

THE DAILY EXAMINER, JULY 19, 1881.

Blake and Tilley on the Tariff.

In looking over one of the reports of Mr. Blake's St. John speech, we find the following words:—

"I hope very soon that there will be a change—a readjustment of the tariff that will ameliorate the condition of the poor man. I am a free trader in principle. I believe in free thought, free mind, free body and free property. The last mentioned is the latest to be acquired. It is one of the most valuable. I believe in a free exchange of products, exchanging what you have got where you can get the most for it. What restricts that freedom has got to be condemned. You make a bargain with me and I with you. Both of us expect to gain by the bargain. If we did not, we would not trade, and what impedes that bargain is wrong."

Now, this is fine. But what does it amount to? We have heard the strongest supporters of the National Policy give expression to the same opinions. In his very latest speech, (that delivered at St. Martin's N. B.) Sir Leonard said that:—

"A diversity of opinion existed on the wisdom of the policy that had been called National, some opposing and some favoring it. He would agree with the demands of Free Traders if this principle were recognized all world over. If all nations were under one Government, and each had a greater interest in the welfare of all than in its own, then there should undoubtedly be an exchange of products without let or hindrance. When Great Britain adopted Free Trade she had in view the goal of becoming the great manufacturing centre of the world. With this object in view she had opened her markets to natural products as well as to manufactures, expecting to buy of all and sell to all. If the world were to take her manufactures, her policy would be correct. The world did so for a time, to a great degree, and her policy succeeded. Her exports became greater than they had ever been before, her population increased rapidly, and her wealth accumulated."

A person reading these two extracts would suppose that Sir Leonard is as fully convinced of the universal advantages of Free Trade as Mr. Blake. So, indeed, he may be. But Mr. Blake is a theorist, and rests on his theory; while Sir Leonard Tilley is a practical statesman who takes into consideration the particular circumstances in which Canada is placed, and talks and acts accordingly. "But," he continues, still referring to the facts as developed in England under the Free Trade system; "But there came a change, and what is the case now? Other nations have grown weary of a free exchange of goods with her, and have adopted protective tariffs. If France and Germany and other countries will not remove their protective tariffs, and renew reciprocal trade relations with Great Britain, her people will have to do as we did three years ago, demand reciprocity or protection."

It will have been observed that Mr. Blake simply contents himself with expressing broadly, a belief in the wisdom of Free Trade. Sir Leonard does this—and more. He shows that under existing circumstances the application of Free Trade principles is impracticable—even in England. Mr. Blake lays down the theory. Sir Leonard takes into consideration circumstances as well as theory; and finding the theory incompatible with the circumstances, he says it cannot be successfully applied.

Then, coming to the circumstances of Canada, Sir Leonard asks:—

"What was our position three years ago? Our trade was at a low ebb, our people were seeking employment abroad, and our struggling industries were being ruined by the United States. Our Free Trade policy suited our neighbors, because they would have our markets after our industries were destroyed. Under the Reciprocity Treaty there had been an exchange of products which was beneficial to both countries. Then they put up a stone wall on the border, and said we must pay a high duty to get over it. We did not put up a stone wall also, but tried the effect of continuing liberal principles of trade in the hope that they would return to a reciprocal basis. We waited from 1866 to 1879, but they kept up the wall. He would use an illustration which he had employed before to explain this phase of the trade question. When he was a member of the Government and Legislature of New Brunswick a bill was passed providing for the removal of fences on the Island in the St. John, and making regulations for the pasturage in common by the various owners. It had been felt to be a great hardship to remove fences from the alluvial islands before every freshet and erect them again, and the law abolishing fences and regulating the number of cattle to be pastured worked charmingly. But suppose that the law should expire, and were not re-enacted, and part of the owners erected fences, and put up a stone wall all the groups in their lots, and then let them out into the unfenced fields of the other owners, would the latter be likely to wait thirteen years before erecting fences or making the others tear their fences down? We said to the United States, 'We have waited thirteen years for you to pull down your fences; but you have kept them up, and sent your cattle on our grounds; and now we will put up our fences up.' (Applause) But we also said to them: 'When you remove all or part of the duties you impose on our products we will remove all or part of the duties we impose on yours.' (Applause) Our proposition has not been accepted by the Government, but an agitation has arisen in the United States for the acceptance of the terms we have offered. Influential petitions have been presented to Congress for the negotiations of closer trade relations with Canada, and the Legislature of the great State of Massachusetts has adopted a resolution asking Congress to return to reciprocity. Would this have been done if we had not erected our fences? Many of us would like to see reciprocity restored. It would be in the interest of both countries to have a free exchange of natural products. We had expressed that opinion in the resolutions which form a part of our tariff. We had put up our fences and made it more difficult to import manufactures. And with what result? Our opponents said the result was increased taxation, but he was prepared to show the opposition that the taxation per head, last year, under the National Policy, was \$4.85, as compared with \$4.39 per head in 1874-5 under Free Trade. The reduction

