are famous all over the continent for their size and flavor. This branch of the business is yearly becoming more and more lucrative, and forms a prominent feature in the general trade of the island. Salmon fishing is not prosecuted in any amount, on account of the absence of large rivers.

The fishing season commences as soon as the ice leaves the shore, and continues till the approach of winter. The business is principally conducted by means of open boats, there not being more than twelve or thirteen schooners engaged in fishing altogether. These boats are of various sizes, ranging from eighteen to thirty feet keel. There were last year about 1,500 boats engaged. They are owned principally by men of capital, engaged in other branches of trade, who fit out the boats, furnish supplies, and pay their hands so much per month. Each trader's boats has a rendezvous called a fishing stage, where the supplies are kept, the fish cured, barreled, and made ready for the market. There are 180 of these stages scattered along the shores of the island. The leading traders engaged in the fisheries are, in Prince County, Senator Honlan, Messrs. Hall and Myrick, Carroll and Larkin. There are about seventy others in this County who employ a considerable number of hands. In Queen's County, Hall & Myrick, Churchill and McNeill do the largest business, but there are also others who carry on a respectable trade. In King's County, D. Davies, Esq., M.P., and Messrs. McFadden and Knight are the best known. These names represent the largest amount of capital invested in the fishing; but they

give no approximation to the numbers of small traders, who, owing from one to a dozen boats, are scattered all along the coasts and do a thriving business. There are about 3000 men employed in these boats, their wages averaging something like \$2) per month, independently of their board. Their supplies are furnished them by the traders, and formerly these fishermen were invariably in debt, but of late years there is a decided improvement appreciable in this particular, and in meeting their annual liabilities they are ahead of many of the other laboring classes.  
The product of the fisheries for 1873 was as follows—  
24,000 barrels mackerel.  
17,000 do herring and alewives.  
20,000 quintals codfish.  
12,000 lbs baked sounds.  
8,000 lbs preserved shell fish.  
10,000 barrels oysters.  
Of these there were exported—  
22,000 barrels mackerel.  
19,000 do herring and alewives.  
18,000 quintals cod.  
3,000 do preserved fish.  
5,000 barrels oysters.  
The salmon caught during the year only amounted to \$1,300 worth. The entire value of the produce of the fisheries up to the 31st December, 1873, as contained in the official returns, represents the respectable sum of \$113,399. Boston, St. John, N. B., St. John's, N. F., Halifax and Bermuda, constitute the Island fish market. It will be seen by the above figures that the fishing business of the Island, although not presented as energetically as it might be, is nevertheless not in the languishing condition that some have supposed. Besides those actively employed in the business, there are about seventy barrel factories, giving employment to between 800 and 1000 men, as well as a good number of boat building establishments; so, it is safe to say, that there are over 5000 men, either directly or indirectly, dependent on the fisheries for subsistence. We are indebted to Robert Gordon, Esq., of Alberton, Prince County, for much valuable information on this subject. It is to be regretted that the Islanders should catch so small a portion of the fish which swim by their very doors; for the annual yield of the Gulf fisheries can only be received by millions of dollars, a very large part of which is taken by foreigners.

