

THE DAILY EXAMINER.

MAY 7, 1892.

The Railway Meeting.

No one can say that the resolutions passed at the meeting last evening were not reasonable and moderate in thought and word. Indeed many persons in the audience were surprised that a forcible representation of the claims of Mr. McPherson and other efficient employees of the road who have been summarily dismissed were not made, as suggested by Hon. Mr. Ferguson, Mr. Blake, Dr. Jenkins and others. This point ought not to have been overlooked. While expressing their opinion respecting the public interests, those who comprised the meeting might properly have expressed, in a formal way, their sympathy with those—some of them old and painstaking servants of the public—who are to be deprived of their means of livelihood. That they did not do so, is a great oversight.

Some of the speakers wondered what could have induced the railway authorities at Ottawa to make the changes in the face of a larger business and an improved outlook. These gentlemen had not read the speeches of Mr. L. H. Davies, M. P., delivered in the early part of the session in denunciation of the extravagance of the management of the Government railways. On one occasion Mr. Davies said:

"In the history of Canada, there never has been a showing one-half so bad as the hon. gentleman makes out with reference to the Intercolonial Railway."

In the course of the same speech he said:

"Now, Sir, when we see that for seven months ending on the 29th February last, the deficit on the road reached \$645,000, I say that the showing is not only appalling in itself and not only gross and gross mismanagement and extravagance, but it indicates more than that, it indicates what the hon. member for East Grey intended to indicate by his question, not only that the Government were responsible for this huge, this appalling deficit, but that the interprovincial traffic on these roads decreases instead of increases, and the profits have decreased accordingly. That is a serious aspect of the case. One hon. gentleman, a member of the Government, had the pluck, after an examination of that road, to recommend an enormous cutting down in the expenditure and the discharge of a large portion of the staff. When he tried to carry out his recommendation he was taken by the throat, and the matter has gone from that date to this without change. Through the extravagant management of the Government, the deficit is rolling up month after month and year after year. We had the statement made by the Minister of Railways, only the other day, that up to this moment he has made no recommendation to Council whatever with respect to the discharge of the surplus number of men, some five or six hundred, it was said, upon that road."

On another occasion he said:

"The newspaper criticisms lead us to believe that from top to bottom this railway is managed and operated on principles antagonistic to commercial ones, that it is today run as a political machine from Moncton to Halifax, that the men are kept there, not because they are required to do the work, but a very large number of unnecessary men are kept there, and if it should turn out to be true that the Minister did recommend the removal of 400 or 500 or even 250 men, that impression on the mind of the public will be some extent justified. I am speaking now from newspaper reports entirely. They have not been contradicted."

And, again:

"In Halifax there are an enormous number of employes who are ready to vote on a proper occasion. In Moncton it is the same."

Mr. Davies is a representative of the Maritime Provinces. He knows all about it. The Intercolonial Railway and the P. E. Island Railway belong to the same system and are one in the eyes of the representatives of Ontario and Quebec. It is wonderful that they believe that there is something in Mr. Davies' statements; and that their feelings and opinions are active in the Railway Department; and that the order has gone forth to reduce expenditures upon the Intercolonial and P. E. Island Railways?

But the meeting of last evening, and all the combined protests of Grits and Tories here and across the strait prove that those whom Mr. Davies professes to represent in Parliament differ from him in his opinion that the management of the Government Railways has been extravagant and reckless.

We trust that the Government will, therefore, in the interests of our people and for the good of the country, immediately revoke the orders issued on the representations of Mr. Davies.

Musical.

We think the people of Charlottetown—particularly those who possess the musical taste—will agree with THE EXAMINER that it is a great pity that our leading musicians suffer personal jealousy and dislike to stand in the way of their cordial and united action in the rendition of the best music. Granted that "Elijah" was not as well presented as it might have been, and that we have not sufficient ability here to give it full expression,—it would have been very much more creditably rendered if our excellent Orchestral Club and Mr. Earle and his friends had assisted those who performed their several parts so well. Why not agree to differ upon minor points, and agree to unite heart and hand and voice in the rendition of the best musical productions of the masters? If this were done, the carping critics would, perhaps, be silent. At all events, the musical taste of our city would be elevated, and all who love music would have a keener enjoyment.

