

SIR LEONARD TILLEY

THOMAS WHITE, M. P., IN KING'S COUNTY.

A Cordial Reception.

THE MEETING AT GEORGETOWN!

A Fine Representation of the Yeomanry of the County.

Excellent Speeches!

Undeniable Statements and Conclusive Arguments.

SUMMARY REPORT.

A SPECIAL TRAIN, conveying Sir Leonard Tilley, Mr. Thomas White, M. P., Senator Carvell, Hon. W. W. Sullivan, and several other gentlemen, left Charlottetown at 10 o'clock on Saturday, and arrived at Georgetown about twelve. The distinguished visitors were received with a salute from the cannon on the Square and three cheers, proposed by the venerable William Sanderson, Esq., and heartily given by the large gathering assembled to meet and greet them. They were introduced by Dr. Muttart, M. P., and A. C. McDonald, M. P.—the popular representatives of the County—to a number of leading gentlemen; and then they proceeded to view the town, with its fine harbor and beautiful surroundings. Georgetown was gay as for a holiday. Flags floated from many buildings; and across the street in front of the residence of the Hon. D. Gordon there was a line of streamers so arranged that, according to the marine code of signals, they spelled out the honored name of

SIR JOHN McDONALD.

Laden with the wholesome exhalations of the sea, the air was cool and invigorating, the harbor seemed to invite for a sail, and the quiet shores and fine landscapes around impressed the visitor with the fact that Georgetown possesses advantages as a watering place which most one day make it a very popular and fashionable place as a "summer resort."

After an hour of ramble or loiter, the party assembled at the residence of the Hon. Daniel Gordon, and were entertained at a luncheon which was in every respect worthy of the occasion and creditable to the host and hostess. At the conclusion of the repast, toasts were drunk in honor of the Queen, Sir Leonard and Mr. White, and "Our Host."

The day was "a fine day." There had not been, as in Charlottetown and the western part of the Island, any rain in the morning. It was the last day of the week, and rain was threatened. Under these circumstances, a large meeting was not anticipated; and it was a pleasing surprise to find every seat in the Drill Shed occupied and many standing. A very careful estimator, who was present on both occasions, informs us that the audience which greeted Sir Leonard and Mr. White was at least double as large as that which met Mr. Blake and Mr. Anglin. Among the spectators was the Honorable and venerable Roderick McAulay, formerly Speaker of the House of Assembly. Occupying the platform were, besides, Hon. D. Gordon, the chairman; Hon. John Goff, Senator Carvell; A. C. McDonald, M. P.; E. B. Muttart, M. P.; Hon. S. Prowse, M. P.; Hon. D. Ferguson, M. P.; A. J. McDonald, Esq.; William Poole, Esq.; M. P. P. P. P. P. James E. McDonald, Esq.; M. P. P. P. P. P. Thomas Annear, Esq.; M. L. C. M. McCormack, Esq.; High Sheriff of the County, William Sanderson, Esq.; Georgetown, John Leslie, Esq.; Souris, John A. McLains, Esq.; Head St. Peter's Bay, Mr. Moar, New Perth, Mr. Forrest, St. Andrew's Point, James Bourke, Esq.; Georgetown, Peter Bourke, Esq.; Lot 49, William Murphy, Esq.; Charlottetown, Ezra Wickwire, Esq.; Georgetown, Rev. Charles McDonald, Georgetown, John French, Esq.; Lot 59, John McLean, Esq.; Head of Miratague, Hugh L. McDonald, Esq.; Cardigan, William Thompson, Esq.; Lot 59, John Nichol, Esq.; Annandale, George P. Owen, Esq.; Cardigan, James Clow, Esq.; Murray Harbor, Joseph Fairchild, Esq.; Georgetown, John L. Sterns, Esq.; Souris East, Ronald McCormack, Esq.; Narrows Creek, Peter J. D. Edmonds, Esq.; Lot 65. There were also among the audience many prominent men for whom there was no room on the platform; and we may mention the names of Hon. L. C. Owen, R. W. Sprague, Esq.; J. M. Aitken, Esq.; and Duncan McDonald, Esq.; of Montague Bridge. The meeting was graced by the presence of quite a number of ladies.

