THE DAILY EXAMINER.

JANUARY 12, 1889.

A Suggestive Paragraph.

The Halifax *Chronicle* remarks :—

"The board of Trade of Toronto is not like its fellow-mercantile association called the Halifax chamber of commerce, which only has an occasional meeting, and seeks to evoke but little interest among the business men of the community ; it is essentially a live institution, gathering within its circle all the wealth, the enterprise and the business thrift of the city. Its utterances are regarded with weight by the government and in business circles throughout the country. It deals with every matter which is of practical interest to the mercantile world, and thus becomes a valuable adjunct to the commercial and industrial life of the city. We should like to see something of the same spirit prevalent among the merchants of Halifax. The chamber of commerce might perform a most important function if our merchants would only rally around it. But we fear that the difficulty lies not so much in the chamber itself as in the lack of real hearty vigorous enterprise among our mercantile men. Every city is commercially what its leading merchants make it, and Halifax must not complain if it is not making that progress which its position entitles it to expect. Toronto is the most progressive city in America. Its growth during the past ten years has been more rapid than any other city on this continent, amd its trade is expanding every day, and its merchants are live men, ready to take advantage of every incident which can be turned to account."

For "Halifax" in the above paragraph read "Charlottetown." We hope the merchants of Charlottetown will wake up to their interests ; and heartily unite to defend and promote them—by means of their Board of Trade.

The P. E. Island Railway.

THE suggestions offered by Mr. Richard Hunt are well worthy of favorable consideration by the railway authorities. In the interests of the railway itself, the straightening of the road is a matter of importance. The strain of the rolling stock upon a crooked track must necessarily be very much greater than upon a comparatively straight one ; and, therefore, the cost annually incurred for repairs of the P. E. I. Railway must be very much larger than if the road-bed were straighter and shorter. This consideration alone must, ere long, impel the Government to improve the railway according to the suggestion of Mr. Hunt. As Mr. Hunt very clearly demonstrates, the interests of the travelling and business-doing public are all in that direction.

As to cutting down the rates charged by the P. E. Island Railway,—that has been a matter for agitation and representation ever since the road was opened for traffic. In deference to the wishes of the public, as well as in the interests of the railway, an occasional concession has, from time to time, been made. Particularly in recent years, the Superintendent has endeavored, —by frequent excursion trips at low fares, by the issue of mileage ticket books which are sold at a reduced price, and by special rates for freight,—to attract the traffic which the ordinary rates are calculated to repel. This policy has been, at least, partially successful ; for we note that the business and receipts of the railway have both materially increased. It is but reasonable to conclude that if a further concession were made, if the rates were cut down all round, there would be a still more marked improvement in the financial showing of the road, while the people of this Province would receive substantial advantages. To apply to the P. E. Island Railway the tariff of the Intercolonial Railway is a folly—and it is as unjust as it is foolish. The original cost of the P. E. Island Railway was as nothing in comparison with that of the Intercolonial. The people of this Province paid the original cost of the P. E. Island Railway ; the original cost of the Intercolonial was borne by the Dominion at large. The cost of the maintenance of the P. E. Island Railway is, proportionately, much less than that of the Intercolonial. The business of the P. E. Island Railway consists, for the most part, in way traffic through a thickly populated agricultural country ; the business of the Intercolonial consists chiefly in "long pulls" from town to town, through a country which is sparsely populated. On the route of the Intercolonial there are, for the most part, no alternative means of conveyance ; on the route of the P. E. Island Railway almost every man has a means of travel in his own own possession, while produce can be sent abroad direct from dozens of harbors. All the circumstances in which the two railways are involved are entirely different ; and the policy adopted by the railway authorities as to rates etc., ought, therefore to be different.

Editorial Notes.

— Lord Wolseley seems to think that the drill of the British soldier is too much for show, not enough for war.

— Since 1857, no less than 6381 marriages have been dissolved by the English courts. The statistics are believed by the London *Standard* to "indicate what a great effect the Divorce Act of 1857 has had in shaking the sanctity of the marriage vow." From the days of the Reformation in England down to the year 1857 the total number of divorces obtained by Act of Parliament was 317.

