

DOMINION PARLIAMENT.

The 'Budget' was the all-absorbing topic of last week. Notwithstanding the large surplus of the past year, there is to be no decrease in the taxation of the country.

Reports of several Departments have been received.

PUBLIC WORKS.

The report of the Minister of Public Works—received at the EXAMINER office last Wednesday—is remarkable for an elaborate statement of the public improvements progressing in every Province of the Dominion—except Prince Edward Island.

The Minister has, apparently, ignored the existence of this Province. He has not even condescended to let Parliament the number of lighthouses and breakwaters the Government are building here—the number of harbors dredged—or Public Buildings erected. His forgetfulness is greatly to be regretted.

At the suggestion of the Hon. J. C. Pope, an Order in Council was made by the late Government to erect eleven lighthouses on the coasts of this Province. The constituents of the Dominion, and especially those of this Island would, doubtless, be greatly interested by information as to how Minister Mackenzie is carrying out that order.

But Minister Mackenzie is silent. In his report the name 'Prince Edward Island,' is not mentioned. Mr. Boyd, however, furnished a very able report respecting the harbors of the Province and the railway, which appears as an appendix to the Minister's report.

But it treats, only, of improvements already made—not of those being made. The other Provinces are not ignored as this. We learn, for instance, that during the past year the expenditure on public buildings in the various Provinces amounted to \$314,109.41, this year being quibbled as follows—Ontario, \$494,744.85; Quebec \$15,504.71; New Brunswick, \$50,620.60; Nova Scotia, \$7,919.21; Manitoba, \$12,919.15; British Columbia, \$67,391.86.

Nova Scotia has, during the past year, had \$127,507.74 expended upon the improvement of its harbor and piers. Prince Edward Island has had nothing—at least nothing worth mentioning in Premier Mackenzie's report. And yet it might readily be shown that the harbors and piers of this Province are as much in need of improvement as those of Nova Scotia.

Respecting the Intercolonial Railway Minister Mackenzie's report states that the track—laying from River du Loup to Moncton, 374 miles, will be completed by the end of August next. The ballasting, however, will not be finished by that time.

Referring to the North Western communication, the Minister states that the line of communication between Fort Garry and Prince Arthur's Landing is now generally recognized as the summer route to the Province of Manitoba. Its capabilities have as yet been developed to a limited degree only, but the line is nevertheless extended considerable facilities for the transmission of freight, and for the passage of immigrants to the Red River country.

Besides this road through British territory, there are two routes through the United States—one from Detroit entirely by railway, via St. Paul to Duluth; and the second by steambot from Detroit, ascending Lake Huron and entering by the St. Mary canal. By the former the distance from Toronto to Fort Garry is 1,569 miles, of which 1,319 are by Toronto to Morehead—by rail, and the balance, 250 miles, is by stage. By the water route the total distance is 1,500 miles, of which 474 are by railway, 775 by steamer, and 250 by stage.

The Dominion route is only 1,078 miles long, 91 of which are by rail, 532 by steamer, and 452 miles by mixed road navigable water and portages. During the past season facilities for transportation have been increased. Two steamers built at Fort Francis, with three steam tugs and four deck barges, were placed on the route by the middle of August. The charge for immigrants from Prince Arthur to Fort Garry has been ten dollars per passenger, with 20 lbs personal baggage.

The Pacific Railway survey has been divided into three sections. The first, called the Eastern or Woodland section, extends from the city of Ottawa to the Province of Manitoba. For this three routes have been reported practicable; the first, passing to the north of Lake Nepigon, with branch to Prince Arthur, 1197 miles, or with branch to Red Rock on Nepigon Bay, 1152 miles.

The second route passes to the South of Lake Nepigon, with branch to Red Rock 1048 miles. The third passes to the south of Lake Nepigon and touches Lake Superior at Prince Arthur, 1102 miles.

The Central or Prairie region extends from Manitoba to the eastern slopes of the Rocky Mountains. Only a general reconnaissance has been made of the country, by which it is ascertained that a line can be obtained to the Yellowhead Pass. The Chief Engineer, it is stated, has directed the attention of the Department to the possibility of using steamers of light draught on the water channels running through this region. It is in the third section—the Western or Mountain Region—that difficulties are encountered. The country is traversed by two lofty chains of mountains—the Roc Mountains, and the Cascade range between the Rocky Mountains and the Pacific. All the lines surveyed are marked by a common difficulty—the crossing of the Cascade chain of mountains. Once the valley of the North Thompson is reached, a favorable line without heavy works of construction, is found for the entire length across the mountains to the eastward.