Hon. D. Gordon, Chairman, read the following ADDRESS: To His Honor Sir S. L. Tilley, Minister of Finance:

Sir.—It is not without feelings of gratification that the Liberal Conservatives of King's County avail themselves of the present opportunity to tender you a hearty welcome to Georgetown, on the occasion of your visit to the Maritime Provinces.

From your long residence in the sister Province of New Brunswick, and from your large experience in public affairs, as well as your intimate acquaintance with the aims and requirements of the people in the provinces by the sea, we had been led to hope, on your returning office, for a greater measure of financial success than had heretofore marked the administration of your predecessor, in the Department now under your control.

In this hope we have not been disappointed. After a brief period of only a little over two years of energetic official management in the Finance Department, we find the result of the Dominion steadily advancing, the end of deficits passed away, the lavish waste of the public funds curtailed; a flowing treasury has taken the place of a depleted exchequer, the paralyzed and struggling industries of our Dominion have been revived, trade has increased beyond the expectations of the most sanguine, the comforts and necessities of life are placed within the reach of all, at prices which compare favorably with the cost of commodities at any former period; the products of our fisheries have yielded in value considerably in excess of former years. In short, we may assert, without fear of successful contradiction, that Canada has

commanded a position and standing among the nations which she never before attained. Commercial confidence has been restored, and a support and stimulus has been given to home enterprise and industry which places Canada side by side with the older manufacturing centres. This proud position is due, under the direction of Divine Providence, to the wise foresight, the vigorous and statesmanlike rule of the great men who would the realm of Government, and who are striving to mould the destiny of our young Dominion.

As Liberal Conservatives we have no sympathy with those of our public men who sing the praises of foreign States, and who decry their own country; yet, it is true that, situated as we are in this Province, we have some things which require a remedy. Hitherto we have not been enabled to avail ourselves fully of the advantages arising from the wave of prosperity passing over the other Provinces. Inefficient communication with the mainland during winter has barred us about to be a share of prosperity which, under more favorable means of transit, must inevitably have fallen to our lot. But we look with confidence to the speedy fulfilment of the terms of Confederation, by the establishment of more efficient steamers for the winter service, thereby placing us in connection with the railroads of the Continent, and affording increased facilities for trade—as already we see indications of our enterprising population preparing to start in the race of competition and demanding a share in supplying the markets of the world.

We most cordially approve of the policy adopted by the Government in having entered into a contract for the construction and equipment of the great railroad which extends from ocean to ocean, free from foreign control, and which opens a vast territory for immigration, providing homes for the thousands of the overcrowded population of the old world and placing us in direct communication with India and China—with the whole eastern world, with its teeming millions waiting for an active interchange of products, and the purchase of our manufactures. That this road should be constructed and paid for, in the main, by the lands in the various provinces about to be opened up to civilization, seems to us eminently just and equitable. The subsidy granted in aid of a steamer as a pioneer in the export trade in cattle from this Island to Europe, we look upon as an earnest that the Government will not overlook the best interests of the people of this Province, and we trust that the result will prove the utility of the grant.

For your visit to the Province at this time, and for your efforts to obtain a fuller acquaintance with the wants and wishes of the people, we thank you.

To the Minister of Militia and Defence, the Honorable Mr. Caron, and to the talented and able member for Cardwell—Thomas White, Esquire, whose name is a household word—to those gentlemen who accompany you on your tour, we desire to extend our warmest greetings.

On behalf of the Liberal Conservative Association of King's County,

D. GORDON, Chairman.

Georgetown, August 20th, 1881.

SIR LEONARD TILLEY

returned thanks for the Address. He had not before received one couched in stronger language, or expressing greater confidence in the administration. There was a ring about it that was unmistakable, and material in it for a three hours' speech. He explained the cause of Hon. Mr. Caron's absence; and said that it had been arranged that Mr. White should, on this occasion, speak first, as he had spoken last at Charlottetown.

MR. THOMAS WHITE, M. P., was received with applause. He remarked that in Sir Leonard Tilley, Hon. Mr. Caron, and himself there was a representation of New Brunswick, Quebec, and Ontario. Sir Charles Tupper would probably be in British Columbia, discussing the same questions they are discussing here—questions of great importance to every section of the wide united Dominion.

In the presence of the Finance Minister, he would not refer at any length to the fiscal policy of the Government, but he could not refrain from remarking that there is no good reason why the people of Prince Edward Island should not partake of the advantages offered under the National Policy—why there should not be a development of various industries, supplying the home requirements and sending the surplus to the neighboring Provinces and to other countries.