in New Brunswick was twenty-two cents per head. It had been said by the opponents of the National Policy that it taxed every article of consumption for the purpose of maintaining a few favored industries. The influence of the tariff as a whole might be illustrated by its effect on sugar, an article in which all are interested; and here Sir Leonard dealt with the sugar question fully, showing that Mr. Blake's statement at Toronto that the sugar duties impose an additional tax of a million dollars is utterly unwarranted and that sugar costs the consumer no more to-day than it did under the Cartwright tariff—while the operation of the tariff has restored our trade with the West Indies, and gave the labor and the profits of refining to our own country instead of to strangers. After an exhaustive treatment of this question, when Sir Leonard asked: "With these facts before you in reference to what has been cheerfully called 'the policy of the Government, would you give your voice to wipe out all these advantages and return to the former state of things?" Many voices responded, "No! no!"

The Custom House.

HON. MR. BOWELL, Minister of Customs, and Mr. Johnstone, Commissioner of Customs, spent the forenoon of to-day in the Charlottetown Custom House. We learn that they found it in good order, the books, especially being very well kept.

Large Cattle Shipment.

A large shipment of cattle recently arrived at Liverpool by the Warren Line steamer Missouri. It comprised 1,019 head of cattle. This was the largest importation ever made in a single vessel. The importation was a notable one in several respects. One animal died on the passage, and this was through injuries received prior to shipment. The cattle were shipped by one individual and were consigned to one individual. The Missouri is specially fitted for the cattle trade to which fact the safe delivery of so large a number of cattle is to be ascribed. She nevertheless had on board 2,000 tons of general cargo, including 10,000 quarters of Indian corn. The passage was accomplished in eleven days, the Missouri leaving Boston on June 18th.

Agricultural Depression in Europe.

Farmers everywhere in Europe are suffering from the present stagnation in trade, and all are alike hopeful of the future. M. St. Hilaire recently delivered an address at the Versailles Agricultural Show on agricultural distress, which must have been soothing to the feelings of his hearers. He contrasted the recovery and general prosperity of France with the depression of agriculture; told the agriculturalists that in that district their system was so perfect that they could not, like others, be exhorted to improve their methods; urged them to expect little from the State, yet admitted that it might do something for them; incidentally advised them to elect moderate men as Deputies; and urged them to undergo the agricultural ordeal as steadfastly as ten years ago they underwent the political ordeal.

The Horse Market in England.

The London "Live Stock Journal" says "the horse market ought to be brisk this season; and good returns may be anticipated if the supply equals the demand. It is currently reported that the French Government has entered into a contract with an English firm for the supply of English and Irish horses for the French cavalry at an all-round price of £54 each. It is said that at this figure, horses in large numbers are being bought throughout the United Kingdom for shipment to France. It would, therefore, appear that notwithstanding the Government aid to the various French haras, remounts cannot be obtained in sufficient quantity to dispense with English blood. English horse breeders should take courage."

Another Atlantic Cable.

Siemens Brothers, having so successfully completed the construction and laying of the first cable of the American Cable Co., are now rapidly going on with the construction of the second cable. One thousand miles of the second cable are completed at Woolwich. For the first time in the history of cable construction nearly 3,000 miles of cable were laid in the first American cable without the development of a single fault in the whole process. The length of the first cable in round numbers is 2,800 miles. The insulation proved to be perfect throughout. The rate of transmission proves to be the highest ever reached on a cable of such length. The rate of fifteen words per minute was stipulated for in the contract; the rate of seven words and a half per minute has been actually attained. There can be little doubt that, though the least favorable season of the year is before us, the whole of both cables of the new American Company will be laid and in working order this year.

The main audience room of the Coburg-street Christian Church was opened for the first time for divine service yesterday. There were large congregations at both morning and evening services. In the morning Elder Crawford of P. E. Island, preached an interesting discourse on the Lord's Day and the Lord's Supper. Elder Crawford preached in the evening from Titus ii. 14: "Who gave himself for us, that he might redeem us from all iniquity, and purify unto himself a peculiar people, zealous of good works."—St. John Sun, 18th.