Engineering parties have been organized to continue the surveys between the Rocky Mountains and the Pacific, and also in the prairie and woodland region.

PUBLIC ACCOUNTS.

The Report of the Minister of Finance shows that the public debt of the Dominion was, at the 1st of July last, \$11,162,551.37—an increase since the accession of the Mackenzie Administration of nearly \$1,900,000.

The revenue receipts for 1874 are reported at \$24,405,092, being an increase of \$3,338,824 over the income of the preceding year. The expenditures—less public works charged to capital account—amount in the aggregate to \$23,316,316.75. Thus for the years 1873-4, there was a surplus of \$1,273,102.93 and, not as Mr. Cartwright last year computed—in order to find a pretext for levying additional taxation—a deficit of \$300,000.

Even had the tariff not been raised there would still have been a surplus, at the end of June 1874, of \$300,000. And the Ministry must face the charge of having, without any justifying cause taxed the people to the tune of nearly a dollar per head of the population of the Dominion.

On the afternoon of the 11th inst., the Minister of Finance laid 'the estimates'

on the table and made his budget speech. The expenditures for the coming year are set down at about \$24,858,000; the revenue is estimated at \$23,250,000. In his speech, as summarized in the telegraphic columns of the St. John News, Mr. Cartwright said he was glad to be able to announce that, notwithstanding the great depression of trade, the finances of the country were in better condition than at this period last year, and that there would probably be a surplus of three-quarters of a million of dollars.

The Intercolonial Railway being completed the Government were now in a position to proceed with the Canal and Pacific Railway projects. He dwelt at length on the variation of imports to all countries. He claimed that Import Duties under the tariff charges of last session were necessary, and expressed great hope in the future financial condition of the Dominion. He announced no change in the tariff. Dr. Tupper congratulated the Finance Minister in the altered tones of his speech compared with that of last year. This time they had not been framed by obligations upon his predecessors nor by statements as to the financial condition of the country not calculated to raise its credit. He was in a position to challenge the scrutiny of the Finance Minister's statements of a year ago in face of and in comparison with statement of accounts now submitted to the House. On that occasion he (the Minister of Finance) asserts that the expenditure of the current year so largely exceeded the receipts as to necessitate increased taxation. This statement was put in His Excellency's speech. But this year the hon. gentleman had introduced in his speech that which should have been made a year ago. He should then have admitted that the trade of the country was sound, notwithstanding the depression of trade in United States finance. The Minister had admitted, however, that the revenue and expenditure for the last year there was a difference of \$880,000. Dr. Tupper reviewed the statements of revenue and expenditure from 1867 and stated that a sum previously set down in the receipts for premiums was subtracted for year 1873-4. He said his predecessors had counted on these premiums, and had Cartwright acted similarly as to 1873-4 there would have been over \$300,000 on his credit side. The revenue should then have been set down at \$24,589,000. He referred to the Public accounts of the current year. The expenditure to Government Railways in the Lower Provinces to stem that large expenditure has been charged to the Revenue expenses this year which should have been charged to Capital account. The cost of the acquisition of Spring Hill Branch Railway, nearly five miles, had also been set down to the Revenue account. Similar outlays had always been set down by his predecessors to Capital. His (Cartwright's) object was thus to place them at a disadvantage in comparative statements. The expenditure on those railways was thus swollen by the amount of \$545,625 which rendered the present comparative statement valueless. Adding it to the expenditure of 1875 discount of \$96,512, the Finance Minister's statement of outlay reached \$23,412,829. But the total outlay of the year, making proper deductions, was but \$22,869,204. The Finance Minister had striven to make it appear that there was a deficit of a million and a quarter dollars in the country's operations for last year and notice had been taken of it by Canada's prejudice in England. He contended the correct rendering of the account would show surplus of 1,722,215, that was no doubt subject to a slight reduction. He accused Cartwright of imposing unnecessary taxes of \$3,000,000 by his disbelief in Tilly's estimate, which was only \$300,000 astray when Cartwright erred in judgment to the extent of \$1,232,806. He held these changes in the tariff had deranged the trade of the country. He analyzed the receipts from inland revenue and Customs for 1873-4 to show the incorrectness of Finance Minister's calculations. There had been instead of predicted decline in trade, an increase in imports for the past six months of a million and a half. Now if they conceded that the half million went into inland revenue department before July 1874 they were bound to accept a similar statement as regards Customs receipts to the amount of \$1,383,539. He contended that the Finance Minister was obliged to draw on his imagination for facts, to put down whatever balance was possible to the charge of increased Customs, whatever balance was necessary to establish an imaginary deficit. Tupper denied the existence of any deficit last year. Irrespective of increased taxation it would have reached \$649,604 or within \$123,082 of the amount he, Tupper, claimed in his remarks last session. He asked where was the surplus of 1872 of \$1,638,000 left the present Ministers. This amount added to what would have been available, without the last miscellaneous meddling with tariff, and he would have afforded a total of \$2,288,425. He condemned Cartwright's conduct on tea duties. Last year that trade had been seriously affected by Ministerial policy which threatened it with extinction. Then the tariff had been modified unjustly to make poor, poorer, and rich, richer. He next condemned sugar duties and held sugar was paying 50 per cent. on its cost. He argued that surplus could not better be disposed of than in reducing duties on sugar largely consumed by the poorer class. This was the policy of English and all other Governments.