The late Hon. George Brown, in describing the results of the Union which had been consummated in British North America, used terms so glowing and so enthusiastic as to the greatness which is coming upon us, especially by the acquirement of British Columbia and the great Northwest, that they could not be surpassed. Looking at what is occurring every day, it is evident that before many years this great Northwest will not be a source of expense—it will be, instead, a source of great wealth, great strength and great prosperity. But the means had first to be provided. A Railway is a condition of settlement and development; and "the Canadian Pacific Railway" is absolutely required.

In 1872 the first Charter, providing for the construction of the road by a Company, without adding to the taxation of the people, was passed. In 1875 a Company was formed; but failed to raise the capital required. Mr. Mackenzie then went into office. He might then as well have dropped the scheme as adopt the Railway policy the Opposition now profess. But he went on with the work, passed an Act, made the Carnarvon Terms binding the Government if necessary to construct the Railway as a public work from Lake Superior to British Columbia; to spend in British Columbia \$2,000,000 a year to build the Esquimaux and Nanaimo Railway in Vancouver Island, and to finish the entire work by 1891. The Opposition then made it impossible to withdraw from the undertaking; and both parties are now in honor bound to carry on the work. Mr. Mackenzie let a number of contracts and went on with the surveys. He spent about \$13,000,000 of money in actual construction; and there was not, when he retired from office, a single mile of Railway ready for traffic, or a single mile of Railway located west of the Red River.

As soon as possible after the present Government assumed the reins of power, they obtained permission to sell or raise money on 100,000,000 acres of land, for the purpose of enabling them to fulfill the obligations of this country. They, however, failed to raise the money; and after letting some contracts, entered into negotiations with the present syndicate, and made an arrangement better than the arrangement of 1872 by \$23,000,000 and better than the Mackenzie scheme by \$34,000,000.

But it is said there are certain conditions attached which render it a worse bargain. For instance the land under the railway track is exempt from taxation. The land under the Northern Pacific Railway in the United States is exempt from taxation, and also 200 feet on each side, for all time to come! But suppose the railway lands were not exempt, the difference would have to be made up by the Company by an enlarged subsidy to which each of the Provinces, including Prince Edward Island, would have to contribute!! The cry against the subsidy lands of the Company not being subject to taxation for twenty years, he showed to be unjust and baseless; and he pointed out that if the Government had built the road, the railway with all its rolling stock, would be exempt from taxation for all time!!

But, then, it is said the Syndicate have the power to build branch railways. Mr. Mills, however, introduced a measure providing for the construction of Colonization Roads throughout the North-west, with a subsidy of \$10,000 per mile. But the Syndicate are building 1,000 miles of branch railways without any subsidy, and are thus, on the basis of Mr. Mills' Bill, saving to the country \$10,000,000!!

But they say you have given those people a monopoly of the traffic. That is true only to a small extent; and the Government have provided that the tariff of charges shall be open to the approval of the Government; and the charges adopted so far are actually 19 per cent. less than those which had been adopted by the former Government! To charge oppressive rates would be ruin to the Syndicate. Again, it was said the Government should not build the Eastern end or the Western end of the Railway. But it would have been absolutely suicidal to allow a Company to build the easy parts of the line and leave the difficult ones to be afterwards constructed by the Government at the expense of the people!

The Syndicate have adopted a regulation providing that settlers purchasing can obtain the fee simple of their land for \$1.25 an acre!

What is the exact cost to us? What have we accomplished by this bargain? With 25,000,000 acres of land, with \$25,000,000, with about \$27,000,000 for the sections under contract, we have secured the construction of the railway. The interest of the entire amount of money at 4 per cent. involves a burden upon the country of about \$2,120,000 a year; or considerably less than the amount of this year's surplus; or \$888,000 per annum less than Mr. Mackenzie and his party voted in 1874! The policy of the Government is a patriotic policy, which has commended itself to the earnest-minded people of the Dominion. There is but one danger to the Administration. That is the spirit of over-confidence on the part of themselves and their friends.

