

Winter Communication!

MEETING IN MARKET HALL

Bad Weather But a Large Audience.

Speeches by F. T. Newbery, G. W. DeBlois, Alexander McKinnon, William Welsh, F. Brecken, M.P., Dr. Jenkins, L. H. Davies, D. Ferguson and A. McNeill.

All Unanimous that the Terms Must be Fulfilled.

The Capes Route Favored!

But it Must Not Interfere With Daily Trips in Summer Between Charlottetown and Pictou and Summerside & Shediac.

The Northern Light Service Between Georgetown and Pictou Must be Maintained.

The storm of last evening did not prevent the assemblage of a large audience. Among those present were F. Brecken, Esq., M. P.; Hon. Donald Ferguson, Commissioner of Crown Lands; George W. DeBlois, Esq., M. P.; L. H. Davies, Esq.; Dr. Jenkins, William Welsh, Esq.; Capt. Cameron, C. C. Gardner, Esq.; Richard Sloggett, Esq.; Angus Gregor, Esq.; Alexander McKinnon, Esq.; and Councilors McLean and Horne.

The High Sheriff of Queen's County, H. J. Callbeck, Esq., presided.

Before entering upon the subject to be considered, William Welsh, Esq., expressed the hope that nothing of a political character would be introduced, and that the matter would be discussed upon its merits. This hope was concurred in by the Chairman and others.

F. T. NEWBERY, Esq., then stepped to the front, made a few pertinent remarks, and moved the following resolution:—

Whereas, It is expressly stipulated in the Terms of Union, on which this Province became confederated with the Dominion, that efficient steam communication for the conveyance of mails and passengers between this Island and the Mainland would be established and maintained, winter and summer, so as to place the Island in continuous communication with the Intercolonial Railway and the Railway system of the Dominion; and

Whereas, The means of communication across the Straits, provided by the Dominion Government, have not, during any year since Confederation proved either efficient or continuous, and the people of this Island are thus prevented from participating, on equal terms, in the use of the Intercolonial Railway and other Public Works, for the maintenance of which they are called upon to contribute; and

Whereas, The people of this Province have suffered great loss and inconvenience by reason of the frequent interruptions in the winter steam service, involving extraordinary delay in the transmission of mails and freight, and also great dangers to the lives of passengers, thereby causing serious derangement of trade and inconvenience to the entire community; and

Whereas, Ample time has elapsed since Confederation for experiments, which have been undertaken with great tardiness and have not been proportionate to the interests involved, nor such as the obligations assumed by the Dominion would justify the people of this Island to expect; and

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Whereas, Ample time has elapsed since Confederation for experiments, which have been undertaken with great tardiness and have not been proportionate to the interest involved, nor such as the obligations assumed by the Dominion would justify the people of this Island to expect;

Therefore Resolved, That our Representatives are hereby instructed to urge this matter strongly on the Government and Parliament of the Dominion and to demand that a vigorous and earnest effort be made to carry out the Terms of Union and to ensure to this Island improved and increased facilities for the transmission of mails, passengers and freight, summer and winter, and thus place this Province in continuous and uninterrupted communication with the Railway System of the Mainland, and also to compensate the people of this Province for the loss they have already sustained by reason of the non-fulfillment of the said terms of Union.

GEORGE W. DEBLOIS expressed his surprise that meetings for the discussion and agitation of this question had not taken place throughout the whole Island. He heartily approved of the terms of the resolution. In his opinion we should be careful not to commit ourselves to any particular route. But we should make the strongest possible representations to the Dominion Government as to the importance and necessity of carrying out the Terms of Union with respect to Communication with the Mainland. The Local Government, on the authority of the Legislature, had already done this, and they should be backed up by the people throughout the whole Island. But it is not our duty to dictate to the Dominion Government as to the particular way in which the bargain should be fulfilled.

ALEXANDER MCKINNON, Esq., had very much pleasure in seconding the resolution.

It exactly met his views. We have been doing articles upon the Georgetown route, the Cape Traverse route and other routes. But the particular route to be taken, or means to be employed, is a matter with which we have nothing whatever to do. The Dominion Government made a bargain with this Island, and we entered of our custom houses, and revenues, our post offices, our light house service, etc., and they agreed to afford us continuous communication winter and summer, with the mainland—which they have not done. Here are the terms. Nothing could be clearer:—

TERMS OF UNION. SECTION 7.—That the Dominion Government shall assume and defray all the charges for the following services, viz:— SUB-SECTION J.—Efficient steam service for the conveyance of mails and passengers to be established and maintained between the Island and the mainland of the Dominion, winter and summer, thus placing the Island in continuous communication with the Intercolonial Railway, and the Railway system of the Dominion.

