The Examiner.

Charlottetown, May 24, 1875.

CIVIC REQUIREMENTS.

It may have been noted that the citizens of Charlottetown are this spring exceptionally free from fever and its dire attendants. It may also have been noted that, this sping, comparatively little rain has fallen. It may be easily demonstrated that for the former we are indebted to the latter.

When there is a large rainfall, the streets are washed, the privies flushed, and the cesspools diluted. A torrent of exceremenital, fever producing-matter is conveyed into the wells by the natural sewers formed in our porous soil and subsoil. The people are—for want of a proper water supply—obliged to partake of this water; and fever is the result. This year the filth was, for the most part undisturbed. Only on two or three days was the well water of about the same consistency as the gutter water. Generally it was clear; generally it was comparatively pure; and, though, our streets were more unsightly and the surface filth larger in quantity and stronger in quality than usual, the people have, consequently, been healthier. The blessing of good health has been secured to us, by a providential withholding of the seasonable rains of spring.

Equally providential has been the the escape of the city from the devastation of a holocaust. For want of a plentiful supply of water, our engines would have been of little service in the event of a heavy fire in the upper end of the town. But, more by good luck than good management, no such fire has broken out.

Citizens are, no doubt, thankful for these special favors. They cannot, however, be sure that they will always be granted. In the natural order of events there will be heavy rains both spring and fall, and a conflagration may, at any time, break out. To prevent the ravages of plague and fire, and consequent loss of time, loss of money, and loss of life, a plentiful supply of pure water and good sewerage is absolutely required. We trust the public opinion of the town may be worked up to the authorization of their representatives in the next City Council, to take such measures as may be necessary to secure these improvements.

But there are one or two requirements which the present City Council may supply. A sluggish stream of filthy water takes its rise at Walker's corner; runs past the store of Councillor Dawson, the residence of Councillor Fletcher, and the house of Councillor Smith—past the place in which Mr. Coombs does business, across the street, and reaches a low level in front of the buildings on Euston Street. There it exhales a noisome, pestilential vapour, only to be compared with the deadly malaria which sometimes rises from the marshes of Italy. A block further on there are large stagnant pools, around which houses are built and people live. The water is generally greenish; and people from the country and healthy parts of the city, when they pass by on a warm, windless day, involuntarily place their handkerchiefs on their nasal organs. The people of the vicinity are, it is needless to say, constantly unhealthy. Even those naturally vigorous, and those whose personal cleanliness is unimpeachable, complain of low spirits, dry and feverous skins and cold night sweats. Now we respectfully call the attention of the Councillors for the Ward, particularly, and the Mayor and Corporation, generally, to this nuisance, in the hopes that means may be taken, ere the elections in August next, to abate it. The district should be thoroughly drained. A sewer should be made from Great George Street to 'Black Sam's' Bridge.'

There is another matter to which we beg to direct the attention of the Corporation and the citizens. The North side of the town is, as we all know, being rapidly built up with two and three story wooden buildings. The streets are not like those of the main town—of which we are so justly proud. They are not a hundred feet wide, and they do not run at right angles. They are mere lanes, narrow and askew—somewhat in the same style as those of Summerside and Souris. Were a large fire to break out in the district the difficulty of suppressing it would be very great. In fact it may be doubted whether the firemen would be able to work on the lanes between burning houses. This district is a long distance from water and the place in which the fire engines are kept, and the likelihood of a fire getting well under way before means of putting it out are obtained, is, consequently, all the greater. Independently, however, of the danger from fire, it is very desirable that all the streets of the city should run parallel, and be of equal width. It is to the accomplishment of this work, ere we are forced to have it done—ere the value of property has so advanced that the city will be obliged to incur a heavy debt in order to h[illegible]—that we direct the atten[illegible] Council and the citizen[illegible]

PRISO[illegible]

The Government [illegible] appointed Messrs. John O. McKeown, [illegible] King's County, and M[illegible] Hunt, David Rogers, and Alexander [illegible] Holland, of Prince County, Commissioners for carrying into effect the laws relating to prison discipline and hard labor. This is one step. Now, let the other be taken. Let the prisons be so altered or constructed that the enforcement of prison discipline and the application of hard labor may be rendered possible. At present it is impossible even to classify the inmates of the Castles of Indolence.

SUMMER ARRANGEMENTS.—The Halifax *Chronicle* says the arrangements for communication between P. E. Island and Nova Scotia will not do. It holds that "If there can be a daily boat to Shediac, there can be also one to Pictou, and if night trains can be put on between Shediac and St. John to make the communication as rapid as possible, they can also be put on between Pictou and Halifax. We invite the attention of our representatives to this matter, and trust that the 'arrangements' will be speedily cancelled and others made that will be more in accordance with the necessities and just claims of this Province."

MR BOYD'S REPLY.