Combination Sale.

We congratulate the directors of the Driving Park upon their effort towards bringing vendor and purchaser together at what is called a Combination Sale. We know of no better use for our Park grounds. With ample stable accommodation, every facility for such a sale is there obtainable. Our Province is justly celebrated for its horses; and never before in its history has horse breeding obtained such a degree of excellence, or can our people more confidently ask buyers to come and see for themselves.

The plan to be adopted at this sale will be similar to that followed at the great horse sales in America; where after much experience they have apparently found the right way of doing this thing. It will be something in this way: By a printed prospectus, horse owners will be invited to come and offer their stock for sale. Those who see a better opportunity of selling, where the great attraction of a large number of horses of every breed and variety has gathered many purchasers, will have a certain time to signify their willingness to do so. For each animal entered is forwarded a short statement of his breeding and an "owner's description"; all not to occupy more than about five printed lines. After the time limited for making entries has expired the Board will then publish a catalogue containing each horse's name, breeding and description as furnished by the owner. From one to two thousand of these catalogues will then be printed for circulation. This gives an intending purchaser as full protection against fraud as possible; he has weeks before the sale to make enquiries, and on the other hand it is just such an advertisement for our good stock as an honest owner wants.

The Directors desire, if possible, to keep the total cost of sale to the seller, so as not to exceed 5 per cent. of the purchase money; if they can do this it will be very satisfactory, for this does not exceed the fee of any reliable auctioneer. The principal cost to the Board will, of course, be the advertising; this, however, is in these cases an absolute necessity, and such advertisements should go into all the Provinces as well as into the adjacent States of the Union. The stock is here for sale, but we want to let intending purchasers know the fact. We do not presume that the Board expects to make anything out of this venture,—except the great benefit it will be to the breeder who patronizes their track. The object, in our opinion, should not be to make any profit—at least by this their first experiment—but, by this sale, to make an effort to establish in this Province a yearly or semi-annual fair, a general sale of all classes of stock. We are behind our neighbors in this respect. This should not be, and this move of our Driving Park Directors is in the right direction and we wish it every success.

Religious Services.

St. Paul's Church.—Services to-morrow (Holy Communion at 8:30 a.m.; Morning Prayer and Sermon at 11 o'clock; Sunday School at 2:30; Evening Prayer and Sermon at 7 o'clock.

St. Peter's Cathedral.—Services to-morrow (Holy Communion at 8 a.m.; Matins and Sermon at 11 a.m.; Evensong and Sermon at 7 o'clock.

Gospel Meeting.—Remember the Gospel Meeting Sunday afternoon in McLeod's Hall, at 4 o'clock, conducted by the Rev. W. men. Strangers always welcome. Lesson: 2 Cor. 12:9—"My grace is sufficient for thee."

Kennington Hall.—Sabbath School and conference at 2:30—"St. John of England." In the evening at 6:30 Evangelist Sutcliffe will give an address. Subject: "Gold for Cents." The school children will sing a Band of Mercy chorus during the service. Come and hear the children.

Services will be held in the First Methodist church on Sunday, as follows: At 10:30 a.m., prayer meeting; at 11 o'clock, preaching by Rev. C. W. Hamilton. Sabbath School and Bible Class at 2:30. In the evening at 7 o'clock, sermon by Rev. W. H. Hertz, M. A. At the close of the evening service an Evangelist Service will be conducted by Mr. Sutcliffe.