The St. John Telegraph reports that Dr. Tupper, in his criticism, charged Mr. Cartwright with having increased the expenditure on every item, notwithstanding the Government's previous expressions of economy. He charges him with placing \$545,625 on certain improvements on Intercolonial Railway to Revenue account, when it should have been placed to capital account. Mr. Brydges, Dr. Tupper continued, had informed the government that the gross expenditure for the year ending June 30, 1875, on the New Brunswick and Nova Scotia railway amounted to \$1,011,892, and yet, with this evidence of the impropriety of including one dollar more \$545,000 were added to the amount that could be properly put there, without entirely destroying the character of Hon. Mr. Cartwright's document as a comparative statement.

From the total sum Dr. Tupper deducted that which ought to be capital expenditure—namely, \$545,625, which left a total of \$22,869,204. He asked if the Grand Trunk Railway would like the two million pounds expended on steel rails to be charged to the current expenses of a single year. The extraordinary expenditure on the part of the government was caused by the laying of steel rails, which ought to be charged to current expenses and spread over a number of years deducting costs for the extraordinary works. The house could observe that \$122,646 had been magnified into \$1,251,000. Dr. Tupper adverted to the aspersions cast upon Mr. Tilly by Hon. Mr. Cartwright, and to the additional taxation proposed to be levied next year, stating that in view of the fact that under the administration of the late government the trade of the country had increased in five years from \$131,027,928 to \$217,801,373, the hon. gentleman might have spared his denunciation.

The following are the estimates of expenditure for P. E. Island—

Table with 2 columns: Item and Amount. Items include Civil Government, Salary of Lieutenant Governor, Supreme Court, Salary of Chief Justice, etc.

On Saturday a beautiful lady sat crying at the Guild. From the master the writer sought to find her story. It was this: Her husband was a printer and they had come to this city some years ago from Connecticut. The husband obtained employment from the American News Company and afterwards worked at the case in the Bible House. He became ill—was stricken down by fever—and soon they were penniless.

On Monday of last week, they with their child, were turned from their lodging into the street. Through all the storm of that day they wandered about exposed to the elements, unable to find even temporary shelter. Night drawing on, an old lady, who spoke to them in passing, directed the wife and child to the Home for the Friendless, and the husband went to the nearest station house. There, thinly clad and wholly without linen or other underclothing, he lay down to rest on the cold stone floor. In the morning he was very ill. Hemorrhage of the lung set in, and the victim of disease and want was carried fainting to Bellevue Hospital.

THE FAITHFUL WIFE. Of this poor man came to him before he was removed to Bellevue, and taking off her single flannel shirt, made for him a shirt. Then with naught but a thin dress to protect her person from the cold, she sought the ever open door of the Guild, where she found what little of comfort and cheer can fall to the lot of one so unfortunate. And now she passes some hours of each day at her husband's bedside, and returns to sit in a quiet corner of the Guild workroom to sew, while the tears fall often upon the garment in her hands.

In an attic in Monroe street, the writer in company with a volunteer visitor of the Guild, found another example of wifely faith and filial devotion. The husband had been employed in the establishment of one of the leading merchant princes, where he was injured by an accident. For 16 months he had been confined to his bed, and his wife, HIS ONLY SUPPORT, A CRIPPLE, had nursed him tenderly. This woman, a modern heroine, had not only earned money by daily washing to support her husband and provide him with medical attendance but had paid for her rent and purchased food for her invalid father, mother, and a sick sister by the proceeds of her labor.