"A REPLY to Mr. Swinyard's Report on the Prince Edward Island Railway, by John Boyd, Chief Engineer," has been published by order of the Local Government. Mr. Swinyard's animadversions on "the extraordinary amount of curvature and extent of steep gradients," are first dealt with. Mr. Boyd points out that—

"Prince Edward Island is not by any means an easy country in which to build a cheap line of Railway. There are no regular ranges of hills, but the surface is broken into wide, deep, and abrupt hollows by the numerous streams which, owing to the soft nature of the formation, have cut down almost to the sea level soon after leaving their sources. In the 44 miles between Summerside and Royalty Junction, two summits, 301 and 307 feet above the sea respectively, have to be crossed. These summits are eight miles apart, and between them the line descends to within 65 feet of the sea level. Several minor summits between 160 and 190 feet high, are encountered on this and the Eastern division, while the line, in several places, falls within a few feet of high water. In the first [illegible] miles out of Souris, the line rises 220 feet. The frequent and abrupt changes in the natural surface necessitated constant curves and gradients, unless works were undertaken which would be considered exceptionally heavy on any line, and such as were quite out of the question under a limitation of $16,222 per mile."

Mr. Boyd continues—

"It will be seen by Mr. Swinyard's synopsis that after all 132 miles, or two-thirds of the length, consists of straight lines. If a large proporiion is on gradients, this was unavoidable except by increasing the quantities of work or lengthening the line. The legal limitation in cost per mile prevented the first, the total cost of the Railway would have been increased by the second alternative. The elevation of the Road bed above the natural surface is, in my opinion, a point of sufficient importance to warrant an increase of gradient in several cases; this was kept in view, and has been effected, 140 miles of the line being on embankment and only 60 in cutting. It should also be borne in mind that this is a narrow guage Railway, and that it is claimed by the advocates of that system that the small cost of construction is arrived at by adapting the alignment to the natural surface of the country, by the use of sharper and more frequent curves than are admissable, or at least expedient, on a broader guage.

"The limits adopted on other lines of the same class, have not been exceeded or even arrived at. The Australian railways have curves of 330 feet radius, and grades of 132 feet per mile; the Norwegian Railways, curves of 750 feet radius, and grades of 125 feet per mile; the Ontario Railways, curves of 400 feet radius, and grades of 105 feet per mile; and the South American Railways, curves of 187 and 235 feet radius, and grades of 169 feet per mile. Gradients of 70 and 75 feet per mile are not uncommon in the neighboring Provinces.

"On the P. E. Island Railway, the steepest gradient is 66 feet per mile, with the exception of one near Souris of 74 feet per mile, and the radius of the sharpest curve 604 feet, with the exception of one curve of 300 feet radius at Harmony, and one of 573 feet radius near Charlottetown. The exceptional curve and gradient on the Eastern Extension are necessitated by the natural formation, and are unavoidable."

Mr. Boyd quotes the Report of Messrs. Newton and Mechan, Civil Engineers of New York. In this Report it is distinctly stated—

"While it was possible to have so run the Railway, that its total length between the termini, would have been, say in the neighborhood of five miles less than it is, yet that this could not have been done, without increasing the cost per mile to a sum greater than the limit fixed by the Railway Act."

Messrs. Newton and Mechan declare, further—

"Neither do our observations point out to us that the main line could, under any circumstances, be much less in length than it is; certainly not, unless at a greater expenditure than that fixed by the Railway Act."

Finally, as a climax to his defence, Mr. Boyd quotes the words of Mr. Swinyard's first Report to the Dominion Government,—

"Although the line is very circuitous, *it is undoubtedly well laid out to serve the general interests of the country.*"

Mr Boyd replies, *seriatim*, to Mr. Swinyard's remarks, criticisms, and strictures on clearing, fencing, grading, culverts and drains, bridges, public crossings, private or farm crossings, sleepers or ties, ballasting, rails, station buildings, wharves, rolling stock, passenger service cars, freight cars, etc. All these, however, sink into insignificance when compared with the matter of "sidings"—the deficiency in which Mr. Swinyard estimates at no smaller figure than $65,000. In his report Mr. Swinyard says:—

"I now come to the matter of sidings, to which it is my duty also to call special attention, there being in our opinion a most important deficiency. The contract distinctly states in clause 112, main line specification, that the total clear length of sidings to be laid shall be equal to about *one tenth* of the length of the main line, and exactly the same provision is made in clause 101 of the specification for the extension lines.

At none of the intermediate stations have any double sidings been provided, and at Charlottetown and Summerside the provision made will be inadequate to the requirements.

The total length of the main line as given by the Chief Engineer is—

Main line, Cascumpec to Georgetown,	146.2 miles
Western Extension, Alberton to Tignish,	13.3 "
Eastern Extension, Mount Stewart to Souris,	39.0 "
Total	198.5 miles

Taking the mileage therefore as the basis on which the siding accommodation has been calculated and allowed for in the schedule of quantities attached to the contracts, we ought to have found siding accommodation over the entire line equal to 19.85 miles, being at the specified rate of ten per cent of the whole mileage.