Zion church.—Services will be conducted on Sunday at 11 a.m. and 7 p.m. Morning prayer meeting at 10:15. Sabbath School and Bible classes will meet at 2:30. Pastor's Bible class at 3 p.m. T. C. James, Esq., will conduct the morning service, and the pastor, Rev. D. Sutherland, the evening service. Prayer meeting Wednesday at 8 o'clock.

Baptist Church.—Preaching by the pastor, Rev. J. A. Gordon, M. A., at 11 a.m. and 7 p.m. Sabbath School and pastor's Bible Class at 2:30. Prayer meeting Monday and Wednesday at 8 p.m. Prayer meeting in mission rooms, Chestnut St., Friday evening at 8 o'clock.

Rev. W. H. Hertz will preach to-morrow at 3 o'clock, in Royalty East Hall.

Personal.

Rev. Thos. Lloyd left for his home in Kennington this morning.

Richard Hunt, Esq., of Summerside, left yesterday morning on a trip to Ottawa.

W. A. Brennan, Esq., of the Summerside Journal, left on the Premier this morning. Granted that "Elijah" was not as well presented as it might have been, and that we have not sufficient ability here to give it full expression,—it would have been very much more creditably rendered if our excellent Orchestral Club and Mr. Earle and his friends had assisted those who performed their several parts so well. Why not agree to differ upon minor points, and agree to unite heart and hand and voice in the rendition of the best musical productions of the masters? If this were done, the carping critics would, perhaps, be silent. At all events, the musical taste of our city would be elevated, and all who love music would have a keener enjoyment.

We are pleased to learn that the wife of Rev. Benjamin Chappelle, Tokyo, Japan, who had been seriously ill with typhoid fever, is convalescent.

We are glad to learn from Alex. McKinnon, Esq., that a letter from his son, Mr. John McKinnon, received last night, conveyed the glad news that the latter has passed a very creditable examination as a marine engineer before the examining board at Liverpool, England. Mr. McKinnon made the highest possible number of marks in all the questions submitted. We wish him success.

Attend W. A. Weeks & Co's special cheap sale when shopping—the goods are going fast.

THE RAILWAY CHANGES

Discussed at a Public Meeting.

The Resolution Passed.

THERE was a large attendance at the public meeting held in the Market last evening, and the best of order and good feeling prevailed throughout. The meeting was called by His Worship Mayor Haviland, in response to a requisition signed by a large number of business men and leading citizens to protest against the changes recently made on the Island Railway and to memorialize the Dominion Government to restore the trains and stations we have hitherto had.

Mayor Haviland took the chair shortly after eight o'clock. He explained the purpose for which the meeting was called, and said he hoped that party politics would not be introduced in the discussion. The matter was one of vital importance to the people of the Province. No matter whether our railway was self-sustaining or not we were entitled to all the accommodation we needed. We are entitled to more reasonable terms than any other road. All the improvements made on our railway are charged to the road instead of to capital account, as they should be. This he considered unfair. Then again the charge for carrying freight is too high. If the rate was reduced, farmers would be able to utilize the road more than they do. It was a large Province we would not be treated as we have been. He thought that this was an occasion when country should be placed before party, and hoped that all would join hands in asserting their claims to better railway accommodation. His worship then asked the meeting to choose a chairman and secretary.

Mayor Haviland was then elected chairman, and Mr. W. D. Taunton, of the Guardian, secretary.

J. B. Warburton, M. P., was the first speaker. He had taken a lively interest in calling this meeting to assert our rights. But in this he was not alone. He was assisted by persons on both sides of politics. He agreed with the chairman that party politics should have no part in the discussion to-night, and an arrangement had been made to that effect. We are not here as Liberals or Liberal Conservatives, but as citizens—to demand our rights. We want the accommodation on the Island railway we are entitled to, and he believed that all, regardless of political views would go hand in hand to get it. A few days ago the House of Assembly had passed a resolution protesting against the changes. Members on both sides of the House spoke in favor of the resolution and against the changes. The number of trains had been reduced. The number we had before was not too large—it was not more than we required. The new arrangements are not sufficient to carry on the business of the country. Freight is accumulated all along the line, and specials have to be sent out to remove it. Again, freight has to be left at different stations to accommodate passengers, thus hampering and interfering with the trade of the province. The officials and men of the railway are doing their best under the circumstances, but they find it impossible to do what should be done owing to the changes lately made. He hoped that any resolution proposed would be fully and clearly discussed, and that the desired result would be obtained.