— It is maintained that as the traffic of the United States was made more protective of the iron, the iron industry grew and prices of iron goods fell. The *Empire* says : "It would be the same in Canada but for the desperate efforts of the anti-Canadian press to scare capitalists by threats of destroying the value of any furnaces they might start in our country."

Varia.

Lord Salisbury defends the retention of Suakim on the grounds that the Liberal Government had promised the Khedive to defend the Egyptian ports in the Red Sea, and that the highest interests of Europe demand that an undertaking given by one ministry shall be carried out by another, but he limits the obligation strictly to the defence of the place. There shall be no expedition into the desert, nor would any good come of negotiations with the friendly tribes. We have nothing to offer them and nothing to threaten them with. But, on the other hand, Sir Richard Burton, an expert in African affairs, is of a different opinion. He insists that the motive of the Soudan "rebellions" is just detestation of the Egyptian Government, and after "dispersing the dervishes" we way "easily come to terms with the gallant enemy" by guaranteeing the country against the intrusion of Egyptian officials. But, then, it seems as if we had no information at all as to the relations existing between the "tribes" and the "dervishes." If the dervishes are really the leaders of the tribes it may not be easy to undermine their authority. Negotiations might be opened with the dervishes themselves, and, if they, too, are animated by nothing more than a just detestation of the Egyptians, it ought not to be difficult to come to terms with them. But what if they are animated by a feeling far more difficult to deal with—by a revival of Mohammedan fanaticism ? That is, at least, a possible contingency, and is one which would greatly increase the difficulty of England's position at Suakim.

***

The victory at Suakim has had at least one result—it has disposed of all the fears which were expressed with regard to the black soldiers in the Egyptian service. They seem to have fought with great courage, and with marked determination to make a new character for themselves. Nothing can be more unfounded and more unjust than the charge of "needless slaughter" which has been brought against the English commander. Suakim is in England's hands and England's duty is to defend it. The resistance of the beseiged was provoked by the action of the beseigers. At the same time no one can read the accounts of battle—brought by the last English papers—without heartily wishing that we could be spared having to fight many of the same kind. The whole situation is unintelligible—it is so hard for us to know what the Arabs want, so hard for the Arabs to understand what motive the English have for being on the Red Sea, that we seem to be fighting in the dark. Lord Salisbury speaks as if negotiations were hopeless, but this was before the victory, and very probably it would have been attributed to fear; but since the victory it could not be set down to that cause, and it might be well to make the experiment even if they should result in nothing.

***

Of all the impressions made upon me as a child none have been so lasting as my recollection of a soldier's funeral. I had exceptional opportunities for seeing many. That which impressed me most deeply was not the military display nor the solemn music, the drums draped in black, nor the reversed arms, but it was the soldier's cemetery, solemn and quiet after the funeral was over, the long lines of graves (each marked with a wooden cross) that spoke with a pathos I still seem to hear. On each cross is engraved the dead soldier's name and the number of his regiment—but nothing else. There is something far more touching in a soldier's funeral than in that of a civilian. I have seen strong, brave men standing by the open grave of a comrade which they could only have dimly seen. The rules of the service require that they should stand very erect, with their hands close to their sides, but I have seen many a brave man bow his head and wipe the tears from his eyes. And, when the priest had committed the body to its last resting place, and said the last prayer, and the firing party had performed its duty, and the quick, sharp words of command had recalled each man to his proper position, and the band played a gay air as they marched to the barracks, I always lingered behind to see the little cross with only the name placed at the head of the grave. I have seen many of these last resting places; I have not forgotten one of them, nor do I think I ever shall,—from the crowded cemetery by the sandy plains of Aldershot, to a calm, sweet spot in Ireland, near the restless sea. I have endeavored in the following lines to give expression to these recollections of my childhood :

A SOLDIER'S GRAVE.

Only a wooden cross.
But it marks the place where a brave, true heart
Was stilled, as it acted a noble part
Against the foe, in a strong, fierce fight.
And when it was o'er there had passed the light
From the life of a hero true—and his loss
Is marked by only a wooden cross.