The total length of the sidings constructed, however—including all the wharf sidings and also the Y's at Alberton, Royalty Junction and [illegible] Stewart—only amounts to 7.39 m[illegible] [illegible]iency than 11.9[illegible] [illegible]d of ten per[illegible] [illegible]ly has b[illegible] [illegible]hedule [illegible]repro-[illegible]

[illegible] ber of which [illegible]each. Several of these have a run-[illegible] which will hold two or three cars in addition. There are also 4 spur sidings at Flag Stations, each capable of holding four freight cars. This is at the rate of one siding for every three miles of the line. The average distance between the stations where trains can pass, is 9 1-2 miles.

In my opinion, this is a liberal allowance of siding accommodation, and quite as much as the country will require for several years to come."

Mr. Boyd's statement that the specification respecting sidings, was a maximum limit, and was so explained and understood before the letting of the contract, is borne out by Hon. J. C. Pope, Leader of the Government at the time the first contract was let. It will also be borne out by every contractor, or contractor's agent, who called at the office of Mr. Boyd, and enquired about the matter previous to the letting of the contract. Mr. Gregory, the contractor's Engineer, states positivly that it was distinctly understood that the contractors should not be asked to lay down more sidings than would seem to be necessary to meet the requirements of the railway traffic. Few railways in this Continent are furnished with sidings the total length of which is equal to one-tenth the length of the main line. It is admitted that our railway is equally as well supplied with sidings as any railway in the Maritime Provinces. Since the railway has been opened there has been no lack of siding accommodation.

With respect to ballasting, Mr. Swinyard says—

"While we found that the quantity of the ballast used was fairly up to specification, it was my duty to report that the result of the tests we made showed a considerable deficiency in quantity, particularly between Hunter River and the Western terminus of the line, Tignish, a distance of 96 1-4 miles. From the notes taken at each mile, we estimate that the deficiency will not be less than 30,000 cubic yards which, at the prices fixed in the schedule, would amount to a loss in value of about $15,000."

Mr. Boyd replies:—

"The drawings of the track show the centre depth of the ballast to be 12 inches, the rounding of the grading bringing up the average cross section depth to 15 inches, which with an average width of 9 feet (8 feet top and 10 feet bottom) gives the contract quantity of 2200 cubic yards per mile. Over 96 1-4 miles, Mr. Swiny[illegible] makes a mean centre depth of 10 1-2 inches, which would give an average depth of 13 1 2 inches. By Mr. Swinyard's own measurement the average width of the ballast on this part of the line is 9 1-2 feet, instead of 9 feet, and this, multiplied by 13 1-2 inches, will give 2090 cubic yards per mile, or a total deficiency of 10,587 cubic yards, instead of 30,000, and the value of which at the schedule prices, would be less than $5,000, instead of "about $15,000." Three quarters of an inch in depth would make up this deficiency, and I do not believe that, with the best intentions, the depths could be measured as closely as that. In many cases, the ballast differs but little in appearance from the material in the cutting or embankment. In others, in order to save the best ballast as much as possible for the top lift I had a shallow bottom lift of somewhat inferior material run on.

I offered these facts in explanation, but as Mr. Ridout declined to receive them, I did not press the matter, feeling confident that the contract quantity of ballast had been put on the line. The pit measurements show a large excess, and though part of this may have been used to 'make up' embankments the margin is still ample. On the remaining distance of 102 miles, Mr Swinyard's measurements would show an excess of about 36,000 cubic yards over the contract quantity. This, to my mind, only proves how impossible it was for him to arrive at a correct estimate of the quantity actually on the line."

For 'ties' or sleepers—the deficiency in which Mr. Swinyard estimates at $8,760, and respecting which Mr. Boyd explains:—

"As regards the size of the sleepers, I had, long prior to Mr. Swinyard's first visit, drawn Mr. Gregory's attention, both verbally and by letter, to their deficiency in this respect. I pointed them out to Mr. Swinyard myself, and informed him my intention to have the matter put right, before the line was taken off the contractors' hands. Owing to disputes about the government inspection, the nature of which I reported to you in my letter of 6th of October last, there was some difficulty in getting the contractors to carry out my orders, but in the fall most of the sleepers were removed or supplemented by an extra number. To cover any remaining deficiency, I required the contractors to deliver 1,600 additional sleepers, and I have deducted $400.00 from the final estimate to cover the cost of putting them into the track.

In respect to the number per mile, I must reiterate the statement already made, that, when I wrote the specification for the trunk line, I intended the number 'about 2,500' to include an allowance for sidings. To cover the want of information, and to avoid any chance of extra claims, I deemed it prudent to make all allowances as full as possible. The clause was so explained to parties who asked for information and thoroughly understood. The drawing of the track showing 2,200 ties [illegible] the mile, was subsequently prepared in my office, and sent to the contractors, and that number was used as the basis of the schedule quantity. I never had any intention of requiring 2,500 ties per mile in the main line. In the specification for the branch line, a drawing previously prepared was referred to, and the number 2 200 per mile, shown by that drawing, was therefore given. About this there could be no misunderstanding.