SIR LEONARD TILLEY said that if the civilized world were under one Government, it would be possible and wise to produce articles in those parts of the world in which they could be produced to the best advantage. But under existing circumstances, this is impossible. The Free Trade policy of England was actually a protective policy for England. The surrounding nations found this out, and enacted Protective tariffs. What did we find our position to be in 1873? The Reciprocity Treaty, so advantageous to brother countries, had been abrogated. We had to pay a high duty on everything we sent to the United States—except eggs. They sent their produce to Canada on the same terms as before. They had all they wanted; we had nothing to give; and Brother Jonathan (who rarely or never gives where there is nothing to receive) declined to renew the Reciprocity Treaty. We then adopted the National Policy, and the trade of the United States the next year fell off to the extent of \$14,000,000. Petitions to Congress, from Boston, New York and other great centres of trade in the United States for a renewal of the Reciprocity Treaty followed; and if ever the Reciprocity Treaty is renewed, the National Policy is the only policy by which it can be done.

One of the objects that the Government had in view was to frame a policy which would stimulate manufactures, and restore prosperity, and make us a nation. We saw that there were certain industries which might be advantageously and successfully carried on in this country. The manufacturers said to us, "give us the advantages of our own markets, and we shall produce those articles cheaper than they can be produced elsewhere." We did so. We took them at their word. And their word has proved true! Coarse woollen goods can be produced here, and are produced here, cheaper and better than they can be imported. The same is true of cotton goods, some of which are selling now 17 1/2 per cent. less than they could be sold for if we had to import them from the United States. While the revenue from sugar was, last year, \$17,000 more than in 1878-9, the price of sugar, of better quality, is less than it was at that time. In 1878 we paid about \$5,000,000 for imported sugar; last year we paid about \$4,000,000—the balance being absorbed by our shipping and other interests. 40,000 tons of Nova Scotia coal are consumed in the sugar industry. Our ships get return cargoes of raw sugar from the West Indies. The sugar refiners use 450,000 barrels a year; and these are manufactured in Canada. The carriers received employment, which, without the refiners, they would not have. Eight hundred men are employed in the factories, who, with their families, are customers of the community. The trade in agricultural implements Sir Leonard proved to be better for the farmer, who gets his machines cheaper; better for the manufacturer who sells more machines; better for the Government which gets more revenue; and better for the community at large which has to supply with the necessities of life a great number of agricultural machine makers—then it was before the adoption of the National Policy. The boot and shoe trade has benefited and was benefiting the country at large in the same way. And so of every branch of manufacturing industry in Canada. Sir Leonard then referred to the increase of the debt. Mr. Blake says the debt has increased since 1871 over \$70,000,000, that it has been doubled in that time. Mr. Blake is reported to have said that the Mackenzie Administration was not responsible for this or responsible only for a very small portion of it. But let us see what swelled this debt to its present proportions. In 1872-3 \$18,786,140 was added

to the debt of Canada by the readjustment of the debts of the Provinces so as to give them more money than they had before, and the admission of Prince Edward Island. It is quite true that the readjustment added to the debt of Canada, but you must remember that New Brunswick was asking for it, that Nova Scotia was equally anxious for it, that Quebec was anxious to have the Local Legislature from the necessity of imposing increased taxation by increasing the debt of the Province by the Dominion. This readjustment caused a nominal increase of fourteen and a half millions. It was merely taking it from one pocket and putting it into the other, out of the Dominion and into the Provincial Treasuries. And then Prince Edward Island came in with three or four millions debt. That makes \$18,786,140 of the increase with which Mr. Blake charges us. Then there is the Pacific Railway expenditure. Mr. Blake says Mr. Mackenzie is not responsible for this debt. If Mr. Mackenzie, in 1873, had determined that the bargain for its construction could not be carried out, he would be in a position to say he is not responsible for the expenditure on the road. But he accepted the situation and went on and expended \$15,969,183 on the Canada Pacific Railway, and \$22,336,402 on canals. We only incurred a portion of this expenditure, while Mr. Blake is throwing on us the responsibility for the whole of it. They expended \$22,336,402 on canals.

The increase of debt was caused by this \$18,786,140 of increased subsidy, and the debt of Prince Edward Island, \$15,516,821 expended on the Intercolonial, \$15,969,183 expended on the Canadian Pacific, \$22,336,402 on the canals, and five or six millions of deficit.

