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## PRINCE EDWARD ISLAND RAILWAY.

### TIME TABLE NO. 9. SUMMER ARRANGEMENT!

ON AND AFTER  
MONDAY, APRIL 29th, 1878.

#### Trains Going West.

STATIONS.	No. 1 Express.	No. 3 Mixed.	No 5 Mixed
Georgetown	Dp 4.00 pm	Dp 7.30 am	
Cardigan	ar 4.20 "	ar 7.59 "	
M. Stew't Jun	dp 5.25 "	ar 9.20 "	
Royalty Jun.	dp 5.35 "	dp 9.30 "	
Ch'town	ar 6.32 "	ar 10.45 "	
Royalty Jun.	ar 6.50 "	ar 11.05 "	P. M.
N. Wiltshire	dp 6.25 am	dp 11.35 "	dp 5.25
Hunter River	ar 6.43 "	ar 11.55 "	ar 5.45
Breadalbane	ar 7.18 "	ar 12.50 pm	ar 6.42
County Line	ar 7.30 "	ar 1.07 "	ar 7.00
Kensington	ar 7.58 "	ar 1.47 "	ar 7.38
Summerside	ar 8.05 "	ar 1.57 "	ar 7.48
Wellington	ar 8.33 "	ar 2.38 "	ar 8.25
Port Hill	ar 9.00 "	ar 3.15 "	ar 9.00
O'Leary	dp 9.15 "	dp 3.45 "	
Alberton	ar 9.52 "	ar 4.40 "	
Tignish	ar 10.22 "	ar 5.27 "	
	ar 11.18 "	ar 6.54 "	
	ar 12.00 "	ar 8.00 "	
	ar 12.40 pm	ar 8.50 "	

#### Trains Going East.

STATIONS.	No. 2 Express.	No. 4 Mixed.	No. 6 mixed
Tignish	Dp 1.50 pm	Dp 6.30 am	
Alberton	ar 2.30 "	ar 7.20 "	
O'Leary	ar 3.13 "	ar 8.57 "	
Port Hill	ar 4.10 "	ar 10.22 "	
Wellington	ar 4.40 "	ar 11.10 "	
Summerside	ar 5.15 "	ar 12.05 pm	A. M.
Kensington	dp 5.30 "	dp 12.40 "	dp 6.30
County Line	ar 5.55 "	ar 1.17 "	ar 7.07
Breadalbane	ar 6.23 "	ar 1.57 "	ar 7.46
Hunter River	ar 6.32 "	ar 2.07 "	ar 7.58
N. Wiltshire	ar 7.00 "	ar 2.48 "	ar 8.35
Royalty Jun.	ar 7.12 "	ar 3.05 "	ar 8.52
Ch'town	ar 7.47 "	ar 4.00 "	ar 10.05
Royalty Jun.	ar 8.05 "	ar 4.19 "	
Ch'town	dp 8.05 am	dp 3.40 "	
Royalty Jun.	ar 8.23 "	ar 4.00 "	
Mt. Stewart	ar 9.20 "	ar 5.25 "	
Cardigan	dp 9.40 "	dp 5.45 "	
Georgetown	ar 10.43 "	ar 7.06 "	
	ar 11.05 "	ar 7.35 "	

#### SOURIS BRANCH.

##### Trains Going West.

STATIONS.	No 7 Mixed.	No. 9 Mixed.
Souris	Dp 3.15 p.m.	Dp 6.30 a.m.
Harmony	ar 3.31 "	ar 6.52 "
St. Peter's	ar 4.28 "	ar 8.07 "
Morell	ar 4.59 "	ar 8.38 "

##### Train Going East.

STATIONS.	No. 8 Express.	No. 10 Mixed.
M. Stewart Jun	Dp 9.30 am	Dp 5.35 p.m.
Morell	ar 10.02 "	ar 6.15 "
St. Peter's	ar 10.25 "	ar 6.47 "
Harmony	ar 11.23 "	ar 8.02 "
Souris	ar 11.40 "	ar 8.25 "

C. J. BRYDGES, W.M. McKECHNIE,  
Gen. Sup. Gov. Railways. Supt. P. E. I. R.  
Ch'town, April 20, 1878—

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1878.

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ADDRESS,

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Ch'town, Dec. 6, 1877.

## WAGSTAFF'S HOTEL.

THE Subscriber having fitted up the Hotel formerly known as

### THE RANKIN HOUSE,

in first class style, is now prepared to give comfortable accommodation to

**Permanent and Transient Boarders.**  
Tourists and others will receive every attention at the Wagstaff's Hotel.

WM. WAGSTAFF.  
May 25, 1878.

## P. E. I. Starch Manufacturing Co.

**CAPITAL . . \$25,000,**  
In Shares of \$25.00 each.

THIS COMPANY has been incorporated by Act of Parliament during the present session, and one-third of the Shares have been taken up by the leading men of Charlottetown.

Farmers holding Stock in this Company will have the benefit of the preference in the large purchase of produce which the working of the Company entails.

Applications for Shares to be made to Messrs. Hyndman Bros., until the Directors and Officers of the Company are appointed.