Only a wooden cross.
Made from some wood that, yestere'en,
For another purpose was used, I ween.
But now 'tis high-honored : to be the sign
Of a Saviour's compassion and love Divine.
And sin will no longer the body toss,
As it quietly rests 'neath the wooden cross.

Only a wooden cross.
And soldiers bareheaded quietly stand
Round that lonely grave in a foreign land,
And a prayer for the soul of the gallant one
Ascends to the Father who called him home.
See ! a drummer-boy silently plants some moss
At the foot of the little wooden cross.

Only a wooden cross.
Nothing to tell how he came to his death,
Or the words he said with his dying breath.
'Tis a soldier's grave. Such are thousands —unknown.
Their glory? Their honor? Could they better be shown,
Or could we more lovingly tell of their loss
Than to place by their graves the Holy Cross?

***

I have received a letter from "F" with regard to Mozart's Twelfth Mass, which I will endeavor to answer next week.

HIS REMARKS NOT GIVEN.—A carpenter, while demolishing a house at Black Point, N. Y., knocked down a wasp's nest. The nest fell on his neck and several of the wasps, which were benumbed with cold, went down his back. The heat of his body soon warmed the insects into life again. The exchange from which we take the above declines to publish the remarks of the carpenter.

Sir John A. Macdonald's Birthday,

BANQUET AT SUMMERSIDE.

[SPECIAL BY TELEPHONE.]

SUMMERSIDE, Jan 12.

The 74th anniversary of Sir John Macdonald's birthday was celebrated by a banquet at the Hotel Russ last evening. At 9 oclock about 60 persons sat down to dinner. Hon. John Lefurgey occupied the chair. There were present Hon. G. W. Bentley, Hon. Jos. O. Arsenault, Dr. Gillis, Richard Hunt, James Gourlie, Neil McQuarrie, W. T. Hunt, Neil McKelvie, J. Hunter Duvar, Leonard Morris and other townsmen. A large number of persons from the country were also present.

When the "inner man" had been fully satisfied, the "feast of reason and flow of soul" began.

The speeches were concise and hearty. The following telegram was sent to Ottawa :—

To Rt. Hon. Sir John A. Macdonald :

Your Prince County friends, on the 74th anniversary of your birthday, send greeting and express the hope that you may long be spared to guide the destinies of our country.

The toast of the evening was then drank —the health of Sir John A. Macdonald. It was responded to by Mr. David Rogers, Hon. G. W. Bentley and Mr. R. H. Macdonald.

The toast of the President of the United States was responded to by Captain Joseph Reid and Leonard Morris.

The Parliament of Canada was responded to by Hons. Joseph O. Arsenault and G. W. Bentley.

The following letter from Mr. Hackett was read by the Secretary, Mr. Massey :—

TIGNISH, Feb. 10, 1889.

To the Chairman of the Committee :

DEAR SIR,—I regret that I shall be unable to be present to-morrow evening at your banquet in honor of the 74th anniversary of the birthday of Sir John A. Macdonald. Your action in thus honoring the veteran leader of our party is a credit to the Conservative Party, who have, on various occasions, proved their fidelity to him. Hoping that the event of to-morrow evening will be a grand success, and that I will have an opportunity of being with you on some future occasion, I have the honor to remain,

Yours,
EDWARD HACKETT.

The toast of the Local Government was responded to by Hon. J. O. Arsenault and Dr. Gillis.

The Town Council of Summerside was responded to by Chairman Hunt.

Several other toasts were heartily drunk and responded to in felicitous terms.

Y. M. C. A. Notes.

The reading room is a model one, and the selection of reading matter is excellent.

The ticket committee are making their annual rounds, collecting fees and canvassing for new members. They should succeed well.

The gymnasium will be opened in a week or two.

The Friday evening Bible Class, which meets at 8 o'clock, is conducted by the Rev. J. Carruthers in a most interesting and instructive manner.

The Sunday afternoon meeting, from four to five o'clock, should be well attended. Last Sunday Messrs. Hawley and Logan were present and had charge of the musical part of the service.

The Secretary, Mr. Chas. Leigh, jr., has obtained leave of absence, and Mr. R. M. Barrett will take his place for the present.