Still another case is that of a poor woman lately employed by a famous restaurateur, who lost employment through sickness, and when starving, made her way to the Guild, which she reached only to faint at the threshold. Three times while waiting for her basket to be filled, she swooned and the two physicians in attendance stated that her weakness was the cause of hunger and exhaustion.

THE RATS OF A TENEMENT HOUSE. In Allen street in the cellar of rat tenement or rather a dark hole, at the bottom of a wretched structure, where the ceiling was so low, one has to bend low when in a standing position, a lady was found lying upon a bed where there was neither sheets nor quilts. A dingy blanket covered her person, and nestling close beside her were her four children. One of them, a little fairy creature of wonderful beauty, with her hair of burnished gold, and eyes that had stolen the bloom of violets, was prattling innocently, and all unappalled by the gloom and horror of the place. Yet that child had seen the rats drag her little cloak from the broken chair where she had placed it, and rend it in pieces with their sharp teeth, while her mother and sister cowered shuddering in their beds. All cowered long one another of these poor creatures kept watch, while the others slept, lying in constant dread of attack from the noisome squalling creatures that thronged the floor and clambered about them. Yet this family

ONCE POSSESSED A HAPPY HOME, from which they had been driven by financial reverses and the death of the husband and father. The mother, a native of Baltimore, had been bred in affluence, her father holding an office of honor and trust under general government for many years. Death and business disasters had brought them to this pitiful state at last and forced them to accept and cling to shelter only fit for dogs. Such are the fearful phases of life the Guild visitors encounter. The impression they leave upon the mind will never fade, and the lesson they teach have a power that few Sunday sermons possess.

THE NEW ST. HELEN'S BRIDGE. The last great work Sir Hugh Allan has taken up is that of constructing the new St. Helen's Bridge at Montreal, which is to be built in connection with the Northern Colonization road, and which is, in fact, an important part of the scheme. The Victoria Bridge, an imposing and costly structure though it be, does not suffice for present wants, or at all events for the new traffic which is sure to be developed by improvements now in progress. Further, it has only one track for railroad cars and no accommodation at all for ordinary vehicles or for pedestrians—a want which is now felt more than ever. The new bridge takes its name from St. Helen's Island, which will be utilized as part of the crossing from shore to shore. Starting from the high level of Sherbrook street, in the eastern part of the city, a viaduct supported by piers and pillars will cross the street near the river at the height of 100 feet above them. Between St. Helen's Island and the north shore there is a little flat island called Isle Ronde, which will also be made part of the crossing. The north channel, between St. Helen's Island and the north shore, will be crossed by a suspension bridge at a height of 100 feet above the water, allowing the tallest masts to pass under it. The suspension bridge will have three floors, the upper one carrying a double railway track, the middle floor being for ordinary road vehicles and pedestrians, and the lower floor for street cars, which will keep up cheap transportation for passengers between the city and the south shore. From the island to the south shore the bridge will be flat, supported by piers. St. Helen's Island itself is to be made a public park, and from its airy situation and the fine view all around, it ought to be capable of being easily made a very pleasant summer resort. The Montrealers, and indeed many others besides, will have abundant reason to thank Sir Hugh Allan for what he has done and is still doing to forward great public improvements.—Toronto Mail.

THE MISERIES OF NEW YORK.

HOW THE POOR LIVE—AND THE SAD STORIES OF LIFE IN A GREAT CITY.

The New York Herald in a recent appeal for help for the poor says:—Families are homeless and hungry here in our streets to-night, with the bitter winds cutting through every fragment of their scanty covering, and with no refuge save the floor of the police station or the bed of the river. Husbands, with their wives and children, pass brilliantly lighted rooms and catch glimpses of tables heavily laden with food and gobbling and crying into the darkness, having tasted no food and felt no warmth from a fire for many, many hours.

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MISCELLANEOUS.

Dr. Vaughan, Roman Catholic Bishop of Salford, England, is lecturing in New York on "The Christian Controversy."

The estimated aggregate value of the dresses worn at the charity ball in New York city on Thursday night was \$2,455,967.

The annual potato crop of the United States is stated to be 150,000,000 bushels, worth about \$100,000,000 to the consumers.

Dutchman describes New Yorkers as "a very fine people, who go about their streets sheathing each other, and they call it business."

The first two 38-ton guns ever made for naval warfare were issued to the British Navy at the beginning of the year. They are for the iron-clad Thunderer.