April 16, 1878—

## PAINTING!

THE Subscriber takes this opportunity of thanking the Public for the liberal patronage he has received during the five years he has been in business, and solicits a continuance of the same.

He is now prepared to execute, in a very superior manner, **House, Sign, and Carriage Painting, Paper Hanging, &c.**

Special attention is given by him to WHITENING, COLORING and the DECORATING of CEILINGS, WALLS, etc.

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April 2—3m eod

## JAMES HOBBS, CABINET MAKER.

Cor. Kent and Prince Streets, Charlottetown.

THE SUBSCRIBER, in returning thanks to his customers and the public generally for past favors, would take this method to solicit a further continuance of their patronage.

I am better prepared than ever to execute any orders that may be entrusted to me.

The latest styles of all kinds of Household, Office, Church and School Furniture, made from well-selected and seasoned stock, at short notice.

Special attention paid to Cutting, Making and Laying Carpets.

Repairing neatly done, at short notice

I would also invite the attention of Trustees of City and Country Schools to A DESK, one of the Cheapest and Best ever offered here for School purposes. Please call and inspect it at my Show Room.

**JAMES HOBBS.**

Corner Kent and Prince Streets, }  
Ch'town, Feb. 23, 1878. } 3m 2aw

## St. Lawrence Marine Ins. Co. OF P. E. ISLAND.

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BOARD OF DIRECTORS:

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March 25—ly law

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GEORGE MACLEOD (Union Bank), Agent for Prince Edward Island

June, 1877—

## POLITICAL NOTES.

It has been a walk-over for Mr. Walkem and his friends in British Columbia. Mr. McKenzie's local aide, Mr. Elliott, has not only been defeated himself, but only seven or eight of his supporters have been elected in all.

Mr. McKenzie's treachery to British Columbia has been expressed in this election, and it will be expressed in even stronger terms in the approaching general election.

Last week we dared the editor of the Patriot to say a single word in favor of the canvass of Col. McGill, and although he has been writing every day since, he has not dared to bid the Colonel "good speed."

There is more in this fact than at first blush appears. Mr. McGill is a Grit well pronounced and in high relief. His own party should be proud of him. Of course he has sins to answer for, but these are not sins in the eyes of the Davies and Patriot clique.

On the contrary, they are recommendations. Mr. McGill's unpardonable offence is that he will not be dictated to either by Davies or the Patriot. He must therefore undergo excommunication, and the Patriot eschews him as a Jew would a leper.—Herald.

Our past and present Finance Ministers show the nature of their respective Governments. Sir John chose ability, McKenzie pliability; the first suited the country, the second the Globe clique. The result is what was to be expected; the clique are nearly rich; the country nearly ruined.—Toronto Mail.

The Globe of Toronto has dropped writing upon the tariff, and retires behind the somewhat perplexing phrase, "the tariff is a complicated piece of machinery." We would advise the Patriot to follow in the Globe's wake. Let him relinquish subjects which he cannot even define, and confine himself to abusing Sir John McDonald, relieving his arduous labors, at times, by an essay on "No-Popery howlers."—Herald.

For five years the Government, under the leadership of the Hon. Alexander McKenzie, has controlled the destinies of the Dominion; those years have formed a palmy period of tergiversation, wrong doing and inconsistencies. The electors are now called upon to pronounce upon the Administration, to say whether or not "Reformers in power have carried out professions made when in Opposition, and no more solemn trust could be committed to the people than the privilege of being constituted a tribunal to deal even handed justice to political leaders and political parties. The verdict about to be given is fraught with grave consequences to the nation at large. The safety and welfare of the people is in their own hands, and the duty of every elector, be he "Reformer," "Independent," or "Conservative," is to disown and disavow any party that has persistently proven recreant to its pledges, or that seeks to make the electors partners in the responsibility for grave acts of mal-administration. It has been frequently shown that the Government now in existence has thought lightly of every promise made to the people; that they have dishonored the national character; they have increased public expenditures, paralyzed trade, violated the well-understood laws of our Parliamentary system, and have, by careless or reckless legislation, oppressed men of all classes and ranks of society.

A writer in a Montreal paper closes his letter as follows:—"I have no political purposes to serve. I never asked nor received the smallest favor from either party, and I discuss this question simply in the interest of the consumer, and, at the same time, the interests of the country, and I will wind up by again stating that the policy of the present Government has been the means of killing our direct sugar trade. It prevents us buying in the cheapest markets at places of growth, from first hands. It deprives thousands of our mechanics of the means of earning their bread, and sends them out of the country in search of work. It makes the consumer pay a higher price than there is occasion for, besides being forced to take an inferior article.