The cases are quite dissimilar, and will not bear the analogy Mr. Swinyard seeks to establish between them. Apart from the fair presumption that I know the meaning I intended the disputed clause to convey, the contract makes my decision final "on all questions in dispute with regard to the meaning or interpretations of plans and specifications." I do not admit any deficiency in the number of sleepers, beyond that provided for by the stoppage on the final estimate."

The remaining items in which Mr. Swinyard estimates that the railway is not up to contract specification, are of comparatively little moment. Mr. Boyd, however, meets every ojection fairly and squarely. He has made out a good case. He has shown that Mr. Swinyard had no valid reason for accepting the railroad 'under protest;' that the 'deficiencies' he estimated, do not, for the most part, exist; and that those which do exist were either not provided for in the contract or sums sufficient to "make them good" have been deducted from the amount of the contract in the final settlement. The claim for $100,567 which Mr. Swinyard laboriously trumped up, will not, of course, be admitted, even for a moment. Every day it is being demonstrated that the railway is a good railway—quite as good as our people expected for the money expended in its construction, and any attempt on the part of the Dominion Government to enforce the payment of the $100,567, or any portion thereof—either by withholding payment from the Contractors, or by direct demand upon our Local Government—will be resisted. Should the representatives of the people in the Dominion Government and Parliament, countenance or support such a demand, they need never again present themselves for election.

It is, not, however, probable that the claim will be pressed or the 'protest' regarded. The Dominion Government are bound to accept the railway as it is. The contract provides that the Chief Engineer shall be the "sole judge of work and material, in respect to both quantity and quality, and his decision on all questions in dispute with regard to the works and materials, or to the meaning or interpretation of plans and specifications, is to be considered final." The Chief Engineer has given his decision respecting all questions in dispute, both with regard to the works and materials, and to the meaning and interpretation of plans and specifications. The Local Government holds his certificates that the railway has been completed according to contract; and the Dominion Government, under the terms of Confederation—are bound to accept it without question.

The bill for 'deficiencies' and 'protest' are but parts of a huge political *hocus pocus*, devised and carried out with the two-fold view of enabling the Dominion Government to postpone the opening of our railway until the spring without drawing down upon Mr. Laird and his colleagues the just anger of a deeply injured people, and of getting the Local Government into disrepute so that the Local Opposition might obtain the reins of power. Mr. Swinyard was the most prominent figure in the political drama; but, he was by no means the chief actor. Mr. David Laird and Mr. Louis H. Davies managed the 'show;' and their little clique of malcontent followers, sustained—with all the ability they possess—their several parts. The illusion was kept up with a considerable degree of spirit; and it was attended with some success. But it is over. The people plainly see—now that the railway is in successful operation under the efficient management of Mr. McKechnie, now that Mr. Boyd's explanations have been made public—that they have been made the victims of a political fraud. They see that there was no truth whatever in the statement that the railway was in such a dangerous condition last fall that they dare not travel upon it; they clearly see that they were literally cheated out of the advantages of the railway during, at least, a part of last winter. They would be more than human, were they not incensed against the men, who, for political purposes, deprived them, for such length of time, of the boon they now so highly prize.

RAILWAY TARIFF.

THE freight tariff of the Railway has been lowered a little on car loads. We trust that it will, before long, be lowered considerably on every desccipti[on] of freight. The earnings of the road, are now, we understand, between five and six hundred dollars per day. According to Mr. Swinyard's estimate, $500 per day will more than cover all working expenses. Let the tariff be lowered a-half, and freights will, we believe, more than double. Let 'return tickets, be issued on certain conditions, and many more persons will travel by rail than at present. The following is a table of freight rates, issued last week:—