The Siberian plague in the environs of St. Petersburg is spreading with alarming rapidity. Horses are dying by scores, and many persons are affected. The local authorities are helpless owing to a want of efficient doctors, and the fact that the peasants sell the skins of beasts which have died of the disease. A high official has left St. Petersburg to take measures to arrest the epidemic.

CORRESPONDENCE.

We do not hold ourselves responsible for the opinions or statements of our correspondents.

Lobster Offal.

To the Editor of the Examiner.

DEAR SIR,—Knowing the columns of your widely circulated journal to be ever open to those who have a care for the health and comfort of the community in which they live, permit me to make a few remarks respecting a nuisance which has lately made its appearance in this place, and which is a source of great annoyance.

I refer to the fact that many farmers of this place, seeming to consider the fertility of their land of more importance than their own health and that of their neighbors, are engaged in hauling the offal from the lobster factories and spreading it on the surface of the ground. In some instances these lobster shells are placed in fields so near dwelling houses that the inmates must frequently breathe the air which is dangerously impure. People travelling also find it very disagreeable to pass those fields. Now, Mr. Editor, no person needs to be a prophet to foretell what should be the consequence if this continued. It should diphtheria or some other contagious disease break out, no sane person will be at a loss to understand the cause. Hoping that the authorities will attend to the matter, I remain,

Yours truly, RESIDENT.

East Point, July 14th, 1881.

To the Editor of the Examiner.

SIR,—The great Edward Blake and his faithful follower Huntington have made their appearance in the Maritime Provinces. On Friday last those Grit missionaries occupied the platform in the city of St. John N. B.

Blake's speech (as reported in St. John papers of Saturday) contains nothing new. It is nothing more and nothing less than his stereotyped address delivered within the past twelve months at different times, and in different places with slight variations to answer the different localities in which this stale oration may be delivered from time to time. The Pacific Railway and National Policy are the leading themes in Mr. Blake's speech. As regards the first, the fact that Mr. Blake supported in Parliament a second contract by a Syndicate for the construction of the road, that would cost the country thousands of dollars in excess of the one accepted by the Government, anything that he can say against the Government in reference to the Pacific railroad lacks the essential element. As to the second head of his discourse, "The National Policy," the numberless factories everywhere in full blast is too convincing a proof of the great prosperity which obtains under the present tariff for even Mr. Blake's logic to take effect against its operation.

Yours truly, A LIBERAL.

Destructive Cyclone in Minnesota.

THE CITY OF ULM DESTROYED.

The following telegraphic account of a disaster at New Ulm, Minn., has been received:—

"Shortly before five o'clock Friday afternoon a cyclone of most terrific violence struck this town, demolishing over 100 buildings, killing and wounding upwards of 30 persons. In other towns in the vicinity the shock was felt to a greater or lesser degree. The full force of the cyclone vented itself here. According to the evidence of eye-witnesses, there were tornadoes which met right over the place and the work of destruction was accomplished in less than fifteen minutes. The course of the cyclone could be distinctly discerned, and seemed to be moving in separate volumes from north to south.

"At 4.30 o'clock, black clouds gathered with great rapidity, then came thunder and lightning, and a terrific wind blew a hurricane, while the rain descended in blinding sheets. There was a few moments lull, and then the cyclone struck the town, almost destroying it in a minute. At the end of that time it disappeared as suddenly as it came.

"Its effects are almost indescribable. Some houses were struck by lightning, others were lifted up bodily by the violence of the wind, and others demolished by flying debris. Scores of dwellings and stores are entirely destroyed. Very few escaped injury, but many had roofs blown off or so badly uninjured that they will have to be pulled down. The storm was most destructive in the north end of the city, where whole blocks of frame buildings were swept away. Hardly a barn or a stable escaped, and over a hundred horses and cattle were killed.

"The roof of the Merchants Hotel was carried for a block through the air and hurled against Jacob Miller's house, which it completely demolished. Fortunately the Miller family escaped before the crash came.

"Mayor Rudolph estimates the total loss at five hundred thousand dollars, and the lowest estimate is three hundred and fifty thousand.

"The streets are filled with the debris of shattered buildings and on every hand evidences of woe are visible.