The German authorities have seized the "The Christian Controversy," a charge by the Bishop of Strasbourg to his clergy, in which his Lordship avers that the Church is persecuted.

Peasants are rapidly coming to the front as an article of trade. Ten years ago the crop did not amount to more than 150,000 bushels. Last year 2,000,000 bushels were raised, valued at \$3,000,000.

General Sheridan states that the number of persons who have been killed or wounded in the State of Louisiana since 1865, on account of their political opinions, is—Killed, 3,141; wounded, 2,115; total, 5,256.

The night of Friday, the 5th inst., was the coldest ever known in the Upper Provinces. The thermometer fell in a few hours from ten degrees below zero to thirty-four degrees below that point, and then rose again to twenty-five.

LEONOR JONES IN DUTCHMAN. Dr. Revillon states that Leonor Jones is a girl, an effluvia of the specific agent of diphtheria and similar throat troubles. He has successfully thus employed it for over eighteen years.

Germany objects to importations of American potatoes, being no doubt afraid of the Colorado root-bug. Why do not our Maritime people, and especially those of Prince Edward Island and Nova Scotia, make a study of the German potato market and cultivate it as far as possible?—Telegraph.

A terrible story of crime comes from Grand Rapids, Mich. The twelve year old daughter of a poor man, named John, was just sentenced to imprisonment for life for murdering her wife, having revealed the fact of his murdering his infant child with a blow of his fist, and killing his brother while walking with him in the woods.

This is the way a colored preacher at Richmond arranged to secure for a scale of fares, to be submitted for the consideration of the Government.

The Representatives of the above Townships, are respectfully invited to attend; also all persons interested.

R. SMITH, RICHARD JENKINS, CHAS. J. HAZARD, JOHN A. McLELLAN, Lot 55, ROBERT JONES, Lot 48, ALEXANDER JONES, Lot 50, SAMUEL McLAKE, and others.

Feb. 22, 1875.

To Whom it may Concern. THE undersigned hereby gives notice that he has received the appointment of Swedish and Norwegian Stockholder, bearing date October 18th, 1875.

GEORGE W. HOWLAND, Cassempue, Feb. 12 1875. [Feb 22]

Bank of Prince Edward Island. THE Annual General Meeting of the Stockholders of this Bank will be held on TUESDAY, the 2nd day of March next, at the Banking House, Great George Street, Charlottetown, at 12 o'clock, noon.

WM. CUNDALL, Cashier, Charlottetown, Feb. 22, 1875.

Stallions For Sale. THE Commission of the Stock Farm, has decided to sell the following Stud Horses: "Roland," "Blucher," and "Gladstone."

THE THROUGH-BRED HORSE "ROLAND," 8 years old, having been drawn for KING'S COUNTY, will be sold at the Court House, GEORGETOWN, on THURSDAY, February 25, at 12 o'clock, a.m.

"BLUCHER," 6 years old, having been drawn for QUEEN'S COUNTY, will be sold on the Market Square, CHARLOTTETOWN, on FRIDAY, March the 12th, at 12 o'clock.

"GLADSTONE," 7 years old, having been drawn for PRINCE COUNTY, will be sold at SUMMERSIDE, on WEDNESDAY, March 17th, at 12 o'clock.

TERMS.—One half payable 1st January, 1876; one half payable 1st January, 1877. Bank discount for Cash.

Purchasers will give bonds that horses will not be altered or exported without permission of Commissioners.

Each horse can be purchased and taken to any part of the Island.

Feb. 15, 1875.

MUSIC! MUSIC! Vocal and Instrumental, SACRED, Comic & Sentimental, AT THE Broadway Bookstore, Great George Street, Charlottetown, Feb. 15, 1875.—p. pres. Gin

LAND SALE. TO be Sold by Public Auction, on THURSDAY, 1st April next, at 12 o'clock, noon, on the premises of the undersigned, 100 Acres of Freehold Land, being part of the Whistler Homestead, situated about 1 mile from Wheatley River Bridge. Apply to J. H. WINSLOW, or to HAVILLAND & SON, Feb. 8, 1875.—pat only till 1st April—pd

Wanted Immediately. A QUANTITY of Piles and Flatted Hemlock Timber, to be delivered at Southampton and Prince Street Wharves. Piles will be required from 18 to 25 feet in length. Also, 150 Jumper or White Maple Pieces, 11 feet long, from 6 to 8 inches in diameter. For particulars apply to the undersigned.