Wish one of these Pens twenty lines may be written with one dip of ink; and the action of the side cuts is so uniform and perfect that writing is made far easier than with Steel Pens of the ordinary style.  
The Fountain Pens possess much greater elasticity than any Metallic Pens hitherto brought to public notice; the points are smoother, and entirely free from the serious points to be found in most Steel Pens, such as unyielding stiffness, cutting into thin or rough paper, corrosion and its consequences.  
Those parties accustomed to the use of Quill Pens will be greatly pleased with the pleasant action of the Fountain Pens; and to those using Steel or Gold Pens, the Patentee feels confident, from the great success he has met with in Europe and the United States, that his Nickel Fountain Pens will be used in preference to all others.  
The NICKEL FOUNTAIN PENS are supplied by Her Majesty's Stationery Department, London, to the different offices of H. M. Government, and are in use by the principle Mercantile Houses and Bankers in Great Britain and the United States.  
Montreal to Charlottetown.  
The Subscribers intend running two vessels between the above ports, during the Summer.  
The *Laodamia*, 6 tons, will leave Montreal about the 1st JUNE, calling at Summerside, and will be followed by another vessel a fortnight later.  
We shall thus be enabled to supply our customers with FLOUR at Cost, Charges and Freight.  
HYNDMAN BROS.  
Charlottetown, 19th May, 1874—4  
We would also inform the Trade that we have just received our usual Stock of  
TEAS, GROCERIES, &c.  
and prompt arrivals from Great Britain.  
Also, to arrive per *Lady Rodney*, from London, 20 chests TEA, warranted good, and Superior FLOUR.  
HYNDMAN BROS.  
Charlottetown, May 25, 1874.  
WANTED.  
500 Bushels good Black Oats, For Seed.  
G. C. CARMAN  
Hyndman's Building, 11 Queen St.,  
Charlottetown, May 20, 1874—21  
FLOUR! FLOUR!  
JUST received, per steamer HADJI, from Montreal, 30 BBLs. very choice, Extra and Superior FLOUR.  
BLANCH, MCKENZIE & Co.  
May 25, 1874.—3in 1st pat  
Tenders for Packet Service.  
ROUTE No. 1.  
Between Charlottetown, Shediac and Casumpec.  
Route No. 2.  
Between Souris, Grand River and Charlottetown.  
Route No. 3.  
Between Charlottetown and Montague Bridge.  
Route No. 4.  
Between Charlottetown, Murray Harbor, and Cardigan Bridge, calling at Murray River.  
Route No. 5.  
Between Charlottetown, Bell Creek and Wood Island.  
Route No. 6.  
Between Charlottetown, Head of St. Peter's Bay and New London.  
COLONIAL SECRETARY'S OFFICE,  
May 9, 1874.  
SEALED TENDERS will be received at this Office until MONDAY, the First day of JUNE next, from any person or persons willing to contract for the Packet Service on the above mentioned routes, during the present season. The vessel to be fast-sailing and substantial, over 30 tons burden registered tonnage, having good cabin accommodations for passengers, and being suitably equipped and appurtenant, and subject in all things to the approval of the Government. Each tender is required to name the age, tonnage, rig, and accommodations of each vessel tendered, and also the sum for which the Tenderer will engage to perform the whole term of service; and further, the signatures of two responsible persons as securities. All freight and passage money to be the property of the Contractor for the service.  
Trips on Routes No. 1, 2, 3, and 4, to be made fortnightly; on Route No. 5, weekly; and Route No. 6, monthly.  
Each Tender to be endorsed on the envelope—"Tender for Provincial Packet Service."  
The Government is not bound to accept the lowest Tender.  
T. HEATH HAVILAND,  
Colonial Secretary.  
May 18, 1874.  
DR. WHEELER'S COMPOUND ELIXIR OF PHEOSPHATES AND CALISAYA.  
PREPARED, June 20, 1872.  
"My wife for a number of years has been suffering from Asthma and Disease of the Heart. Her breathing was short and quick, and at times causing great distress and apprehension of impending death, and she was greatly prostrated with general debility. At night she was constantly subject to attacks of great difficulty of breathing, the surface of the body becoming cold, and she was apparently lifeless, being restored only by great exertion on the part of attendants. She began taking your medicine about a year ago, and she has not had an attack since, and is in the enjoyment of very comfortable health. I have great reason to be thankful for her extraordinary improvement."  
Wm. Armstrong, Leading Watchmaker,  
PLAIN JOB AND BOOK PRINTING done at the EXAMINER OFFICE.