An article from the pen of the Hon. Samuel Prowse published a short time ago precisely met his views with respect to the question. The Dominion Government have in the most unmistakable language accepted the duty of affording this Province continuous communication with the mainland. We call upon them to do it. Let us pass this resolution unanimously.

WILLIAM WELSH, Esq., differed somewhat in opinion with the previous speakers. The duty of a Government is to carry out the well understood wishes of the people. But how can they do so with respect to this or any other question, unless those wishes are expressed? It is certainly our duty to give expression to our opinions and feelings regarding the way to be taken and the means to be employed in the improvement of our communications with the mainland. He understood that the meeting was called for the purpose of discussing about Railways to the Capes—a question which certainly is of some interest to the people of Charlottetown as it seems to be to the people of Amherst, Bay Verte, and other places on the Mainland. We want information about the Capes route. Is it proposed to build piers there and have the summer travel as well as the winter communication by that route? In winter few people travel, and it would seem hardly necessary to build railways to the Capes, for the benefit of the few passengers compelled to go abroad and for the carriage of the mails. It is a very difficult matter for any Government to perform impossibilities; he felt confident that it would be impossible for a steamer to ply at the Capes after the Northern ice gets into the straits. But he had consulted with Messrs. Irving and Nuttall, and he had proposed to them what they declared to be the only feasible plan. He had proposed, and was the first to propose, steam launches to be used in connection with the ice boats. One of these launches on each side of the Gulf would, he believed, materially assist the couriers in their arduous work; and, he believed, if this were done—and the "Northern Light" service between Pictou and Georgetown were maintained and improved and better boats were procured for the summer travel—the people of this Island would be satisfied.

FREDERICK BRECKEN, M.P., expressed the great regret he felt on account of the absence, through illness, of his colleague the Hon. J. C. Pope—a gentleman whose large practical experience would enable him to give the meeting a practical opinion upon the important subject under discussion. The matter before us is to this Province one of the utmost consequence. With respect to it we have been very badly treated. The "Albert" was a failure and the "Northern Light," though a partial success, was still altogether inadequate for the purpose of efficient and continuous communication. Now what are the improved means of communication which we should insist upon having? Some gentlemen, it appears, are afraid to answer this question. But an intelligent inhabitant of this Province should surely know more about these means than a man from the Upper Provinces, however intelligent he may be. The Capes route will now be used until the heavy ice is again out of the Straits. But passengers compelled to travel by that route will unavoidably—and despite all the care and attention the couriers can give—incur rough usage. It takes a man of robust constitution to withstand the exposure and exertion incident to the journey. After the "Northern Light" is stopped by the heavy ice of the Gulf we have absolutely no way of communication with the mainland but by the Capes route. There is no other way. The late Daniel Jackson Roberts thought that crossing was feasible at Wood Islands, but he proved the hazard of the route by his own unfortunate experience. He, poor man, made one experiment; he never made another. So that after the heavy ice fills the Straits, we are absolutely obliged to open communication by the Capes route. Well, then, should not the facilities on that route be improved and raised up as nearly as possible to the standard of those employed in other parts of the Dominion? At present we have to travel on a sleigh from County Line to Cape Traverse, cross the Straits on foot, and then ride on a sleigh about forty miles to Amherst. I contend that we should have railways connecting the P. E. Island and the Intercolonial Railway with the Capes. The existing mode of travel is behind the age altogether. In 1878—just before the last election, the late Dominion Government sent an Engineer who made a survey of the lines of railway proposed to be made to the Capes, and also of the coast on either side of the Straits, which is well worthy of study. My impression is that these railways would not injuriously effect the trade of this city. We must remember that if the improved communications we are asking for are afforded, the railways must be built somewhere. If there is a better place than the Capes, let us know it. But wherever it is, that place will be benefited, while, perhaps, some other place, may be injured. We want improved Winter Communication at once. Is it not likely we shall do this more easily and quickly by any other than the Capes route? There is no ground for the fear that if we suggest a place and it should fail, the Dominion Government will then be free from their engagement. The Dominion Government is bound by the Terms of Union to keep up efficient and continuous communication with the Rail-