Mr. R. B. Norton followed. He moved the following resolution:—

Whereas, a reduction has been made in the number of trains hitherto run on the Prince Edward Island Railway, and it is proposed to close several Booking Stations, which changes are detrimental to the interests of the people of this Province;

Therefore Resolved, That this meeting of citizens of Charlottetown regrets that the number of trains which have hitherto afforded accommodation on the Island Railway have been reduced.

Further Resolved, That inasmuch as the Booking Stations on the Island Railway have proved a great benefit to our farmers and business men, this meeting deprecates the action of the Government in doing away with several of these much needed Stations.

Further Resolved, That the changes are unjust, particularly in view of the fact that this Province paid for the construction of the Road and is entitled to the utmost benefit that can be derived therefrom, and we emphatically protest against the action of the Railway Department in thus seriously interfering with the trade of the province.

Further Resolved, That copies of this resolution be forwarded by His Worship the Mayor to the Premier of the Dominion, the Minister of Railways and to each of the Senators and Members of the House of Commons from this Island.

He thought that this was a matter upon which we should all be united. We should stand up and shoulder a demanding our rights. We were not asking for a privilege. The changes were not approved of anywhere. When this resolution was passed—as he felt sure it would—and was sent up to Ottawa, it would strengthen the hands of our representatives, and give them much assistance in pressing our claims.

Mr. J. B. Macdonald seconded the resolution. He said it became him as a merchant and a citizen to do all in his power to make those responsible for the late railway changes undo what they had done. The change was the cause of much inconvenience. A gentleman from Ontario, who had occasion to go over the road since the change was made, had expressed his surprise to him at the way the people were being treated, and said that if it were done in his province it would not be tolerated twenty-four hours, no matter from what source it emanated.

Mr. John Newson believed that the changes were detrimental to the best interests of the Province, and could not see why they should have been inaugurated at the present time. He did not know whether or not they would be continued when the summer train arrangements came into force. The Province was developing and trade increasing, and there was now greater need of train accommodation than there was twenty years ago when the railway was opened up. The greater the facilities afforded for doing business the greater the progress of the country. The matter of train accommodation was one which affected the interests of the whole Province, and he

was heartily in sympathy with the resolution.

Neil McLeod, M. P., said that an arrangement had been made to the effect that the politicians should take no active part in the discussion in order not to hamper the resolution, and for that reason it was not thought proper that they should speak here. It was his intention to do so, but his name had been called he could not avoid coming forward. The matter which we have met to consider is one which affects the whole Province, and is not in any sense a party question. We should therefore be unanimous. The Ontario and Quebec members, who do not understand the matter, cry out against the resolution, but as the people do not have to depend upon that road except they did not mind the change very much. With us it was very different. We had only one road to depend upon, and when one train was taken off it occasioned great inconvenience. He thought it a very injudicious move and a great hardship to the people to take off trains and close stations at this time. He also thought it was a great hardship to displace men from the railway who had grown a grey in the service, and laboring men with large families depending upon them for support. He sincerely hoped the resolution would pass, and that it would have the effect of rescinding the order. Our railway was paid for by the people of the Province, and should be operated in the interests of the people. Large bonuses had been given other railways, which have not been extended to this Province. We should assert our rights in a vigorous manner. When trains are taken off and stations closed trade is hampered. This should not be so. He was glad that the matter was approached in a non-political spirit, and trusted that the resolution would have the desired effect.