## NEW ADVERTISEMENTS.

**NEW INVENTION.**  
**THE NICKEL FOUNTAIN PEN**  
PATENTED IN  
England and the United States of America.  
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Charlottetown, May 20, 1874—21  
FLOUR! FLOUR!  
JUST received, per steamer HADJI, from Montreal, 30 BBLs. very choice, Extra and Superior FLOUR.  
BLANCH, MCKENZIE & Co.  
May 25, 1874.—3in 1st pat  
Tenders for Packet Service.  
ROUTE No. 1.  
Between Charlottetown, Shediac and Casumpec.  
Route No. 2.  
Between Souris, Grand River and Charlottetown.  
Route No. 3.  
Between Charlottetown and Montague Bridge.  
Route No. 4.  
Between Charlottetown, Murray Harbor, and Cardigan Bridge, calling at Murray River.  
Route No. 5.  
Between Charlottetown, Bell Creek and Wood Island.  
Route No. 6.  
Between Charlottetown, Head of St. Peter's Bay and New London.  
COLONIAL SECRETARY'S OFFICE,  
May 9, 1874.  
SEALED TENDERS will be received at this Office until MONDAY, the First day of JUNE next, from any person or persons willing to contract for the Packet Service on the above mentioned routes, during the present season. The vessel to be fast-sailing and substantial, over 30 tons burden registered tonnage, having good cabin accommodations for passengers, and being suitably equipped and appurtenant, and subject in all things to the approval of the Government. Each tender is required to name the age, tonnage, rig, and accommodations of each vessel tendered, and also the sum for which the Tenderer will engage to perform the whole term of service; and further, the signatures of two responsible persons as securities. All freight and passage money to be the property of the Contractor for the service.  
Trips on Routes No. 1, 2, 3, and 4, to be made fortnightly; on Route No. 5, weekly; and Route No. 6, monthly.  
Each Tender to be endorsed on the envelope—"Tender for Provincial Packet Service."  
The Government is not bound to accept the lowest Tender.  
T. HEATH HAVILAND,  
Colonial Secretary.  
May 18, 1874.  
DR. WHEELER'S COMPOUND ELIXIR OF PHEOSPHATES AND CALISAYA.  
PREPARED, June 20, 1872.  
"My wife for a number of years has been suffering from Asthma and Disease of the Heart. Her breathing was short and quick, and at times causing great distress and apprehension of impending death, and she was greatly prostrated with general debility. At night she was constantly subject to attacks of great difficulty of breathing, the surface of the body becoming cold, and she was apparently lifeless, being restored only by great exertion on the part of attendants. She began taking your medicine about a year ago, and she has not had an attack since, and is in the enjoyment of very comfortable health. I have great reason to be thankful for her extraordinary improvement."  
Wm. Armstrong, Leading Watchmaker,  
PLAIN JOB AND BOOK PRINTING done at the EXAMINER OFFICE.