way system of the Dominion. (Applause.) Dr. JENKINS did not intend to take any part in the meeting; but he dissented strongly to the views expressed by the first speaker. He thought we should not hesitate to express an opinion as to the advisability of branch railways to the Capes; for if they were built, the volume of travel to and from the Island would be very materially increased. We need not dictate to the Dominion Government. No one wants to do that. But we ought, as a very much interested people, to express our views upon this important question. To insist upon the fulfillment of the bargain without giving an expression of opinion as to how it was possible to do so, reminded him somewhat of Shylock and his pound of flesh. We should instruct our representatives how to act, practically on this matter. This meeting should have taken place eight years ago; and it should not be necessary to reconcile sectional interests. The experience of the past fifty years proves that the Capes is the proper place at which to make communications with the mainland in winter. The improvement of this route need not interfere with the trade of Charlottetown. From the fact that we cannot, by reason of our insularity, participate to any great extent in the public works of Canada, we are entitled to large subsidies to keep up communication from the principal parts of the Island. We should have a steamer plying daily between Charlottetown and Pictou, and between Summerside and Shediac, while the "Northern Light," or a better boat, should run to Georgetown as at present, and the railways should be built to the Capes as well. In his opinion the branch to Cape Traverse should tap the P. E. Island Railway at North Wilshire; and that the Capes route should be used particularly for the transmission of mails and passengers. The winter steamer at the Capes should, he thought, be small and strong, and be used in conjunction with iceboats like those now provided by Messrs. Irving and Nuttall.

MR. L. H. DAVIES after repeated calls came forward and said he was never backward in expressing his opinion upon a subject he understood; but with respect to the subject under discussion he would very much rather remain a listener. There is no doubt a great deal in what Mr. Brecken said. It certainly seems very advisable to have railways to the Capes, and money is no object now-a-days.

A VOICE—If that is the case, we had better have the tunnel at once.

MR. L. H. DAVIES thought, however, that there were some considerations in connection with the proposed improvement. If the Capes railways are constructed, shall we also have daily communication in summer, between Charlottetown and Pictou? Shall we have, what we greatly need, viz., better boats than those at present in use. Suppose the route by way of Cape Traverse be adopted, what is to become of the other routes? Are the statements of a correspondent of THE EXAMINER of this evening true? To lengthen the distance to travel by the narrow gauge railway would he thought be a mistake. He could not rid himself entirely of sectionalism, and he asked how will the proposed change affect the interests of Charlottetown? He reported those who joined in the howl against the "Northern Light," and contended that the "Northern Light" had rendered a great service to the Province.

GEORGE W. DEBLOIS, Esq., then made a short explanation.

HON. MR. FERGUSON repudiated the idea, which he said THE EXAMINER had propounded, that the Local Government had no part in this matter. He said the Local Government was one of the contracting parties; and if the agreement respecting continuous communication with the mainland were not fulfilled by the Dominion Government, it would be the duty of the Local Government to carry an appeal on behalf of the Province to the foot of the Throne. He felt it to be his duty, as a member of the Local Government, to express his entire approval of the resolution submitted to the meeting. We are all united in the opinion that the Dominion Government should, as soon as possible afford that efficient and continuous communication guaranteed by them under the Terms of Union. As to matters of detail, there may be differences of opinion. But we are all agreed upon the main point, and we should strongly and unitedly urge that fact upon the attention of the Dominion Government. The agreement is as clear in its terms as it was possible to make it. No adequate effort has yet been made to fulfill it. In demanding that it be fulfilled to the letter we are not acting the part of a Shylock. The agreement was voluntarily made, and its fulfillment may be quite possible. The Dominion Government held us to the very letter of the arrangement made with the United States respecting the payment of our share of the Fishery Award. They took advantage of a mere accident to deprive us of a large sum of money which was our rightful due, and which we could otherwise have compelled them to pay; and we, certainly, cannot be blamed if we hold them strictly to the very letter of the agreement respecting communication with the mainland. Their fiscal policy has greatly stimulated inter-provincial trade; and therefore there is the more need for the accommodation bargained for before we were induced to enter the Union. We should not only have improved Winter Communication, but a more efficient steam service during the summer months.