Miles.	Per 100 lbs. CLASSES 1	2	3	4	Flour and Meal per carload of 80 barrels.	Grain per carload of 16,000 lbs.	Timber, Lumber, and Coal, per carload of 16,000 lbs.	Live Stock.
	cts.	cts.	cts.	cts.	$ c.	$ c.	$ c.	$ c.
5	9	7	5	4	6.40	6.40	3.20	4.80
10	10	8	6	5	8.00	8.00	4.00	5.60
15	12	10	8	6	8.80	9.60	4.80	6.40
20	14	12	9	7	9.60	11.20	5.60	7.20
25	16	13	10	8	10.40	12.00	6.40	8.00
30	18	14	11	9	11.20	12.80	7.20	8.80
35	20	16	12	10	12.00	13.60	8.00	9.60
40	21	17	13	10	12.80	14.40	8.60	10.40
45	22	18	14	11	13.60	15.20	9.20	11.20
50	23	19	15	11	14.40	16.00	9.80	12.00
55	24	20	16	12	15.20	16.80	10.40	12.80
60	25	21	16	12	16.00	17.60	11.00	13.60
65	26	22	17	13	16.80	18.40	11.60	14.40
70	27	23	18	13	17.60	19.20	12.20	15.20
75	28	24	19	14	18.40	20.00	12.80	16.00
80	29	24	20	14	19.20	20.80	13.40	16.80
85	30	25	20	15	20.00	21.60	14.00	17.60
90	31	26	21	15	20.80	22.40	14.60	18.20
95	32	27	22	16	21.60	23.10	15.20	18.80
100	33	28	22	16	22.40	24.00	15.80	19.40
105	34	29	23	17	23.20	24.80	16.40	20.00
110	35	29	23	17	24.00	25.60	16.80	20.60
115	36	30	24	18	24.80	26.40	17.20	21.20
120	37	31	25	18	25.60	27.20	17.60	21.80
125	38	32	26	19	26.40	28.00	18.00	22.40
130	39	33	26	19	27.20	28.80	18.40	23.00
135	40	34	27	20	28.00	29.60	18.80	23.60
140	41	34	27	20	28.80	30.40	19.20	24.20
145	42	35	28	21	29.60	31.20	19.60	24.80
150	43	36	23	21	30.40	32.00	20.00	25.40
155	44	37	29	22	30.80	32.80	20.40	25.80
160	45	38	30	22	31.20	33.60	20.80	26.40
165	46	39	31	23	31.60	34.40	21.20	57.00
170	47	39	31	23	32.00	35.20	21.60	27.60
175	48	40	32	24	32.40	36.00	22.00	28.20
180	49	41	33	24	32.80	36.80	22.40	28.80
185	50	42	34	25	33.20	37.60	22.80	29.40
190	51	43	34	25	33.60	38.40	23.20	30.00
195	52	44	35	26	34.00	39.20	23.60	30.60
200	53	44	35	26	34.40	40.00	24.00	31.20
205	53	44	35	26	34.80	40.40	24.40	31.60

OUR FISHERIES.

The Canadian public is still in ignorance of what the Mackenzie Government are doing with a view to obtaining renumeration from the United States for their participation in our fisheries. From the report of the Minister of Marine and Fisheries, we learn that the value of the fisheries of Canada in 1874 amounted to $11,681,886, an increase of nearly a million dollars over the figure of the previous year. The following table shows the value of the fisheries of each Province for the years 1873 and 1874, respectively:—

	1874.	1873.
Nova Scotia	$6,652,301	$6,577,986
New Brunswick	2,685,793	2,285,661
Quebec	1,608,660	1,391,564
Ontario	446,267	293,091
Prince Edward Island	288,863	207,595
	$11,681,886	$10,754,998

This is a source of great wealth. No one can look at these figures without feeling satisfied that a most unpardonable delay has already taken place. The Halifax Commission should have been fully constituted, and should have met long before this. In view of the great loss which we are suffering yearly, and the pro-Yankee fiscal policy of the Administration, it is not surprising to hear the people say that Mr. Mackenzie is not anxious to bring this matter to a head.—*Toronto Mail.*

THE IRISH MORALLY AND PHYSICALLY.—Interesting statistical reports have recently been published which bring into comparison the different nationalities composing the United Kingdom of Great Britain and Ireland. In this the Irish appear to a great advantage on two important points—in respect to morality in the relations between the two sexes, and in respect to physical health and mortality. Scotland is the best educated of the three countries, England occupies the second place in that respect, and Ireland the last. But according to the reports for 1872, Scotland has the greatest proportion of illegitimate births, England less, but least of all Ireland. Only two-fifths per cent of all the children born in Ireland were illegitimate. The reputation of the Irish as a moral people is therefore well founded. The Irish, in spite of the poverty of the masses, seem to be the healthiest portion of the people of the United Kingdom. In England the proportion of deaths of males under five years in 1872 was 41, 49 per cent, while in the same year in Ireland it was 26, 82 per cent. Of those who died during that year in Ireland, 368 were returned as persons over ninety-five years of age. The number of deaths of males in England during the same period was more than five times as large as the total number of deaths in Ireland, but only 165 were returned as being ninety-five years old and upwards. This is a pretty good showing for the Irish people, and a strong testimony in their favour.—*Buffalo Courier.*

Central Asia is to be allowed to remain in peace, as Russia has given England friendly and satisfactory assurances in reference to it. There has always been on the part of England, a tendancy to overestimate the danger from Russia in that part of the world, for it must be remembered that extension of territory is not always a gaining of strength, and Russia's real power is in the masses, who obey their Emperor almost as if he were their God. Once the Russian standards are carried beyond the territory, among the inhabitants of which this feeling exists, the additional domain is rather a burden than an auxiliary.

The Montreal *Gazette* is responsible for a remarkable story from Windsor, Can., to the effect that a very successful operation was performed there on Wednesday last on a child which had been born with two heads and lived in apparent good health until that day, when one of the heads died and was amputated by Dr Nesbitt, and it is the opinion of the doctor that the child will live, notwithstanding that one of its heads has been separated from it.

NEW ADVERTISEMENTS.

Real Estate for Sale.

ONE-FOURTH of Town Lot No. 7, in Second Hundred, fronting on Dorchester Street, nearly opposite Mr. William Murray's.