Personal.

Mr. W. A. Brennan, of the Summerside *Journal*, is at the Hotel Davies.

Mr. G. A. Brown, of the Civil Service Department, Ottawa, is in the city. He is at the Davies.

Mr. W. B. Freeman, representing T. & E. Kenny, Halifax, is on a business trip to the Island. He is registered at the Davies.

Mr. Ruskin is suffering from a recurrence of the mental trouble of a year or two ago, but his condition is not deemed serious.

A London correspondent says that the name of the author of "She" is pronounced "Reeder Haggard," with the accent on the "gard."

David Irwin, aged 115, died at Waseka, Minn., last week. He was acquainted with President George Washington and served in the war of 1812.

Ira Sankey, the evangelist, having been suddenly called home, sailed from London for New York last week. He will return in the summer and assist Mr. McAll in Paris.

The late Antoine de Choudens, of Paris, laid the foundation of his great fortune as a music publisher by purchasing the publishing rights in Faust for $400, after the work had been almost contemptuously refused by several others.

Had a Relapse.

MONTREAL, Jan. 11.

A rumor is current that Hon. Mr. Chapleau has had a relapse in Paris, but it cannot be traced or confirmed.

Dr. Mackenzie Censured.

LONDON, Jan. 11.

The Royal College of Surgeons, by a vote of 21 to 2, passed a resolution censuring Dr. Mackenzie for publishing his book on the case of the late Emperor Frederick.

Our Advertisers To-day.

G. M. Harris sells fancy goods at auction on Tuesday evening.

E. W. Taylor has reduced the prices of spoons, forks, and other plated ware.

W. S. McKie wants ten or twelve horses from 5 to 10 years of age.

Romberg's Toy Symphony will be repeated in St. Peter's School on Wednesday, the 23rd inst.

FAMILY INCREASE.—There is at present a married couple in this city who had five of their six children married within a period of ten months, and who had six grandchildren born to them within a period of seven months. From the date of the first marriage to that of the birth of the last child less than twenty-one months had elapsed. We don't remember to have ever heard of a similar case, if there is one we would like to hear of it. We congratulate the worthy couple.—*Guardian.*

LETTERS TO THE EDITOR.

The P. E. I. R.

SIR,—It is a subject of general regret that the people of this Province do not derive as much benefit from their railway as its promoters intended, nor as the circumstances in connection with its construction and history entitle them to expect.

By the Railway Act it was enacted that the surveys and location were to be made by the contractors, subject to the approval of the Government Engineer, whose approbation was to be signified by signing the plans, profile and survey of the contractors and filing the same in the Registry Office. Most of the surveys on the main line were made at an inclement season of the year. Mr. Boyd, the Government Engineer, who was a thoroughly honest and capable man, was at the time in ill-health, and did not go over the ground as he otherwise would have done; but, relying on the good faith of the contractors, certified the alignments as they were presented to him, believing that the best routes had been taken. It was well understood that the road was not to be a straight one, but the many apparently unjustifiable crooks in it were a surprise to its advocates. The Dominion Government, by many, are blamed and held responsible for the curves and other imperfections of the road. The prevalence of this opinion is an evidence of how quickly people forget the facts in connection with business which does not pass immediately through their own hands. It must be remembered that the road was built by the Island Government, and its responsibilities and management taken over by the Dominion Government when we went into Confederation, and that it was officered and organized for business by the MacKenzie Government shortly after, and that they fixed the rates for passengers and freight, about the same as was fixed on the Intercolonial—a railway that cost over $51,000 per mile, while the Island railway, with all charges up to July, 1887, cost less than $18,000 per mile. In a few years the growing necessities of this wealthy farming community will impel the straightening and widening of the track, and until that is accomplished, justice should be done to our people by reducing the charges at least to the extent of the extra mileage. For example, the direct distance by the old post road from Charlottetown to Summerside is forty miles, by the railway it is fifty miles, the difference at three cents per mile each way, or sixty cents for the round trip between Charlottetown and Summerside. In 1886-7 there were one hundred and thirty thousand passengers carried over the 210 miles of P. E. I. R. Say that 20,000 of these may be allotted to the Summerside and Charlottetown run, a calculation on the above basis would show a direct tax or overcharge of ($6000) six thousand dollars a year between these two points alone, besides the loss of time to passengers who are compelled to travel out of their way. The same grievances apply to other ports of the line, and to freight as well as passengers. Such a reduction would not result in a corresponding diminution of receipts; but on the contrary the increased travel, caused by the lower rates, would, in my opinion, compensate for the change.