RICHARD WEEKS, S. P. Works, Head Hillsboro' Street, Charlottetown, Feb. 15, 1875. 31

Merchants Bank of P. E. Island. THE Annual General Meeting of the Stockholders of this Bank will be held at their Banking House, on Thursday, the 4th day of March next, at 12 o'clock, noon, for the purpose of electing Directors for the ensuing year, and transacting such other business as may be laid before the meeting. Cashier at least one day previous to said Meeting.

W. McLEAN, Cashier, Charlottetown, Jan. 30, 1875. (Feb 15)

NEW ADVERTISEMENTS.

WANTED. An Assistant in our General Store. BEER & SONS. Feb. 22, 1875.

PRINCE EDWARD ISLAND CHAMBER OF COMMERCE. THE General Annual Meeting of the Prince Edward Island Chamber of Commerce, will be held at the Room, Queen's Building, on MONDAY, February 22nd, at 8 o'clock, p. m.

As business of Importance will come before the meeting, a full and punctual attendance is requested.

By Order, P. S. MACGOWAN, Secy. Feb. 22, 1875.—11

SHIPPING SHIP FROM LIVERPOOL. TO follow the screw steamer Prince Edward, the A. 1 clipper ship.

"WILLIAM OWEN," 600 TONS REGISTER, ANGLIS BROWN, Master, will be on the berth at Charlottetown.

Liverpool to receive cargo on and after the 1st April, for Charlottetown.

For Freight or passage apply in Liverpool to Messrs. Pictoria Bros., Brockley Buildings, 51 South John Street; in London to Messrs. John Pictoria & Sons, 59 Cornhill, or here to the owners.

L. C. OWEN, WILLIAM WELSH, Feb. 22, 1875.

SCHOONERS FOR SALE. THE Schooner "Prince Bismark," about 150 tons, 2 years old, iron keeled, well found, in first-rate order. Price \$2,500.00.

The "Little Belle," about 50 tons, N. S. built, 5 years old, well found and in good order. Price \$1,600.00.

Both vessels are lying at Georgetown, and can be sent to sea at trifling expense.

Terms—Half cash; balance 6 months. Apply to McDonald Brothers, Georgetown; Thomas Foley, Esq., Charlottetown; or to the owner.

GEORGE W. HOWLAND, Alberton, Feb. 22, 1875.

Ferry Meeting. A PUBLIC MEETING of the inhabitants of Townships Nos. 48, 49 and 50, and adjacent Townships, will be held at Pownall Hall, Lot 49, on Wednesday 24th inst, at 5 o'clock, for the purpose of taking into consideration the necessity of better accommodation on Southport Ferry, also to form a scale of fares, to be submitted for the consideration of the Government.

The Representatives of the above Townships, are respectfully invited to attend; also all persons interested.

R. SMITH, RICHARD JENKINS, CHAS. J. HAZARD, JOHN A. McLELLAN, Lot 55, ROBERT JONES, Lot 48, ALEXANDER JONES, Lot 50, SAMUEL McLAKE, and others.

Feb. 22, 1875.

To Whom it may Concern. THE undersigned hereby gives notice that he has received the appointment of Swedish and Norwegian Stockholder, bearing date October 18th, 1875.

GEORGE W. HOWLAND, Cassempue, Feb. 12 1875. [Feb 22]

Bank of Prince Edward Island. THE Annual General Meeting of the Stockholders of this Bank will be held on TUESDAY, the 2nd day of March next, at the Banking House, Great George Street, Charlottetown, at 12 o'clock, noon.

WM. CUNDALL, Cashier, Charlottetown, Feb. 22, 1875.

Stallions For Sale. THE Commission of the Stock Farm, has decided to sell the following Stud Horses: "Roland," "Blucher," and "Gladstone."

THE THROUGH-BRED HORSE "ROLAND," 8 years old, having been drawn for KING'S COUNTY, will be sold at the Court House, GEORGETOWN, on THURSDAY, February 25, at 12 o'clock, a.m.

"BLUCHER," 6 years old, having been drawn for QUEEN'S COUNTY, will be sold on the Market Square, CHARLOTTETOWN, on FRIDAY, March the 12th, at 12 o'clock.

"GLADSTONE," 7 years old, having been drawn for PRINCE COUNTY, will be sold at SUMMERSIDE, on WEDNESDAY, March 17th, at 12 o'clock.

TERMS.—One half payable 1st January, 1876; one half payable 1st January, 1877. Bank discount for Cash.

Purchasers will give bonds that horses will not be altered or exported without permission of