Three-eighths of Town Lot No. 2, in Third Hundred, fronting on Weymouth Street, a very desirable situation for a private residence.

One-half of Town Lot No. 20, in the First Hundred, fronting on Prince Street, with a large double tenement house thereon. This property is close to the Ferry Wharf and Railroad terminus.

Also, nice Farm of 50 acres of Superior Land, beautifully situated on the Malpeque Road, about three miles from the city.

All the above properties are in the market. Any information will be given by applying to

WILLIAM DODD.
Real Estate Broker,
Queen Square.

Ch'town, May 24, 1875.—pat h 2w

NOTICE.

ALL parties indebted to the Estate of John Knight, deceased, late of Souris, in this Island, are hereby notified to make immediate payment to any one of the undersigned Executors, and all parties having claims against the said Estate are hereby notified to furnish their accounts, duly attested, to any one of the undersigned Executors for payment.

E. J. HODGSON,
JAS. McFARLANE,
VERNON H. KNIGHT,
AMELIA KNIGHT.

Ch'town, May 24, 1875.—3m

IRONMONGERY.

BY the "Prince Edward," "James Duncan," and "Moselle, from England, and steamers from Montreal and United States, we have received the greater part of our

Spring Stock
OF
HARDWARE!
Iron, Paints, Oils, &c. &c.

which we are offering at unusually low prices.

W. E. DAWSON & CO.

May 24, 1875.—6w

FOR SALE!

A NEW two-storey double tenement HOUSE, in a good locality.

Apply to
G. C. CARMAN,
Real Estate Broker.

11 Queen Street, May 24.—h 1i

1875.

NEW GOODS
AT THE
BRITISH WAREHOUSE,
Queen Square.

The Subscribers have received per Steamer *Prince Edward,*

A NEW SUPPLY OF
British & Foreign
MERCHANDIZE!
Suitable for the Present Season,

which are now open for Inspection and Sale, at the

Lowest Cash Prices.

PLEASE CALL AND EXAMINE.

Supplies continually received.

W. & A. BROWN

TRADE SALE!

Wednesday, 26th May.

Six Months' Credit

WE WILL sell at Auction on Wednesday the 26th inst., at 11 o'clock, in front of Salesroom:—

500 bbls. FLOUR,
150 chests TEA,
50 half-chests } Warranted.
20 boxes [21 lbs each] }
50 puns. MOLASSES [bright],
30 hhds. SUGAR,
40 bbls. White COFFEE SUGAR,
70 boxes TOBACCO,
30 kegs TWIST,
100 caddies BRIGHT SMOKING,
500 sides SOLE LEATHER,
100 kegs NAILS, assorted,
100 boxes SOAP,
100 boxes FANCY SOAP,
50 boxes TABLE SALT,
50 sacks RICE,
100 boxes T D PIPES,
75 kegs BAKING SODA,
30 bbls. WASHING SODA,
500 coils MANILLA, 6, 9, and 12 strand,
300 boxes RAISINS,
100 doz. BROOMS,
50 doz PAILS,
100 boxes NIXEY'S BLACK LEAD,
300 tins Pepper, Ginger, Cream Tartar, Cinnamon, Cloves, Allspice,
200 boxes CONFECTIONERY,
50 boxes STARCH,
50 boxes CANDLES,
20 casks KEROSENE OIL,
20 bbls PICKLES,
50 boxes HORSENAILS,
30 tins COFFEE,
200 doz. BLACKING,
100 pkgs, TWINE,
50 bbls. CURRANTS,
100 boxes CLOTHES PINS,
25 bags NUTS,
25 bags ALMONDS,
200 reams PAPER, &c., &c., &c.

TERMS—$50, 3 months. $150, 4 months. $250, 6 months.

CARVELL BROS.

Ch'town, May 17, 1875.

MISCELLANEOUS.

A conflagaration in Peshawur leaves 15,000 persons homeless.

A manifesto from Prince Napoleon in favor of the Republic and in opposition to the restoration of the Empire will soon be published.

The Paris *Moniteur* says, England in favoring peace, has naturally recovered her just authority and influence in Continental affairs.

It is alleged that the principal in the late conspiracy against Bismarck is named Arnim, and he has been arrested in Cracow.

A delegation of pilgrims waited on the Pope, 13th inst., and congratulated him on the attainment of the 85th anniversary of his birth.

The Papal Nuncio has made a formal demand for the restoration of Catholic unity in Spain, and the Government has replied that it will mantain the liberty of worship.

In a collision on April 4th, off the coast of Syria, between the Chinese steamship *Fu Sing*, and the British steamship *Ocean*, the former foundered almost instantly, with the loss of fifty lives.

Hon. Mr. Huntington has entered an action against the proprietors of *La Minerve* to recover $50,000 in damages, owing to slanders, as alleged, published against him in that journal.

The "Journal la Voice Della Verita," of Rome has been suspended for publishing the Pope's address to the German pilgrims.

Count de Chambord declares he still has hope that a monarchy will be re-established in France.