"The Methodist and Lutheran churches, both substantial brick edifices, were swept away, while the steeples of the three Roman Catholic churches were blown off and the buildings gutted. The roof of the Court House was lifted bodily in the air and has not been seen since.

"Eye witnesses state that the scene during and immediately after the storm was fearful to contemplate and beyond the description and powers of the most graphic pen. People who were on the streets at the time were literally blown away and a number were wounded by flying debris.

"The lightning struck the boiler room of the Empire flouring mill, and shattered the building, letting out 20,000 bushels of wheat which is irreparably damaged. The Eagle flouring mill, which had just been completed, is also badly damaged. Many buildings, struck by lightning, caught fire, and would have been destroyed by fire but for the rain which descended in torrents. The only lumber yard in the city, owned by Miller & Scherer, was struck simultaneously by the lightning and the tornado, and nothing has been seen of it since."

MARIE PEREZ GENTILEW was born at the Mission of San Gabriel, Los Angeles, Cal., in 1769. She still lives at 112 years of age.

HOTEL ARRIVALS.

BANKERS' HOUSE.

July 18—Charles Bunt, Amherst, N.S.; Mrs. Barnes, do; Mrs. Black, do; Dr. McLurey and wife, Baltimore; Miss Hersler, do; Isaac Hersler, do; McKenzie Bowell, Ottawa; A. W. McLellan, J. Johnson, W. P. Leach, Montreal; C. G. Rankin, Boston; F. H. Carr, N. Y.; Mrs. McInnis, Rollo Bay; E. A. Benjamin, London, England; W. E. Jenkins, Boston; F. S. Leskey, Toronto; W. C. France, St. Louis.

REYER'S HOUSE.

July 18—John Stewart, Easton, Penn.; Elliot C. Armstrong, do; J. C. Crosskill, Halifax; James A. Carman, Rosebank.

O'BORNE HOUSE.

July 18—Jas. H. Bourke, Mill View; Jas. McLaughlin, Souris; W. W. Lovejoy, Boston, Mass.; Isaac Van Dertine, Vernon River; S. E. Herbert, Shouague, N. B.; John Harnett, do; H. F. Cormier, do; J. J. Crossman, Tidiche, N. B.; H. R. MacEwen, Mount Stewart; Capt. Miller, Liverpool, G. B.; A. G. Smith, Eldon; Wm. Callaghan, Summerside; E. T. Wickwire and wife, Montagu; H. F. Sawyer, New London; John M. Clark, Summerside; Edgar Sawyer, North Rustico; Oliver Smith, Boston, Mass.; W. H. Hazard, New London; John T. Hughes, Murray Harbor; Rev. M. Penna, wife and child, Salisbury, N. B.; Wm. Caldwell, M. D., Eldon; Montague Stevens, Orwell.

ROCKLIN HOUSE.

July 18th.—S. P. Brown and wife, Stanley Bridge; Stephen McDonald, Souris; Mrs. McInnis, St. Peter's; Oates Seroy, Windsor, N. S.; Horace Bryanton, Pictou; Gilbert McNeil, Calleton; A. E. C. Holland, M.P.P., Centerville; Calvin Howatt, Tryon; Miss McDonald, Georgetown; John Hyde, West River; Artemas Hyde do; William Laird, New Glasgow.

SHIP NEWS.

PORT OF CHARLOTTETOWN.

CLEARED.

July 18—sch Princess Alice, Pictou, bal; Mary Joseph, Shediac, bal; 18—Laura C, Bay Verte, bal; Alpin, Georgetown, bal; Susan King, Pugwash, salt; We Are Here, Pictou, bal.

ENTERED.

July 19—Rustic, Shouague, deals to Peake Bros & Co, Alpin, Souris, 700 boxes lobster, 100 boxes lobster bait; 1 Dora, Shouague, deals to Peake Bros & Co; Lone Star, Tidiche, boards and plank, to W. D. Stewart; Laura C, Bay Verte, lumber, Franklin, Rustico, 1100 boxes lobster bait to J. Hughes, Sylvanus McInnis, Richmond, box staves to J. Hughes.

Halifax, July 16—ar Edger Stuart, Ch'town old schr Jean d'Arc, Summerside.

St Peter's C B, 16—passed through Canal, John Lewis, Souris, for Marble Mountain; Minnie R McKenzie, from Halifax, for Marble Mountain.

Havana, 8th inst., in port ship Midas, for New York.

Cincinnati, 6th inst., old barque Isabel, McLurey, for New York.

Gloucester, G. B., 30th ult., ar brig Livenia, from Charlottetown.