From all the indications there is a larger section of the Liberal or Reform Party throughout Canada utterly disgusted with the policy of the Government. Like the Eastern Township man who broke up Huntington's Convention by declaring that, as a Liberal, he did not see any difference in point of general management between Parties, except in the fiscal policy of the Government, and that he could not and would not support, like him, there are many men who look at the difference between the promise of the Grit Party Leaders and their performance—who stand aghast at the steel rails job—at the fact that while the surveys of the American Pacific Railroad cost but little over a million of dollars, and occupied but two years, the cost of the surveys of the Canada Pacific has been over six millions, and the time consumed has been four years—at the deeds which indicate extravagance or imbecility, or both—and seeing all these things have resolved to cut the connection. Mr. Blake sympathizes with this section of the Liberal Party, strong as it is, because of its superior intelligence, its comparatively honest views and its practical approval of the Opposition policy. His retirement, if true, will be hailed by this section of his own party with pleasure, as giving them, in their distrust of their own friends, the countenance of a public man commanding, with all his faults, more of the real esteem of his party than any other of the Party Leaders.—Hx. Reporter.

If ever two extremes met, we have an instance in the Reform Party proffering support to a man who, at the last election, did not scruple to violate the law of the land in order to gratify his ambition. Mr. McKenzie don't want the help of such men as Major Walker.—Newmarket Era.

The late Government of the Dominion agreed, says Mr. McKenzie, to build the Pacific Railway in ten years, and somewhere or other Dr. Tupper stated that time was not the essence of the contract. We may cite Mr. Trutch, who made the bargain with Canada, in proof of the statement that the ten years was put in the contract simply as evidence of the bona fides of the Government. Getting up on his moral Bucephalus, Mr. McKenzie exclaims, "And such is Dr. Tupper's idea of the honor of the country." The word honor from such lips in such a connection is indeed suggestive of a well known reproof. Does Mr. McKenzie forget the Carnarvon Terms? He made them himself, and yet he has treated them as waste paper. It is not for him to talk of the honor of the country.

A great many others, heretofore supporters of the McKenzie Government, have refused any longer to support the Grits. In Brantford, Ontario, Mayor Henry at a public meeting said, "He felt convinced that Conservatives and Reformers alike were pleased at the manner in which Sir John and Lady McDonald had been received in Brantford. He had observed that many Reformers in the city had decorated their houses to do honor to one who had so long guided the administration of the country."

Some Facts concerning the West Indian Trade and the Sugar Question.

Mr. J. R. Lithgow writes in the following effective and practical fashion to the Reporter:—

"For the years ending June 30th, 1875 and '77, the cost of the sugar imported was \$4,952,666 and \$5,539,214 respectively. How much was imported direct from the sugar producing countries? In '75, \$1,718,834, and in '77 only \$680,103 worth!! Only think of what this Dominion of ours is coming to. We can now only get our sugar at second and third hands. We cannot, it appears, import it from the West Indies and Brazil, or other sugar-producing countries, but must get it from Great Britain and the United States!

"Merchants of Halifax and other Dominion cities and towns, which used to import directly nearly all that was used in that country, how much longer will you tolerate the importation of over seven-eighths of that five and a half millions worth of sugar from Great Britain and the United States? Is it not a reflection upon your intelligence that you support a policy whose result is that in two years your importation of sugar from the West Indies and Brazil have fallen off \$1,033,730? That while in the year ending June 30, 1877, \$2,757,611 worth of sugar imported into the Dominion came from Britain, and \$2,081,966 worth from the United States, only \$680,103 worth came from—where every dollar's worth of it should have come—the West Indies or other sugar producing country. Is it not time to quit nonsense and proceed to business? And by business I mean the interests of the country.

## Canadian Phosphates.

The trade in phosphates, which is used as fertilizer in the United States and England, is growing to be an important article of export from the St. Lawrence, the chief source of supply being the Ottawa district. According to the Montreal Herald, the total shipments of this article from the St. Lawrence from the opening of navigation to the 28th May, amounted to 1,285 tons, of which 935 tons were sent down by barges to be shipped at Quebec and 350 tons sent from Montreal to Great Britain direct. It is estimated that the shipments via the St. Lawrence to Great Britain and the continent of Europe this year will reach upwards of 7,000 tons.

Christ Church Cathedral, Dublin, which has been restored at a cost of £200,000 by Mr. Ree, distiller, of Dublin, was opened lately, the Archbishop of Canterbury, the Archbishop of Dublin, and about 400 clergy being present. Mr. Rowe has also given an endowment of \$20,000.

FIVE ISLANDS.—A terrific gale has visited the islands and thrown down the church. The wreck is complete. Thus the work of two years seems to be destroyed. The congregation are poor and need help. Address the Rev. J. H. Axford, Acadia Mines, Londonderry, N. S.

A NARROW ESCAPE.—On Thursday last, as a special train was returning from the Railway Wharf in this town, having a box car ahead, and rounding the curve opposite Loveday's residence, one of the brakemen saw a young child sitting on the track, only a few yards distant. An elderly lady ran forward, took hold of the child, and the supposed that it would be removed in safety; but becoming terrified at the approaching danger, she suddenly started back, leaving the child in the spot. The train was then within a few feet of the helpless creature, when Yardmaster McKinnon made a brave spring from the top of the car and seizing the child snatched it from the jaws of death just as the train touched its garment. We hear that the Superintendent has rewarded him for his bravery.—K. C. Advertiser.