The resolution was put and carried. The following resolution was submitted by William Welsh, Esq.:— Resolved, That in the opinion of this meeting the experiment of the "Northern Light" has practically solved the feasibility of winter communication between the Island and the mainland; and that steamer being now unfit for the work, we call upon the Dominion Government to provide two good steamers in her stead, with every accommodation for the travelling public, which will, in connection with improved means of crossing at the Capes, place us in continuous communication with the railway system of the mainland.

This resolution was seconded by Mr. A. McNeill, who said that in urging upon the Dominion Government our rights, touching this momentous question, it would be well to recognize the steps already taken by that Government towards the fulfillment of the Terms of Union, in relation to continuous communication with the mainland. The experiment of navigating the Straits by a winter steamer, between Georgetown and Pictou, has not, by any means, proved a failure; but, on the contrary, has been

followed by a measure of success exceedingly profitable to the trade and commerce of this Province. The service performed by the "Northern Light" after the close of navigation and up to, at all events, about the 1st of February—and in some seasons later on—and again for weeks before the opening of navigation, are such as should surely inspire confidence in the practicability of that route, especially when efficient winter steamers, properly constructed and of sufficient carrying capacity, are placed on the route. He then expatiated on the necessity of united action, irrespective of party or selfish considerations on the part of our rulers, to secure to the very letter, from the Dominion Government, the fulfillment of the Terms of Union.

ANGUS GREGOR, Esq., then addressed the meeting. He appreciated the intelligence of the audience, but thought they arrogated to themselves too much in dictating to the rest of the County, entirely too much, in this, as well as in other matters. He also said that Mr. Brecken, the representative, must not forget that he was a representative of the County, not of Charlottetown only. There seemed to be too much of a self-interested beating to the arguments of the different speakers, in the interests of the city and even personal interests. He advocated the building of a branch line of railway to Cape Traverse, as it could materially shorten the water portion of Communication thereby rendering the said communication more continuous as provided by the Terms of Confederation. He also suggested that the representative should have an expression from the rest of the County, before going to Parliament, as he no doubt would find public meetings yet to be held in various parts of the County.

The resolution was put and carried. F. T. Newbery, Esq., submitted the following resolution, which was seconded by the Hon. Donald Ferguson, and carried:— Resolved, That in the opinion of this meeting, the people of P. E. Island do not consider the summer steam service at present provided by the Dominion Government, adequate to the requirements of the public, and urge our representatives to demand better boats being placed on the route, which should include daily trips to and from Pictou.

Moved by Dr. Jenkins, seconded by Mr. Newson, and carried unanimously:— Resolved, That a committee be appointed to procure information as to the best method of keeping up continuous communication between this Island and the mainland, winter and summer, and so to place us in uninterrupted communication with the railway system of the Dominion.

A committee was then appointed as follows:—Dr. Jenkins, Mr. Welsh, Mr. Louis H. Davies, Mr. Newson. The Chairman duly received his vote of thanks; and the meeting adjourned.

COUNCILLOR McLEAN's letter, unavoidably crowded out, will appear on Monday.

MR. EARLE'S Concert is postponed until Tuesday evening next, 31st inst.

GEORGETOWN harbor is to-day clear of ice to the Railway wharf.

ON FIRST PAGE.—R. B. C.'s lively contribution about "Superior Persons" and "Notes of Travel."

A DEBATE on Winter Communication will take place next week, in Y. M. C. A. Hall, of which due notice will be given.

The heavy snow drift on the Souris branch, detained the train for Souris at St. Peters during last night.

THERE lives on Murray Harbor Road, an old lady, named Mrs. Martin, who has reached her 104th year. She bids fair to live a few years more.

Our readers will be sure, read with great pleasure as well as profit, the Notes of Travel, a first instalment which are published in THE EXAMINER to-day.

"NOR-HERN LIGHT" Division, of New Glasgow Road, intend celebrating its anniversary on Monday, 30th. An invitation is extended to the members of the order in this city, to be present.

THE Trustees of St. James' Church have passed resolutions of condolence with the bereaved family of the late William R. Watson, Esq. They will appear on Monday.

THE "Northern Light" crossed from Georgetown to Pictou yesterday, arriving at 3:15 p. m., but, without mails, which have been forwarded via Cape route since the 23rd inst.

CAPTAIN HENRY WEEKS, Brooklyn, N. Y., the well known boat builder and sailing master has used St. Jacobs oil for sprains with marvellous effect. It also cured his wife of rheumatism at once.