Mr. E. H. Norton thought something should be said in the resolution about the train to Cardigan. The train had not been taken off, because it had not been put on. He thought the railway should be run in the interests of the people, and we should assert our rights in a vigorous manner. Mr. D. Ferguson said he came to the meeting to show by his presence that he was in sympathy with the movement to get back our trains and stations, more than to speak. He was moved to come forward in consequence of an insinuation, which he was informed was made in one of the papers, that he was responsible for the changes—that he had something to do with the closing of Bedford Station. The statement was false and malicious. On the contrary, he had done his best to have the order rescinded. We are entitled to have the railway accommodation we have always had. A distinction must be clearly drawn between the Island railway and the railways in other parts of the Dominion. The Island railway had been paid for out of the pockets of the people of the Province. In his visits to Ottawa he had found it almost impossible however to make them believe that such was the case. All the railways in Ontario were owned by private companies, and he received bonuses from the Government. The representatives from Ontario are complaining of the Government's policy in the running of the Maritime railways, which they claim are run in an extravagant manner. Something must be done to make these people believe that our railways are not being run in an extravagant manner. He thought also that the meeting might go a step further and strengthen the hands of those who are trying to retain in the railway employ men who have been in the service nearly all their lives—men who have grown grey in the service.

Mr. Peter McCourt could not see why the politicians should be silenced, and why they could not talk politics if they wanted to. There was no doubt about the outrageous manner in which the Province was treated—trains had been taken off and men dismissed without any reason being assigned therefor. Mr. Newson says there is no need for trains now that there were twenty years ago. Why, then, should the trains be taken off? The resolution did not go far enough, and he did not believe it would be worth a snap of the finger. A delegation should be sent to Ottawa to demand our rights.

Dr. Jenkins, M. P., thought it was a good idea not to give this matter a political complexion, notwithstanding the remarks of the last speaker. The railway changes affected the community as a whole, and we should be unanimous in protesting against them. This was the proper course. He was in hearty sympathy with the resolution. He considered the taking off of the trains a retrograde movement. Our road was built for facilitating the needs of commerce, and we are entitled to all necessary accommodation. The present retrograde movement could only have emanated from one mind—that of the autocrat who has always been prejudiced against the Island railway. He believed that the Government, if the matter was brought fairly and squarely before the Government at Ottawa the grievance complained of would be remedied, as there were enough fair-minded men there to see that we got our rights.

Mr. P. Blake said that he was present as a citizen to show that he was in sympathy with the object for which the meeting was called. He thought it was a wise move to keep politics out of the question. It had been proven in more instances than one that when party politics were introduced in matters of the kind they did more harm than good. He agreed that the matter was one that should be left with the citizens to settle—let them be heard from. He agreed with the resolution. It was the calm and dispassionate opinion of the business men and citizens, and he hoped that it would have the desired effect. He thought the taking off of trains was a step in the wrong direction. Instead of taking them off they should put them on, as the trade of the country was increasing. The train that was taken off is really the only one of any very great importance to the business men of the city. The taking off of this train will result in the loss of considerable trade to the city. The closing of the stations was another step in the wrong direction. The stations it was proposed to close were a great benefit and convenience to persons living and doing business in these neighborhoods and their loss would be a great misfortune. He believed that when the Dominion Government heard of this they would take steps to have matters made all right again. The friends and supporters of the Government are doing their best to have the grievance remedied. He regretted exceedingly that a number of the men in the employ of the railway were to be dismissed. These dismissals would also prove a great

hardship, and he regretted them deeply. The friends of the Government and of the men dismissed were also trying hard to have this order rescinded. The people of the Island paid for our railway and were therefore entitled to better treatment than they are receiving. The representatives from Ontario are continually complaining about the deficit on the Government railways in the Maritime Provinces, and he supposed that these complaints had considerable to do with the changes on the Island road. The object of the changes was to save money. But he thought they were going the wrong way about saving money. The taking off of the trains would have the effect of driving away the trade that we shall never get back again. In conclusion he said he was in hearty accord with the resolution, and sympathized deeply with the men who had been deprived of their livelihood. He hoped, however, that all would soon be remedied.