In the United States some railways, owned by private companies, deem it to their advantage to carry manures and fertilizers from cities into the agricultural districts by rail free of charge. They get their profits from the additional yield of the farms, produced by these manures, and which are carried to market over the same roads. Would it not be well to endeavor to get the government to do the same with mussel mud carried inland by rail ?

Now, while Mr. Schrieber (who was the princial contractor in the construction of the road) is General Manager of Government railways, would be an opportune time to ask the Government to consider these matters. His advice would carry much weight, and should be in the direction of redressing an injury to the people of this Province, which he himself has so much profited by.

Hoping that the foregoing suggestions may assume a practical shape, and that more satisfactory Railway arrangements may be arrived at,

I am,
Yours truly,
RICHARD HUNT.

Letter from Mr. Taylor.

SIR,—In your issue of last evening there was a certain paragraph signed "Ward Three," relating to myself, asking me to reply to such questions as he there put.

I beg to say that should the writer of said paragraph come out over his own signature I shall promptly reply and give him my plank. I may say that I shall take no notice whatever of newspaper scribblers—unless over their own signatures.

THOMAS Z. TAYLOR.

A Protest.

SIR,—Although no longer a resident of Charlottetown, or even of P. E. Island, I venture to ask you, for the sake of "Auld Lang Syne," to allow me a corner of your paper in which to offer my protest against the insufferable impertinence of your correspondent "Cold Water," in rudely calling Mr. Justice Young to account for having ventured to entertain certain of his friends in a manner which seemed to him good.

Surely, Mr. Editor, the limits of impudence have herein been passed. Whether this be the last expression of that fanaticism and intolerance which is to be found dominating a certain class of persons with whom the degree of a man's abstinence from wine is the measure of his virtue, or whether it be merely the hardihood of ignorance, it is calculated to arouse indignation in everyone to whom the laws of hospitality are not entirely unknown.

Mr. Justice Young, I presume, will treat "Cold Water's" insolence with silent contempt, but as one of those who have the good fortune to enjoy the learned Judge's friendship, I could not refrain from publicly expressing my indignation at such a scandalous breach of—I will not say good manners—but of the ordinary decencies of civilized (and uncivilized) life.

Yours &c.,
JOSEPH POPE.

Ottawa, Jan. 8, 1889.

As large discounts as any firm in the city off our stock of Silverware.—G. H. Taylor.
jan12 7i

TELEGRAPHIC NEWS.

SPECIAL DESPATCHES TO THE EXAMINER.

The Sackville Affair.

LONDON, Jan. 11.

A blue book on the Lord Sackville affair has been published. Interest centres in the despatch dated Oct. 24 to Phelps, in which Salisbury contraverts the idea that acceptance or retention of a minister is a question to be determined solely with or without the reasons being assigned by the Government to which he is accredited. Salisbury says the Queen's Government coincides with the principles laid down by Lord Palmerston on the occasion of the sudden dismissal of Minister Dulwor from the Court of Madrid in 1848. Palmerston said international law entitles a nation to which a demand for the withdrawal of its Minister has been addressed, to decline to comply with the demand, even though grave and mighty reasons have been assigned. The *Post*, commenting on the despatch, says: "Salisbury acted with due regard for the national dignity. Sackville's indiscretion does not condone Bayard's neglect of decent international observance."

Fresh Fish.

WASHINGTON, Jan. 11.

The Senate spent a great portion of today debating the clause of the Senate Tariff Bill, placing fresh fish on the free list, excepting when frozen or packed in ice, or otherwise prepared by any process for preservation. Western Senators wanted the exception struck out, as it descriminated in favor of New England. Blair, of New Hampshire, made a speech favoring political union with Canada. Finally the bill was amended so as to place all fresh fish on the dutiable list at half a cent per pound.