THE ice boats could not cross yesterday, owing to the storm, so that the supplementary English mail which closed on Thursday night will miss the boat leaving Halifax to-day for Great Britain. Had this mail been sent via Georgetown and Pictou connection would have been made with the English steamer.

Special Notices.

GLASS and China Tea Sets and Dinner Sets, at W. P. Colwill's. A CASE of new tweeds opened to-day, at D. A. BUDGE'S, 22 Queen Street, Jan 18 10i

600 LBS. Pearl Barley, fresh and good, for sale at George Carter's Grocery Store, Great George Street [Jan 20 2w 2aw pd

"NORTH RIVER OYSTERS" served in every style at the "Union House." 1w pd SHAKESPEARE Calendars, at Harvie's Bookstore. [Jan 14 6in

EVERY DAY CALENDARS at Harvie's Bookstore. [Jan 14 6in FLOUR (WARRANTED) at W. P. Colwill's. PURSES and Diaries combined at Harvie's Bookstore. [Jan 14 6in

SPLENDID TEA at W. P. Colwill's. 3w eod 4i wkly

MARRIED. At Souris, on the 24th inst., by Rev. D. F. MacDonald, Captain William MacDonald, of Shediac, N. B., to Mary Ellen, daughter of M. B. Campion, Esq., of Souris.

At Bloomfield, Vernon River, on the 25th inst., by the Rev. John Bell, Mr. John F. Hayden, Vernon River Mills, to Miss Priscilla Hayden, daughter of Charles Hayden, Esq., of Morrell.

At Charlottetown, on January 26th, at the residence of Mr. Alexander McLeod, Sydney Street, by Rev. John Goodwill, Captain Neil Campbell, of Uigg, to Miss Christie McLeod, third daughter of Mr. Roderick McLeod, of Kinross.

PROGRAMME OF CONCERT! In Aid of the General Hospital, Wednesday Evening, 8th Feb., Y. M. C. A. HALL.

- 1. Orchestral Club—Queen of the Valley. 2. Duet Vocal—When the Winds Blow in from the Sea. 3. Solo Vocal—The Rose Tree. 4. Piano Solo—The Minstrel Boy. 5. Orchestral Club—Selections from Stradella. 6. Solo Vocal—Echo Song. 7. Violin Solo—Fantasia No. 1. 8. Solo Vocal—The Rose Tree. 9. Orchestral Club—Le Val d'Amour. 10. Solo Vocal—The Gate of Gold. 11. Duet—Oh, wert thou in the cauld blast. 12. Solo Vocal—Echo Song. 13. Orchestral Club—String Quartette. 14. Solo Vocal—The Rose Tree. 15. Chorus—From Patience. 16. Orchestral Club Waltzes.

Bank of Prince Edward Island ADJOURNED MEETING. SHAREHOLDERS AND DEPOSITORS are specially requested to attend the adjourned Bank Meeting at the Masonic Hall, on Wednesday next, the 1st of February, at eleven o'clock, a. m., as matters of great importance will then be submitted for their consideration. J. LONGWORTH, President.

CARD. THE friends and customers of the late W. R. Watson, Chemist and Druggist, are hereby notified that the business will be carried on by his widow, who respectfully solicits a continuance of the patronage and custom so liberally bestowed upon her late lamented husband by a kind and appreciative public. Charlottetown, Jan. 27, 1882.

GROCERIES, &c. AT THE FISH MARKET CRAFTON STREET, Wholesale and Retail.

50 barrels SUGAR (Yellow Extra C), 20 barrels Granulated SUGAR, 100 half-chests and caddies TEA, 100 barrels Choice Family FLOUR, 100 barrels (American) K. D. MEAL, 10 barrels BEANS, 50 barrels DRIED APPLES, 50 boxes Valencia and Muscatel RAISINS, Soap, Brooms, Buckets, Wash Boards, &c., &c.

200 qtls Choice Family Codfish; Shad, Sal. Mon, Mackerel, Herring, Digby Herring, Pork, Ham, Bacon and Lard at lowest prices. G. H. MYRICK, Charlottetown, Jan. 27, 1882—J. E.

SCOTCH ROUND COAL. FOR SALE—About 50 Tons of SCOTCH ROUND COAL, superior for Grates and Parlor Stoves. OWEN CONNOLLY, Jan 25—3w dy

TO CAPITALISTS! WANTED to borrow Three to Four Thousand Dollars on first class security. Apply at this Office. Ch'town, Jan. 20, 1882.—tf, wly li

PROGRAMME OF Earle's Concert,

TO BE HELD IN THE Y. M. C. A. HALL, Tuesday Evening, 31st inst.