**NEW ADVERTISEMENTS.**  
**NEW GOODS.**  
THE SUBSCRIBERS  
ARE NOW OPENING AT  
**GEORGETOWN & MONTAGUE,**  
THE LARGEST  
**Stock of Goods!**  
THEY HAVE YET IMPORTED!!  
THIS STOCK has been purchased in the BEST MARKETS of Great Britain, Canada, and the United States, and will be sold at the lowest possible prices—consistent with fair profits.  
In Ladies Dress Materials  
We offer a choice selection in Silks, Alpaca, Mohairs, Tassos, Crestons, Grenadine, and many new and fashionable materials, now imported to this market for the first time.  
Ladies' Suits, Mantles, Jackets and Sacks, in Silk, Lace, Cloth, Velvet and Waterproof, also Waterproof Clothing and Trimmings, in various styles for Mantles and Cloaks.  
Ladies' Hats & Bonnets,  
From England and the Dominion, in endless variety, and at almost any price you wish. Bonnet and Hat Shapes.  
Laces, Ribbons, Flowers, Feathers, Trimmings and Millinery, and Fancy Goods of all kinds.  
Parasols,  
of Silk, Linen or Cotton, black, brown and fancy; from twenty-five cents to five dollars each.  
Gentlemen's Goods,  
Cloths and Scotch Tweeds in all the new mixtures and fashionable style for Spring and Summer Suits.  
Made Clothing,  
A very large and varied assortment of English and Dominion manufacture. Shirts in variety, underclothing, collars, cuffs, fronts, neckties, Gloves and Hosiery, Umbrellas, in silk, Gingham, and Alpaca.  
Hats,  
good, fashionable and cheap.  
40 Cases Boots & Shoes,  
comprising all sorts, kinds and sizes, of English, American and Dominion manufacture; at cash rates that defy competition.  
Tea,  
in chests and quarter chests for family use, Sugar, brown and white, Molasses, Currants, Raisins, and all other Groceries.  
Paints,  
Oils, Varnishes, Putty, Nails, and Glass of all sizes.  
Ship Chandlery & Hardware,  
of all descriptions, and a large assortment.  
Household Furniture,  
Chairs, Tables, Bedsteads, Wash Stands, Sofas, Bureaus, Looking Glasses, Curtains, Carpets, Mats and Rugs. Cooking STOVES, and all kinds of Stove ware & other Castings.  
China, Glass, & Earthenware,  
Sole Leather, Farming Implementations, Fishing Tackle, Oil Cloths, and everything else, EXCEPT LIQUORS, which you could expect to find in a general store.  
A. A. McDONALD & Bros. Geo. town,  
McDONALD & Bros. Montague,  
May 25, 1874.—1in  
OUTFITS  
Employment at your home or traveling. The work is congenial, honorable, and pays the best of anything ever before offered. Cash salary, complete outfit sent free. Address at once, Clemons Daniels & Co. 235 North Dame St., Montreal.  
1874. FRESH SEEDS, 1874.  
THE Subscriber has received via Halifax, from COVENT GARDEN, London, a LARGE SUPPLY of  
Field, Garden and Flour Seeds.  
Warranted the growth of 1873.  
WM. R. WATSON,  
City Drug Store, May 4, 1874. 1f  
Religious Literature!  
FOR ALL  
Denominations—  
BOOKS, TRACTS, PERIODICALS,  
SABBATH-SCHOOL  
Cards, Texts, &c., &c.  
CAN be purchased at the store of the subscriber, on Queen Street, at VERY LOW PRICES.  
All Clergymen, and others, can be supplied with any Books they may order.  
M. F. ELLIS,  
Charlottetown, May 25, 1874.—1in  
SUGAR.  
THE Subscriber offers for Sale—  
12 hds. Bright Retailing Sugar  
in bond or duty free, ready for export.  
M. F. ELLIS,  
March 9, 1874.  
Charlottetown Cemetery Company.  
NOTICE.  
AS the Act of our Legislature, passed in the 12th of January, 1874, it shall not be lawful, under certain penalties, to inter any dead body in the Protestant burying Ground, on the Malpeque Road, in the 4th ward of this City; and as the New Cemetery is now ready for interment, application for burials therein must be made to the undersigned, at his residence in Kent Street.  
Plots for interments, 15 by 20 feet, equal to 1 share of the Company's ground, available for \$30, on payment of two-thirds of the purchase money, and subject to another call.  
Plots for individual interment \$2 each.  
Persons desirous of obtaining allotments in the Cemetery, will please apply to William Cundall, Esq., the Treasurer of the Company.  
By Order  
JOHN LEPAGE, Sec'y.  
Dec. 29, 1873.  
Charlottetown  
STEAM BAKERY,  
BRICK BUILDING,  
PRINCE STREET.  
THE SUBSCRIBER in returning thanks for past favors, respectfully intimates to his numerous customers and the public generally, that he is preparing a large supply of  
PILOT BREAD  
No. 1 Pilot, Extra Pilot, Cabin Pilot, No. 2 Pilot, No. 1 Thin Pilot, No. 2 Thin Pilot, Thick Family Pilot, Fancy Pilot.  
BISCUIT & CRACKERS:  
Captain's Biscuit, Ginger Crackers, Wine Biscuit, Oyster Crackers, Medford Biscuit, Seed Sugar Biscuit, Sugar Crackers, Thin Captain's do, Butter Crackers, Abernethy Crackers, Water Crackers, Lemon Crackers.  
which he can confidently recommend and warrant to be BETTER and CHEAPER than can be imported.  
Persons requiring any of the above articles will please send in their orders immediately. He has now ready  
300 bbls. of Superior No. 1, & No. 2 Navy Bread, which he offers for Sale on his usual liberal Terms.  
All orders from town or country receive prompt attention.  
JOHN QUIRK,  
Charlottetown, April 20, 1874.

**IMPORTANT TO THE PUBLIC!**  
**ROBERT ORR & CO.**  
Beg to inform the citizens of Charlottetown, and the inhabitants of the County of Prince Edward Island that they have erected the Building on  
**QUEEN STREET**  
(Next door to Messrs. G. DANIELLY & Co's), for the purpose of carrying on a  
**WHOLESALE & RETAIL**  
**DRY GOODS BUSINESS**  
And trust by purchasing their Goods in the best markets and selling them very low, to merit a share of the public patronage.  
N. B. Wholesale Buyers, Farmers, and others will learn something worth knowing by examining  
**ORR & CO'S**  
STOCK, before purchasing elsewhere.  
Charlottetown, May 18, 1874.—1y  
**Montreal & Acadia S. S. Company.**  
**WEEKLY LINE**  
FROM MONTREAL.  
The undermentioned Steamers will form a REGULAR WEEKLY LINE  
Between Montreal, Shediac, Charlottetown, and Pictou, during the season.  
S. S. "COLUMBIA"  
S. S. "CALIFORNIA"  
S. S. "CANADA."  
The patronage of importers is solicited.  
Apply in Montreal to  
DAVID SHAW,  
or here to  
FENTON T. NEWBERRY, Agt.  
May 18, 1874.—21  
**From Boston,**  
THE Fast-sailing Schooner SCUD, Cap. MURPHY,  
**WILL LEAVE B**