Priests imprisoned in Posen and neighboring towns have been released and informed that their evidence with regard to the alleged administration of a Diocese by a Papal delegate is no longer required by the government.

NEW ADVERTISEMENTS.

OCEAN STEAMSHIP COMPANY!
of P. E. Island.

THE
S. S. PRINCE EDWARD,
Robert Fraser, Commander,

is now loading with oats at Peake's No. 2 Wharf, and will sail for Liverpool, G. B., on

TUESDAY, the 25th instant,

and will carry passengers.

For passage apply to
PEAKE BSOS. & Co.,
Managers.

Ch'town, May 24, 1875.

Just Received!

A CONSIGNMENT OF

15 casks Scotch WHISKEY,
10 casks Irish WHISKEY,
5 hhds. GIN,
10 qr. casks Hennessy's Brandy, dark,
10 " " pale,
25 bbls. Arrold's ALE,

Will close out *cheap.*

CARVELL BROS.

Ch'town, May 24, 1875.—3in

Crockeryware.

10 CRATES of the above just landed and will be sold at a little over cost and charges.

N. RANKIN.

Charlottetown, May 24, 1875.

NOW OPEN!

"International Hotel,"
Central Street,
Summerside, P. E. Island.

I wish to inform the public that I have now opened one of the best as well as one of the most commodious Hotels on this Island. I am prepared to accommodate the travelling public with a first-class table, sleeping apartments, and good stabling, sheds, &c., where their horses will be thoroughly attended to.

Also, in connection with the House, are Liquors of the very best quality,—all at moderate prices to suit the times.

A call from the public will be thankfully received.

W. J. S. GLOVER,
Proprietor.

May 24, 1875.

IN STOCK
AND TO ARRIVE,
600 KEGS
CUT NAILS,
ALL SIZES!

WILL BE SOLD
Very Cheap for Cash!

W. E. DAWSON & CO.

May 24, 1875.—6w

QUEEN ST. WAREHOUSE
RE-OPENED.

THE undersigned beg leave to acquaint their friends and the public generally that, having purchased the above well-known Business Stand, they have entered into Partnership, under the style and firm of

J. & W. BEER,

and will be prepared, on arrival of Spring Goods from Great Britain and the Dominion, to offer a large and well-assorted stock of

Staple and Fancy Goods,
MILLINERY,
Ready-made Clothing,
GROCERIES, &c.,

at prices that will satisfy their patrons. They mean "BUSINESS." Please call and examine our Stock and be convinced that we will do as well for your interests as any other house in the trade.

JOHN BEER
WILLIAM W. BEER.

May 17, 1875.—4i

SEA-SIDE HOTEL.

Formerly "Ocean House."

Rustico Beach, P. E. I.,

Having been bought and thoroughly refitted and refurnished

In First-class Style!

BY THE SUBSCRIBERS, WILL BE

RE-OPENED FOR THE SEASON,
FROM
1ST JUNE TILL 1ST OF OCTOBER NEXT.

Every Attention Given to Guests!

TERMS MODERATE.

As a summer resort the "Sea-side," is unrivalled.

A Salubrious and Bracing Atmosphere.

Excellent Surf Bathing!

A Magnificent View of the Bay and Ocean.

Best Fishing Grounds on North Shore, with boats for fishing and pleasure constantly on hand.

Coaches connect with every Train to and from Charlottetown and Summerside, at the Hunter River Station, as below:

PRESENT TIME TABLE.—Trains leave Charlottetown at 6.30 a. m., and 2 p. m Returning leave Hunter River at 7.55 a. m., and 8.25 p. m. Leaves Summerside at 6 a. m., and 6 and 6.30 p. m. Returning leave Hunter River at 7.55 a. m., and 3.40 p. m.

Any change in Time will be duly advertised.

JOHN NEWSON,
W. A. HUTCHESON,

May 17, 1875.

CHOICE FAMILY FLOUR,
In Bags.

I HAVE arranged with Manufacturers in the West, to supply me with a superior article of Flour, in bags, manufactured expressly for family use. Fresh and nice.

In Stock,

50 BAGR of the above. Give it a trial, and save 40 cents per barrel.

G. C. CARMAN.

Ch'town, May 17, 1874.—h p a n e 1m

NEW ADVERTISEMENTS.

Dry Goods & Clothing,

Wholesale and Retail,

ROBERT ORR & CO.,

have now ready for inspection, a large and varied assortment of

Staple & Fancy Dry Goods
AND
CLOTHING,

which have been brought direct from the

MANUFACTORIES,

and will be sold at prices which defy competition.

For the accommodation of their customers, they have made arrangements to recieve

Fortnightly Supplies
OF
SEASONABLE GOODS,

during the summer, by Mail Steamers from Great Britain.

Ch'town, May 24, 1875.

Onions,

PER Steamer *Carroll,*—

24 barrells } ONIONS.
35 boxes }

CARVELL BROS.

Ch'town, May 24, 1875.—2in

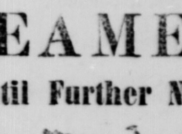
FOR SALE.