The resolution was then put and carried unanimously. On motion, a unanimous vote of thanks was tendered Mayor Haviland for his able and impartial conduct in the chair. His Worship in reply said he was heartily in sympathy with the spirit of the resolution, and expressed the opinion that Charlottetown would have disgraced herself had she not spoken out with no uncertain sound on this matter.

The meeting then adjourned.

SIR WM. DAWSON,
Principal of McGill University,
says:
I HAVE pleasure in stating that Dr. George Aymer Haynes has been known to me for many years as a student and graduate of this University, and that I have every confidence in his ability and rectitude of purpose.
(Signed) J. W. DAWSON,
Principal.

DR. GEO. A. BAYNES,
Specialist in Diseases of Women & Chronic Diseases of Men.
Office: Market Square, Ch'town, P. E. I.
may7—dy & wk

AUCTION.
I AM instructed to sell by Auction, on the premises, on SATURDAY, the 14th day of May, instant, at 11 o'clock, a.m.:

All that tract of land situate in the Common of Charlottetown, being part of the Freeland Estate and lately in the possession of John J. Traill, and marked Plots Nos. 8 and 9 on the plan of the Estate of R. G. Freeland in the Commons of Charlottetown, containing one acre, three roods and sixteen perches. Terms at sale.

may3—1st guar w 4m R. BEAIRSTO, Auctioneer.

VALUABLE PROPERTY
For Sale by Auction.

I AM instructed by D. R. M. Hooper, Esq., to sell by Auction, on the premises, on MONDAY, the 9th day of May next, at 12 o'clock, noon:

All his Real Estate on Eaton Street and Palmer's Lane, comprising a lot of land fronting on Eaton Street 81 feet and extending back 100 feet, with two dwelling houses, basement store, stables and outbuildings.

Also, a lot of land fronting on Palmer's Lane 48 feet and extending back 74 feet, with large Warehouse and Coach House.

This property has been used for carrying on a Produce business, and will offer an excellent opportunity to anyone wishing to engage in the same business, or as an investment, as the well-known and profitable business.

Terms at sale.

R. BEAIRSTO,
Auctioneer.

Valuable Property for Sale.

I AM instructed by the trustees of the estate of the late H. W. Edward Palmer to sell by Public Auction on Thursday, the 12th day of May next, at 12 o'clock, noon, on the premises, that part of the estate adjoining his late residence on Upper Queen Street, being part of Town Lots Nos. 67 and 68 in the Fourth Hundred of Town Lots in Charlottetown.

For terms and condition of sale apply at the office of H. James Palmer, Solicitor, where a plan of the property may be seen.

ROBERT BEAIRSTO,
Auctioneer.

Black Diamond Steamship Co.

THE S. S. "COBAN," departs here Wednesday the 11th inst., will sail Wednesday Evening for St. John's, Newfoundland.

PEAKE BROS. & CO.,
Agents.

Auction Sale of Furniture, etc.

I WILL sell at Auction, at my Sales Room, on TUESDAY, the 10th inst., at 2 o'clock, p. m.:

One very fine Bedroom Set, walnut and marble; one very fine Dining Room Set, walnut and leather; Walnut Glove Case, Walnut Hat Stand, Hair Mattress, Spring Bed, etc. 1 1/2 x 2 1/2 ft. and other articles.

CLAS. I. MORRISON,
Auctioneer.

House & Garden For Sale or To Let.

OFFER FOR SALE OR TO LET a comfortable house on the Spring Park Road, next to Mr. George Simons'. There is a large Garden attached. Possession given at once. Apply to MRS. OFFICE, Queen Street.

may3—2aw & wky

NOTICE.