He then dealt with the expenditures; and pointed out that taking the population of the Dominion when they were in office, we find that if the late Administration had, instead of rolling up deficits year by year, taxed all necessary to meet the expenditure they incurred, the average tax per head levied in the year 1874 and four following years, it would have been \$4.97. In 1879-80 it was \$4.87; and in 1880-81, \$4.91—less than the amount necessary to have been assessed and expended when they were in power. Since the present Government took office, 91 additional post offices have been established in the Northwest, over \$2,000,000 have been added to the Savings Bank deposits, 100 miles more Government railways are opened to traffic, a Crown Land office has been established in the Northwest, the amount paid as salary of Mr. Brydges, formerly charged to the Intercolonial Railway, is now paid to Sir Charles Tupper, and charged to the Civil List. All these things involve additional expenditure which could not possibly be avoided. But after all the Government show a better balance sheet than their predecessors.

Sir Leonard then referred to the important question of Winter Communication. He said the success of the whole Dominion depends on the prosperity of all its parts; and it would be the object of the Government to overcome, as far as possible, the physical difficulties in the way of constant communication with the Mainland. Nothing would afford the Government greater pleasure than to see the Island supplied with the best possible means of communication. At the conclusion of his speech cheers were given for the Queen, Sir Leonard, Mr. White and Sir John McDonald; and a most successful meeting was brought to a close.

RUSTICO.

The welcome which Rustico gave the distinguished Liberal Conservatives was a most hearty outburst of enthusiasm.

There was something soul-stirring in the ringing of the church-bells, and the cheery strains of the band which thrilled the air as the carriages appeared in sight, while hundreds of well-dressed people flocked around them, all eager to see the kind Frenchman who had come so far on purpose to let them hear, for the first time, in their native tongue, something of the affairs of State in this Dominion of Canada.

The meeting was held in the Rustico Bank, and a more orderly one could not be imagined. While we venture to say that the keenly interested faces of those honest men and women, as they gazed at the various speakers, will never be forgotten by Messrs. Tilley, Caron and White. The speakers and their committee afterwards drove to the Seaside Hotel, where dinner was prepared for them at half-past three o'clock. Several loyal friends of the party, hearing of the meeting, followed their leaders out of town on purpose to be present.

A vote of thanks was due Mr. McKay, of Rustico, for the able way in which he filled the chair on that occasion.—Com.

MALT BITTERS!

Unfermented Malt Bitters! Compounded from Malt, Hops, Buchu and other Substances, possessing great Curative Properties!

A Medicine for the cure of General Debility, Indigestion, Biliousness, Dyspepsia, Nephritis, Liver Complaint, Nervousness, Fever, Headache, Costiveness, Want of Appetite, Kidney Troubles, and all Diseases originating from an impure state of the Blood. An infallible remedy for all diseases of the stomach. They build up the system by stimulating into new life the entire process of digestion, by which new Blood is made and the progress of disease and debility arrested. As a Blood Purifier, they are unequalled. All impurities of the Blood removed by their use.

MALT BITTERS MANUFACTURING CO., Charlottetown, P. E. Island. Aug. 22—1m

MUSIC.

MISS FLETCHER, thankful for former Miss FLETCHER, thank her class in Music the first week in September, and will also be able to take a few pupils. [au 17 3i]

METHODIST HYMNS

THE NEW HYMN BOOK, in great variety of styles and binding, just received at HARVIE'S BOOKSTORE, Queen Street. Aug. 17—tf

Household Furniture.

I WILL sell at AUCTION, at my Sale Room, Queen Square, on FRIDAY NEXT, 26th inst. at 2 o'clock, a collection of

HOUSEHOLD FURNITURE,

CONSISTING OF 1 Parlor Suit, in Walnut and Fancy Epp, 1 English Upright Piano, 1 Marble Top Table, 1 Walnut What-Not, 1 Tapestry Carpet, 1 case Birds, 2 dozen Pictures, China Tea Set, Glassware, Crockery, Parlor Stoves and Fire Irons, 2 Walnut Bedsteads, Double and Single Iron Bedsteads, Chests of Drawers, Wash Stands, Toilet Ware, Looking Glasses, Flock and Straw Mattresses, 1 Spring Mattress, 1 Child's Crib, 1 Wardrobe, Oak Dinets, Perforated Seat Chairs, Curtains and Cornices, Tinware, Cook Stoves, &c., &c.

WILLIAM L ODD, Auctioneer. Aug. 22, '81—od

HOUSEHOLD FURNITURE.