Lizard, July 2nd, passed barque Pievna, Antwerp for Baltimore.

Queenstown, 2nd inst., old brig Arthur, from New London, P. E. I., for London.

Plymouth, 2nd, old barque Lizzie Cameron, Charlottetown.

Dover, 7th, passed barque Victoria, of P. E. I., from San Francisco for Grimsby; brig Arthur, for London.

Queenstown, 5th inst., sailed Kate Stewart, for London, 6th inst., sailed for London; 5th ar Dob, Grady, Charlottetown.

St Nebes, 23rd, old brig Ringwood, Trisport Charlottetown.

Liverpool, G. B., 6th inst., ar Ethel Blanche, Charlottetown, P. E. I.

DIED.

At Charlottetown, on the 19th inst., after a lingering illness, Susan, beloved wife of John Evans, aged 40 years. Funeral on Thursday next at 2 o'clock, to Southport.

TENDERS!

TENDERS will be received by the Provincial Exhibition Building and Grounds Committee, at the Secretary's Office, until MONDAY, the 1st day of August next, at noon, for the erection of Horse and Cattle Sheds on Governor's Field; also for building a Bridge across the Pond from Drill Shed to said Field, according to plans and specifications to be seen at my office. The committee are not bound to accept the lowest or any tender. Sufficient security will be required for the due performance of the contract. Tenders to be endorsed, "Tenders for Exhibition Sheds."

A. McNEILL, Sec'y. 11 Queen Street, July 19, '81—ed

Valuable Property FOR SALE.

THAT well built and conveniently situated residence owned by the subscriber, located on St. Peter's Road, Royalty East, together with 14 acres good land, enclosed by a substantial Post and Rail fence; Stables and other Outbuildings, some of the best on the Island. Terms—\$5000 cash; \$6000 on time—20 per cent. down, balance on interest at 4 per cent.

H. EDMUND SWABEY, Charlottetown, Royalty East, July 19, '81—ed

TENDERS

ARE solicited, and will be received until the twenty-eighth inst., at noon, for the construction of the Buildings, etc., required on the occasion of the gathering of the Scottish Clans on the eighteenth of August next. Also for the privilege of the entire catering on the grounds for the same occasion. Also for temporary repairs to the fence. Specifications may be seen, and every information had, on application to

JOHN A. McDONELL, Wagstaff House, July 19—t 3

FOR LIVERPOOL DIRECT!

THE BRIGT "LOTTIE BELLE," now due at this port, will go on berth immediately after arrival, and load lobster for Liverpool. Large portion of her cargo being ready, will have quick despatch. Lobsters will be received and stored free of charge. Special rates of freight to large shippers. Apply to

LONGWORTH & CO., July 19—2w 2w

SUBSCRIBE for the DAILY EXAMINER the Cheapest and most Newsworthy Paper published in the Province.

Pictou Round and Nut and Old Sydney Mine Coal.

IN SHED and to arrive, all of the above qualities of Coal.

F. S. HANFORD & CO. July 18—pat 3

Ontario Round Coal.

TO ARRIVE in a few days, two small cargoes Ontario Round Coal. Quality nearly equal to Old Sydney Mine. This Coal is turning out much better this season than last.

F. S. HANFORD & CO., 43 Water Street, July 18—pat 3

NOTICE.

IN consequence of my son W. C. BOURKE'S illness, all debts due me are to be paid to me, only.

J. R. BOURKE, Mill View, July 18, 1881—3i

FLOUR.

300 BLS. FLOUR. Choice Brands— "Superior Extra," "Spring Extra." For sale.

A. H. YATES, Ch'town, July 16, '81—6i

White Cornmeal.

A FEW BARRELS FAMILY WHITE MEAL. For sale.

A. H. YATES, July 16, '81—6i

ACADEMY OF MUSIC.

3 NIGHTS ONLY,

Thursday, Friday & Saturday,

JULY 21, 22 AND 23.

Matinee on Saturday at 2 p. m., for Ladies and Children.

HEALY'S HIBERNIAN MINSTRELS

IRISH BRIGADE BAND & ORCHESTRA.

Remodeled and Enlarged for the present season. More acts than ever before. Everything new.

2 IRISH END MEN! 18 VAUDEVILLE ARTISTS

The Beautiful Scenery of Ireland.

The Entire Company appearing in original Songs, Dances and Sketches.