MRS. STARR wishes to inform the public that she has removed her residence to the lower end of Bayfield Street, near Boyle's Tannery, where she will continue her business in Cleaning and Dyeing Gentlemen's Clothing. may3

WANTS, LOST, FOUND &c

WANTED—Two first-class paint makers wanted at once. None else need apply.—McLEOD & MCKE: 219. may3

LOST—Today, in or near the Market, a \$1 Bank Bill. Finder will please leave same at this office. may3

TO LET—A Dwelling House of nine rooms with stable, situate on Hillsborough Street, near the residence of Mr. Lemuel Poyte and adjoining Mr. Henry Coffin's. Possession given 1st May next. Apply to GEORGE A. LELLY. ap13—10 to 3a.

TO LET—Dwelling House, north side of Hillsborough Park, lately occupied by Mrs. Hazard. For particulars apply to LEMUEL POYTE, Esq. cod 1f—may6

Do you want your JACKET, CAPES and DOLMANS stylish and becoming? If so, we can suit YOU.



Do you want your DRESS GOODS and HATS pretty but not extravagant? If so, we can suit YOU.

By buying your Dress Goods, Mantles and Millinery from us you will be dressed fashionably and save money at the same time.

BEER BROS.

OPENING TO-DAY
—AT THE—
LONDON HOUSE.

A further lot of Dress Goods, Mantles, Prints, Satteens, Oxford Shirtings, Flannelettes, Umbrellas, Sunshades.

HOSIERY—Cashmere and Cotton.
GLOVES—Silk, Taffeta, Thread.

These goods are all excellent value, and are marked at very low prices.

HARRIS & STEWART.
may3—cod & wky

Stationers, Printers, Bookbinders.

FOR BEST QUALITY GOODS, FIRST QUALITY WORKMANSHIP, LOWEST POSSIBLE PRICES, TRY

HASZARD & MOORE,
BROWN'S BLOCK, OPPOSITE MARKET

BANK STOCK.

AUCTION at our Office, WEDNESDAY, May 11th, at 12 o'clock:—

20 shares M. Robarts' Bank of P. E. Island, 10 shares Bank of Nova Scotia, 5 shares Driving Park Stock.

E. H. NORTON & CO.,
Auctioneers.

Paper Hangings, Window Blinds, AND Curtain Poles.

THE BAZAAR CO. are showing the finest stock of ENGLISH, AMERICAN and CANADIAN WALL PAPER in Charlottetown.

A Grand Jury, consisting of all their old customers and one hundred new ones, has been appointed to examine into the case and decide where the BEST BARGAINS are to be had. They are daily giving their verdict as follows:—

"For Handsome Papers, Dadoes and Borders to Match, the Bazaar Co. are away ahead."

Their WINDOW BLINDS and CURTAIN POLES are very fine.

LAST YEAR'S PAPER almost given away!

See their sample BOOKS.

BAZAAR STORE,
Queen Street.
Charlottetown, March 29, 1892.

TO LET.

THE eastern half of House situated on King Street, opposite Judge Roddin's residence. This House contains eight good rooms, besides outhouses, and is in good order. Possession given immediately. Apply to Mr. Thomas McQuaid, Lower Queen Street, or to the owner at Southport.

EDWARD KELLY,
mch25

Charlottetown to Summerside and Return.

STEAMER "FASTNET" sails every Wednesday for Summerside, returning early Thursday morning, on her way to Halifax. Freight carried at low rates.

Passengers' Single Ticket, 50 cents; Return, \$1.00. Apply to

W. W. CLARKE,
Agent.

WANTED.—One first-class city salesman on salary. Experience unnecessary. Must be acquainted with Charlottetown and suburbs. Advantages unequalled. Good references required. For full particulars address BROWN BROS. Co., Nurseryman, Toronto, Ont. feb23—dy (sat mon) 3m