I WILL SELL AT AUCTION, at the residence of Mrs. Ralph B. Peake, on Fitzroy Street, near St. James' Kirk, on MONDAY, 29th inst., at 11 o'clock, all the

HOUSEHOLD FURNITURE,

COMPRISING: 1 Handsome Drawing Room Suit, in Walnut and Damask; 2 handsome Manic' Mirrors, 53x43 in. and 48x48 in.; 2 handsome Wall Mirrors, 82x25 inches; 2 handsome Brass Clocks (with glass cases); 1 Walnut Centre Table, 1 Walnut Whatnot, 1 Extension Dining Table, 1 Book Case and Writing Desk, 1 Walnut and Hair Cloth Couch, 6 Co. do. Chairs, 1 Iron Hat and Umbrella Stand, Window Cornices, Brussels Carpets and Rugs, Glass-ware and Crockery, 1 Refrigerator, Hall and Parlor Stoves, Pictures and Engravings, Vases, Single and Double Iron Bedsteads, (English), Wardrobes, Chests Drawers, Wash-stands, Chairs, Toilet Ware, Glasses, Tin Toilet Sets, Pair and Straw Mattresses, Feather Beds and Pillows, Sponge Baths &c., &c., Cooking Stoves, Kitchen Furniture, & Cooking Utensils, &c., &c.

Also, at the Stables: 1 Double-Seat Covered Carriage, with Pole and Shafts, 1 Top Buggy, with Pole and Shafts, 1 Double S. at Sleigh, 1 Single Seat do., 1 Red Box Sleigh, 1 Iron Axle Cart, 1 Box Sleigh, Sets of Harness, Boar skin, Coon, Wolf, and Buffalo Robes, Railway Wrappers, Strings and Stands of Bells, Whips, Bits, Brushes, Rags; Garden Tools, Forks, Rakes, Ice Hooks, Carriage Jack, Ladders, Hot-bed Frames, Lawn Mower, Hay Cutters, &c., &c.

WILLIAM DODD, Auctioneer. Aug. 22, 1881—eod

TO LEASE.

THE CITY HOTEL,

SITUATED on Great George Street, opposite the Roman Catholic Cathedral, the late occupant—Mr. A. A. Mackenzie—having skedaddled.

This House is now in a good state of repair, is centrally situated, has recently been resingled and otherwise repaired; lots of cellar room; has about 30 rooms. The situation is about the best in the city, being centrally situated and on high land, where the drainage runs off to the river. Rent moderate. Apply to GEORGE DAVIES & CO., Queen Square. Aug. 22, '81.

Wanted to Rent!

WITH immediate possession, a House containing 10 or 12 rooms, furnished or unfurnished. For a desirable House, conveniently situated in Town, a liberal rent will be given. Address "Enquirer," Box 172, P. O., Charlottetown. [au 22 pat 1w]

NEW BOOKS

SCHOOL OPENING

RECEIVED THIS DAY

HARVIE'S BOOKSTORE.

Milton's Paradise Lost, Brooks' English Literature, Colenso's Algebra, Smith's History of Greece, Bryce's 1st and 2nd Latin Readers, Bryce's Greek Readers, Cicero's Orations, Horace's Odes, Livy, Charles the Twelfth, Bracher's French Grammar, Le Misanthrope, Racine's Iphigenie, Homer's Iliad, Smith's Latin Dictionary, Rontledge's Latin Dictionary, Principia Latina, part 4, Mason's Grammar, Smith and McMurtry's Arithmetics, Currie's Grammars, Campbell's Geography and Atlas, Royal Readers, &c.

Other School Books hourly expected. Don't forget, at HARVIE'S BOOKSTORE, Queen Street. Aug. 18—tf

Bright. Kitty Clyde

I AM instructed to offer at PUBLIC AUCTION, on

Wednesday, 24th inst.,

at 11 O'CLOCK, A. M., SHARP,

ON PEAKE'S NO. 2 WHARF,

The Brigantine Kitty Clyde,

133 Tons Register, exclusive of Deck House.

This Vessel was refitted with new Sails and Rigging at Bermuda in February last, was put on the Patent Slip there and thoroughly overhauled.

An inventory of the sails, stores, &c., can be seen at my office. Vessel can be seen at Peake's No. 2 Wharf. Terms at sale.

B. WILSON HIGGS, Auctioneer. Ch'town, Aug. 19, '81—4t

REGULAR TRADER.