The Wallace-Grant Case.

MONCTON, Jan. 11.

The case of David Grant vs. Margaret Wallace and husband, in which the bland and muscular Margaret was charged with horsewhipping Grant in open court in Moncton last June, was concluded to-day in the Circuit Court, Sir John Allen presiding. The jury found a verdict of one dollar in Grant's favor. Mrs. Wallace's admirers met at the Royal Hotel in Moncton to-night, and presented her with a purse of $150.

Montreal Murmurings.

MONTREAL, Jan. 11.

There was not a single prisoner in the Recorder's Court this morning, an event which has happened but twice in twenty years. Chief Hughes made a speech, presented white kids to the Judge and all drank the Recorder's health.

Wm. Keys, who contested Montreal Centre in the labor interest three years ago, and is an aspirant at the present time, was arrested to-day, charged with obtaining money under false pretences.

News from Ottawa.

OTTAWA, Jan. 11.

The Premier to-day celebrated his 74th anniversary, and was the recipient of hundreds of congratulatory messages from all parts of the Dominion. His lady admirers also sent him numerous boquets.

It is understood that the reply to the speech at the opening of Parliament will be moved by Mr. White, of Cardwell, and seconded by Mr. Dickey, of Cumberland.

A Crossing Effected.

WINNIPEG, Jan. 11.

A crossing at Fort White, where the Portage extension of the Northern Pacific crosses the Canadian Pacific's north-western division, was effected this afternoon. The diamond was put in by the Canadian Pacific men, who yesterday tore down the barricade, cleared away the dead engine and removed the obstruction. This is the end of the railway war.

A Slight Misunderstanding.

QUEBEC, Jan. 11.

It has leaked out there was a slight difficulty with reference to the position of Cardinal Taschereau at the opening of the Assembly. He claims pre-eminence as a prince of the Church in advance even of the Lieut-Governor. The question was compromised and amicably settled by his being assigned a seat accompanied by a domestic prelate to the left of the throne.

FANCY GOODS !

I will sell by Auction, at my Salesroom,

On Tuesday Evening, 15th Inst.,

AT 7.30 O'CLOCK :

A General Lot of Albums, Scrap Books, Papeteries, Colored Charts, Brushes, Fancy Cups and Saucers, &c.

GEO. M. HARRIS,
jan12—3i Auctioneer.

THE PRICES OF

SPOONS, FORKS,

And Other Plated Ware,

—AT—

E. W. TAYLOR'S,

will be found as low as any in the city.

WE WILL NOT BE UNDERSOLD.

jan12—3i

Wanted Immediately.

TEN OR TWELVE HORSES, from 5 to 10 years of age. Good workers and drivers. Apply to

W. S. McKIE,
jan12—3i Charlottetown.

Romberg's Toy Symphony

WILL BE REPEATED IN

ST. PETER'S SCHOOL

—ON—

Wednesday, 23rd Inst.,

BY SPECIAL REQUEST.

The Programme will consist of other interesting items. Admission, 20 cents.
jan11

OYSTERS.

D. S. HUNT, Kensington, has for sale a quantity of prime Oysters, which may be had for $3.00 per barrel. Orders will receive prompt attention.

D. S. HUNT,
jan9—3i Kensington, P. E. I.

CIVIC ELECTION.

IN pursuance of an Act of the General Assembly of this Island, made and passed in the fifty-first year of the reign of Her present Majesty Queen Victoria, Chap. 12. intituled : "The City of Charlottetown Incorporation Act,"

I do hereby give Public Notice that an

Election of a Mayor and one person to serve as a Common Councilman in the City Council for each Ward of said City,

Being in all a MAYOR and FIVE COMMON COUNCILMEN, will be held on

Wednesday, the 23rd day of January, A. D., 1889.