- 1. Overture—The Dawn of Day. 2. Chorus—Victoria, from Fra Diavolo. 3. Vocal Solo—The Land of Rest. 4. Inst. Duet—Selections from Il Trovatore. 5. Song—The Englishman. 6. Solo and Chorus—The Rose Crown, from Der Freyschütz. 7. Flute Solo—Ah Non Credea. 8. Vocal Solo—I'm But a Withering Flower. 9. Lucky Star Waltzes. 10. Glee—Daughter of Error. 11. Song—The King and the Miller. 12. Piano Solo—Adagio and Finale—7th Symphony. 13. Chorus—From Ernani—O Hail us ye Free. 14. Piano Duet—Overture in E Flat. 15. Solo and Double Quartette—The Moonlight soft is falling. 16. Vocal Solo—The Minstrel Boy.

Positively no encores will be permitted. Tickets 35 cents each, to be had at the Drug Stores of C. D. Rankin and Fraser & Reddie. Concert at 8 sharp. Sleights at 10 to 10. Jan. 24, '81.

CARD. GENTLEMEN,—I thank you for the confidence reposed in me. The very large vote recorded in my favor is, I assure you, exceedingly gratifying to me. I have endeavored, during a long life, to act honestly and impartially with all men, and I need only assure you that it is not my intention (now that I have been exalted to the honorable and responsible position of Mayor of this city) to depart from the governing principles of my life. I shall, at all times, be most willing, as in duty bound, to submit to the voice of a majority of my fellow-citizens, and I need not say, treat them, at least, with common courtesy and decency; and be willing to extend a friendly greeting to whomsoever may be returned by the citizens as my successor to the Mayoralty of Charlottetown, should my life be spared another year. I have the honor to be, G. M. L., Your obedient servant, DAVID R. M. HOOPER, Charlottetown, Jan. 27, 1882—11

Diocesan Church Society. THE ANNUAL GENERAL MEETING of the Society will be held in ST. PAUL'S SCHOOL ROOM, on WEDNESDAY EVENING, 10th FEBRUARY, at half-past Seven o'clock. J. FITZGERALD, Secretary.

FOR SALE. A VALUABLE FREEHOLD FARM, situated in Charlottetown, Lower Malpeque Road, three miles from the City, containing forty-two acres of land, forty of which are clear and in a high state of cultivation. This Farm is conveniently situated to Mills, School House, Forge and Church, and three quarters of a mile from mussel bed. There is 150 loads of manure in the yard, hauled from the City. For further particulars apply on the premises to the owner. WELLINGTON CURTIS, P. S.—If not disposed of at private sale it will be offered at Public Auction, Thursday, 2nd February, inst., at the hour of twelve o'clock. Jan. 23 1882. W. C.

WANTS, LOST, FOUND, &c. LOST, on the night of the fire at Messrs. McDonald & Seaman's Factory, a set of electric combined Bars. The finder will be rewarded by leaving the same with JAMES MCGILL, or at this office. 3i—Jan 26

BOARDERS can be accommodated on reasonable terms at the "LEPAGE HOUSE," Great George Street. 1w—Jan 24

WANTED—Immediately a Peddler with outfit to peddle Tinsware Boxes found. Apply to JAMES HOUTSON, Great George Street, Charlottetown [Jan 24 4i

WANTED—A situation as Manager of a Lobster Factory by one who thorough understands the business in all its branches. Address T. L. C. Manager, 122 Barrington Street, Halifax, N. S. [Jan 18

WANTED—A competent Dry Goods Clerk well recommended; to engage now or on the 1st May.—J. W. BERN. [Jan 18 2w 2aw, wly li

WANTED, a boy from 14 to 16 years of age to serve as clerk in a store. Address Lock Box No. 27, Charlottetown Post Office. [Jan 16

TO LET—That desirable Dwelling House on the north side of King's Square, containing nine rooms and a convenient front porch and good stable. Rent very low. Possession given in about one month from this date. Apply to MARK BUTCHER. [Jan 27

TO LET—The office in the Union Bank Building lately occupied by Edward Byfield, Esq. The use of a cellar, in which there are now two tons of coal, to go with same. Terms reasonable. Apply at this office. [Jan 15 2w 2aw