THAT desirable Sea-side SUMMER RESIDENCE, "REDCLIFFE," belonging to Admiral Bayfield, adjoining the Keppoch Farm and about two and a half miles from Charlottetown. Terms easy and made known upon application.

EDWARD BAYFIELD,
Solicitor, &c.

May 24, 1875.—2m

P. E. ISLAND
STEAMERS!
Until Further Notice,



LEAVE CHARLOTTETOWN for SUMMERSIDE and SHEDIAC every Monday and Thursday morning at 3 o'clock.

LEAVE SUMMERSIDE for SHEDIAC every day, on arrival of morning train from Charlottetown.

LEAVE SHEDIAC for SUMMERSIDE every day, on arrival of morning train from St. John.

LEAVE SUMMERSIDE for CHARLOTTETOWN every Wednesday and Friday evening, at 6 o'clock.

LEAVE CHARLOTTETOWN for PICTOU and HAWKESBURY every Monday and Thursday morning at 5 o'clock.

LEAVE PICTOU for CHARLOTTETOWN every Wednesday and Saturday, on arrival of morning train from Halifax.

LEAVE PICTOU for HAWKESBURY every Monday and Thursday, on arrival of morning train from Halifax.

LEAVE PICTOU for GEORGETOWN every Tuesday and Friday, on arrival of morning train from Halifax.

Leave GEORGETOWN for PICTOU and CHARLOTTETOWN every Wednesday and Friday morning, at 5 o'clock.

Leave HAWKESBURY for PICTOU every Monday and Thursday, during night.

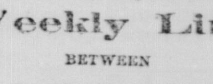
Connect at Shediac with train for St. John, and there with Railways and International Steamers for all places in United States and Canada; at Pictou with trains for Halifax and all places in Nova Scotia; at Hawkesbury with Coaches and Steamers for all places in Cape Breton; at Summerside and Georgetown with trains for Charlottetown and all places in the Island.

AGENTS.—Thomas Bolton, Halifax; Hanford Bros., St. John; Noonan & Davis, Pictou; A. H. Sutherland, Hawkesbury.

F. W. HALES, Sec'y.

Ch'town, May 15, 1875.

MONTREAL & ACADIAN
STEAMSHIP COMPANY.



S. S. Venezia, 813 tons, Commander McMasters.
S. S. Valetta, 813 tons, Commander Anderson.
S. S. Roma, 813 tons, Commander Desjardines.

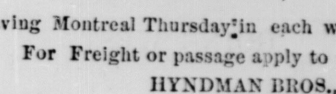
The above Steamships will form a

Weekly Line
BETWEEN
Montreal, Shediac, Charlottetown and Picton,

leaving Montreal Thursday in each week.

For Freight or passage apply to
HYNDMAN BROS.,
Charlottetown.
DAVID SHAW, Esq.,
Montreal.

May 17, 1875.—till 1st nov



Prince Edward Island Railway!

Opening of the Railway throughout.

Notice

IS hereby given that on and after WEDNESDAY the 12th inst.,

The Railway will be opened througout for public traffic.

For time table and other information apply to the Superintendent of the Railway, Mr. W. McKechnie—general office—Charlottetown.

THO. SWINYARD,
Special Commissioner

Ch'town, May 11, 1875.—2i [may 1.

PUBLIC AUCTION!

TO BE sold by public Auction on Saturday the twenty-first (21st) day of August A. D., 1875, at the hour of twelve o'clock, noon, at the Provincial Building, Charlottetown, under and by virtue of a power of sale, contained in an indenture of mortgage, bearing date the 5th day of November, A. D., 1851, and made between Thomas DesBrisay of Charlottetown, in Prince Edward Island, Chemist and Druggist, and Helen his wife of the one part, and Ralph Brecken of Charlottetown, aforesaid, Esquire, of the other part: All those several tracts, pieces or parcels of land, situate lying and being in Charlottetown, aforesaid, being town lots numbered seventy-one (71), seventy-two [72], twenty-six [26] and twenty-seven [27], in the fifth hundred of lots in the said town, which said several pieces of land are more particularly delineated and laid down on a certain map or plan of the said town, kept in the office of the Surveyor General of the said Island: and also all that other tract piece or parcel of land, situate lying and being in the common of Charlottetown, aforesaid, being part of Common lot number twenty five [25], bounded as follows: On the North by Common lot number twenty-six, on the south by the north street of Charlottetown having a front thereon of six chains and twenty-five links, on the west by Common lot number twenty-four, on the east by the western boundary of the eastern third of the said Common lot number twenty-five, being a parallel line to the eastern line of Common lot number twenty-four, and being north nine degrees west of the south boundary of Common lot number twenty-six, containing eight acres, a little more or less.

For further particulars and terms of sale apply to Messrs. Hodgson & McLeod, Solicitors, Charlottetown.

Dated this 7th day of May, 1875.

RALPH BRECKEN, Mortgagee.

May 17, 1875.—till sale