Popular Prices.—Admission 25 and 35 cts. Reserved seats 50 cts. Reserved seats on sale at Dodd's Medical Hall. (Jy 16 6i)

Hay Rakes, Buckets, Brooms, &c.

100 DOZEN HAY RAKES, Hay Forks, Buckets, Brooms, &c. For sale.

A. H. YATES, July 16, '81—6i

LORNE HOTEL.

The Popular Summer Resort.

For Surf Bathing, Boat Sailing and General Recreation no Better in the Lower Provinces.

CHARGES MODERATE. Strangers visiting the Island should not go away without visiting this Hotel. (Jy 16)

TO RENT!

THE HOUSE lately occupied by LIBURTON, containing 13 rooms, large garden, yard and coach house. Pump in yard. Apply to owner,

J. H. GATES, July 15—tf Queen Square, Charlottetown.

Light House Supplies.

AGENCY OF DEPT. MARINE & FISHERIES, CHARLOTTETOWN P. E. I., 14th July, 1881.

TENDERS will be received at this Agency willing to contract for the delivery of the Oil and Stores required at the several Light Houses on Prince Edward Island.

Two sufficient securities will be required for the proper fulfillment of the contract. (Jy 14 cod till 21) sp res Agent.

SELLING OUT

Greatly Reduced Prices.

THE undersigned, intending shortly to close their present business, will sell the balance of their

Stock of Groceries, &c.,

AT GREATLY REDUCED PRICES.

WRIGHT & MACNUTT, Kent Street, July 15—2w cod

FOR CHARTER!

FOR CHARTER!

The Brigt "Lottie Belle," Due here about the 18th inst., from Gloucester, G. B.

Will Accept Charter for Liverpool, London, or West Indies.

Apply to LONGWORTH & CO., Charlottetown, July 11—2w 2w

Wagons to Hire.

1 COVERED MAIL VAN—will seat eight persons. Can be hired cheap.

1 COVERED CAB—seat six persons. Buggies and Single Wagons by the day or week. Apply to

H. COOMBS, July 9—no 3i

AUCTION!

Molasses, Raisins, T. D. Pipes, &c.

THE subscriber will sell at Auction, on WEDNESDAY, the 20th inst., at 11 o'clock, at his Warerooms, 52 Queen Street, the following articles:—

- 5 puns Molasses, 10 boxes T. D. Pipes, 10 boxes Raisins, 5 bbls. Washing Soda, 20 boxes Starol, 100 boxes Toilet Soap, 20 boxes Candles, 75 reams Wrapping Paper, 25 gross Blacking, 5 doz Wash Boards, 10 half-chests Tea, 10 boxes Bermuda Onions, 5 boxes Flat Tobacco, 10 boxes Gold Leaf Tobacco, 10 boxes Mahogany Tobacco, 30 dozen Lamp Chimneys, 10 gross Mackerel Hooks, 20 cases Brandy, Flower Pots, Crockery, etc., etc., and other articles, which will appear on day of sale.

B. WILSON HIGGS, Auctioneer, July 18, '81.

Molasses, Tea, Vinegar, Brooms, &c., To Close Consignments.

I WILL sell at AUCTION at my Sale Room, Queen Square, on THURSDAY NEXT, 21st inst., at 11 o'clock,—

- 6 puns Bright Retaining Molasses, 65 half chests very superior Tea, 50 boxes do do do, 20lbs. each, 5 bbls. White Wine Vinegar, 5 bbls. English Malt Vinegar, very super, 5 bbls. Pickling Vinegar, 50 boxes Lays and Muscatel Raisins, 30 boxes T. D. Pipes, 2 bbls Dried Apples (a prime article), 25 doz Brooms, 20 bbls Labrador Herring, 25 boxes Smoked Herring, 100 boxes Confectionery, A few bottles Sherry and Claret Wines. Sale positive to close consignments.

WILLIAM DODD, Auctioneer, July 16, '81.

VERY VALUABLE

Property at Auction,

—IN—

Souris East and West.

I AM instructed by R. F. QUER, Esq., Assignee of the Estate of James Dunlop & Co., to sell at PUBLIC AUCTION, on the premises, on

Wednesday, 27th inst.,

at 12 o'clock, noon,

commencing at those very desirable lots situate in Souris East, adjoining the Court House grounds, and marked Nos. 78 and 79 on Atlas plan, containing 100x50 feet each.

Immediately after the above sale, I will offer Lots 7, 8, 9, 10, 16 and 17, also situate in Souris East,