FROM

London to Charlottetown

P. E. ISLAND, DIRECT.

FALL TRIP, 1881.

The Splendid Clipper Barkentine

ETHEL BLANCHE

428 Tons Register, Coppered and Classed 10 years A1 in English Lloyd's,

M. Callaghan, Commander,

Will Sail from London

On or About 10th September,

Carrying Freight at through rates to Pictou, Georgeown, Summerside, Souris and Shediac.

Parties wishing to have their Goods delivered here early in the season will do well to forward their orders in time, so as not to detain the Vessel.

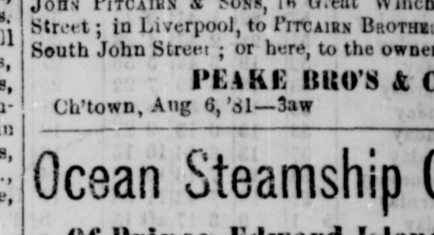
For Freight or Passage apply in London to JOHN FITZPATRICK & SONS, 16 Great Winchester Street; in Liverpool, to FITZPATRICK BROTHERS, 51 South John Street; or here, to the owners,

PEAKE BROS & CO.

Ch'town, Aug. 6, '81—3aw

Ocean Steamship Co.

Of Prince Edward Island.



Autumn Trip, 1881.

The First-Class Iron Screw Steamship

PRINCE EDWARD

ROBERT FRASER, Commander,

Will be on the Berth at Liverpool to

Receive Cargo about the 15th

August, and will Sail from

Liverpool for Charlottetown

About the 1st September,

Carrying Freight at through rates from London and Glasgow, deliverable at Charlottetown, Georgetown, Summerside, Alberton, Souris, Pictou and Shediac.

For Freight, apply in London to JOHN FITZPATRICK & SONS, 16 Great Winchester Street, E. C.; in Glasgow, to JAMES KELSO, 134 St. Vincent Street; in Liverpool, to FITZPATRICK BROTHERS, Brockley Buildings, 51 South John Street; in Pictou, N. S., to NOONAN & DAVIES; or here, to

PEAKE BROS & CO.,

Ch'town, Aug. 6, '81—3aw Managers

Wants. Lost. Found, &c.

FOR SALE—A comfortable second-hand Road Sulkey, in good order. Apply at this office. [au 22 3i]

WANTED—A SMART BOY, about sixteen years of age, at THE EXAMINER office. Must be recommended, and have a good English education. [au 20]

CLERK WANTED—A Clerk with some experience in a Grocery Store wanted. None but a goodsalesman need apply. Address P. O. Box 212, with recommendation. [au 20]

LOST, yesterday, between this City and St. Dunstan's College, a new Rubber Coat. The finder will be rewarded by leaving it at this office. [au 18 1f]

FOR SALE—A valuable Lot containing one acre, adjoining the Franklin House. Apply to Mrs. R. THORSE, Lower Spring Park Road. [au 17 7i pd]

LOST—On or near the Market to-day, a purse containing a sum of money, a return Railway ticket, and some papers having the owners name thereon. The finder will be rewarded by leaving it at the store of Mr. Henry Beer, Queen Square. [au 16 1f]

WANTED IMMEDIATELY, by a young lady who thoroughly understands Millinery, a situation in a store either in town or country. Address E. C., EXAMINER Bldg. [au 16]

TO LET—A House containing six rooms. Possession 1st September. Apply to Jas. McLEOD, Spring Park Road. [au 13 1f]

SITUATION WANTED BY A YOUNG MAN as a Double-Entry Book-keeper. First class reference supplied. Address, by letter, W. R., P. O. Box No. 125, Charlottetown. [au 11 2w]

TO BE SOLD—A House and Shop on corner Grafton and Pownall Street. Apply to Alexander McLeod. [au 5 2w pd]

SHOP TO LET—At a moderate rent, the Shop at present occupied by Patrick McKenna, Shoemaker, on Great George Street, next to S. W. Crabbe's Hardware Store. Possession after the 17th inst. Apply to WILLIAM DODD, Queen Square. [au 3]

TO LET—That Two-story House, situated on P. W. P. Street, containing thirteen rooms, kitchen, &c., at present occupied by Robert Young, Esq. Possession 1st of August. Apply by letter to Mrs. John Wh