At the several places, that is to say :

In Ward No. 1, at or near the Fire Engine House on King Street, between Great George and Prince Streets.
In Ward No. 2, at or near the house of Thomas Connolly, opposite Mr. R. Hearn's Warehouse, Sydney Street, between Great George and Prince Streets.
In Ward No. 3, at or near the Market House.
In Ward No. 4, at or near the new City Hall, corner of Kent and Queen Streets.
In Ward No. 5, at or near the carriage shop of Carroll & McAleer, corner of Euston and Great George Streets.
And at the said Election the Poll will be opened at nine o'clock in the forenoon, and continue open until five o'clock in the afternoon of the same day.

DESCRIPTION OF WARDS.

Number One shall comprise all that part of Charlottetown which lies south of Dorchester Street, and the parcel of land formerly known as the Military Barrack Ground.
Number Two shall comprise all that part of Charlottetown which lies south of Richmond Street and north of Dorchester Street.
Number Three shall comprise all that part of Charlottetown which lies south of Grafton Street and north of Richmond Street.
Number Four shall comprise all that part of Charlottetown which lies south of Fitzroy Street and north of Grafton Street.
Number Five shall comprise all that part of Charlottetown which lies north of Fitzroy Street, including the Common of the said Town.

NOMINATION DAY.

WEDNESDAY, the 16th inst., from the time of Twelve at noon until the hour of Four o'clock in the afternoon of the same day.
For qualification of Electors, see above Act 51 Victoria, Cap. 12, sec 24 to 29.
[L. S.]

A. H. MACPHERSON,
City Clerk.

T. HEATH HAVILAND,
Mayor of the City of Charlottetown.

City Clerk's Office, Charlottetown,
Jan. 9, 1889—wed thu sat

Election of a Water Commissioner.

BY THE MAYOR.

IN pursuance of an Act of the General Assembly of this Island, made and passed in the 0th year of the reign of Her present Majesty Queen Victoria, intituled : "Charlottetown Water Works Act, 1887,"

I do hereby give Public Notice that an

Election of a Water Commissioner for the City of Charlottetown,

in place of JOHN KELLY, ESQ., retired, will be held on

WEDNESDAY,

the 23rd day of January, A. D. 1889,

at the several places, that is to say :

In Ward No. 1, at or near the Engine House on King Street, between Great George and Prince Streets
In Ward No. 2, at or near the house of Thomas Connoliy, opposite Mr. R. Hearn's Warehouse, Sidney Street, between Great George and Prince Streets.
In Ward No. 3, at or near the Market House.
In Ward No. 4, at or near the new City Hall, corner of Kent and Queen Streets.
In Ward No. 5, at or near the carriage shop of Carroll & McAleer, corner of Easton and Great George Streets.
And at the said Election the Poll will be opened at nine o'clock in the forenoon, and continue open until five o'clock in the afternoon of the same day.

DESCRIPTION OF WARDS.

Number One shall comprise all that part of Charlottetown which lies south of Dorchester Street, and the parcel of land formerly known as the Military Barrack Ground.
Number Two shall comprise all that part of Charlottetown which lies south of Richmond Street and north of Dorchester Street.
Number Three shall comprise all that part of Charlottetown which lies south of Grafton Street and north of Richmond Street.
Number Four shall comprise all that part of Charlottetown which lies south of Fitzroy Street and north of Grafton Street.
Number Five shall comprise all that part of Charlottetown which lies north of Fitzroy Street, including the Common of the said Town.

NOMINATION DAY.

WEDNESDAY the 16 h inst., from the time of Twelve at noon until the hour of Four o'clock in the afternoon of the same day.

For qualification of Electors, see Act 50, Victoria, intituled "Charlottetown Water Works Act, 1887," also Act 51 Victoria, Cap. 12, sec. 24 to 29.
[L. S.]

T. HEATH HAVILAND,
Mayor of the City of Charlottetown.
A. H. MACPHERSON,
City Clerk.

Mayor's Office, Charlottetown,
Jan. 9, 1889—wed thu sat

NOTICE

IS HEREBY GIVEN that the ANNUAL GENERAL MEETING of the Shareholders of "THE EXAMINER" PUBLISHING COMPANY will be held at the Office of THE EXAMINER newspaper, on WEDNESDAY, the 23rd of January, inst., at the hour of Eight o'clock in the evening.

W. A. F. SCOTT,
jan7—dy & wky Secretary.