PROVINCIAL LEGISLATURE.

LEGISLATIVE COUNCIL.

TUESDAY, April 6.

A bill to incorporate the Citizens Skating Rink Company was read the third time and passed; and a bill to incorporate the Merchants' Marine Insurance Company was read the second time and referred to committee.

Hon. Mr. Laird said he was pleased to find that there was sufficient capital and enterprise to form another company, as they had one already. It was well that shipowners in this Island would be enabled to insure their vessels at home, and thus have profits which were legitimately their own. This Province compared favorably with the other Provinces of the Dominion in respect to the tonnage of shipping, and the Company proposed to be incorporated would tend to increase the prosperity of shipowners. Insurance companies must be profitable, otherwise companies in other Provinces would not have so many agencies here.

Hon. Mr. Wightman was glad to see such a bill, as it was an indication of the prosperity of the country, and showed that we had gentlemen of wealth and enterprise amongst us. Shipowners here had been under the necessity of paying large sums for insurance to foreign Companies, but that would not be the case in the future. He would therefore support the bill.

Hon. Mr. Dodd said that by 'confining their operations to the Island,' he understood that the Company could not establish agencies abroad, but they could take risks upon any vessels here though they were owned elsewhere.

Hon. Mr. Laird was glad to hear that explanation, as he understood their operations were to be confined to vessels owned on the Island.

Hon. Mr. Munn was also satisfied with the explanation of his honor from the city. It was pleasing to see our prospects brightening, our commerce increasing, and our merchants becoming so enterprising.

Hon. the President and Hon. Mr. Dodd made some remarks respecting the amount for which stockholders would be liable.

Hon. Mr. Strong said each stockholder would be liable for the amount of stock he held and no more.

Hon. Mr. Laird said the only objection he saw was that some of the shareholders might become unable to meet the amount for which they had subscribed. In that case he thought the Company should be liable.

The bill was reported from committee agreed to without amendment.

A bill, to authorize the appointment of clerks to Justices of the Peace, and to regulate proceedings had before them, was brought up from the House of Assembly, and read the first time.

Hon. Mr. Balderston, according to notice, asked the Leader of the Government, whether any report of a survey had been made, or estimates prepared, for a proposed bridge over West or Elliot River.

Hon. Mr. Strong replied that no such documents had been laid before the House.

Adjourned till 3 o'clock, p.m.

AFTERNOON SESSION.

Hon. Mr. Wightman, according to notice, moved that the House resolve itself into a committee of the whole to take into consideration the Railway accounts and various despatches and papers presented to this House during the session, and on doing so said it was an important part of the duty of this House to consider the despatches and papers respecting the railway, as it was said to be now completed. He hoped it would prove to be a benefit to the Island. He supposed the members of this House had examined the accounts and despatches, and would be prepared to express their opinions upon them when the House would be in committee. The correspondence in reference to the Land Purchase Bill of last session was also of great importance. They should examine all the accounts concerning the public welfare and express their opinions upon them.

The House accordingly resolved itself into a committee of the whole, Hon. Mr. Reid in the chair.

Hon. the President remarked that when the railway bill was before the Legislature the land damages were estimated at £10,000 or £12,000; one hon. member of this House had estimated the expenses of the land damages at £2,500. He had no doubt but those calculations had led members of the Legislature astray. The land damages had amounted to such an alarming sum that he thought it would be well to look into the accounts.

Hon. Mr. Laird remarked that the correspondence and papers were very voluminous, and if particular parts were read as members might desire, it would answer as good a purpose as to have the whole read through by the chairman. He thought it would be well to inquire into the management of the Government with respect to taking the railway off the hands of the contractors. Statements had been made that the railway would be opened early in the season, and as we know it was not, hon. members may be inclined to lay the blame upon some parties.

Hon. Mr. Wightman said it appeared from the correspondence that the Dominion Government were given to understand that the Road would be completed on the 7th September, and they accordingly made preparation to open it. No doubt the Contractors had difficulty in procuring labor here, particularly at certain seasons of the year, and probably that was the reason the Road was not completed earlier.

Hon. Mr. Laird believed the Government had endeavored to create the impression that the Dominion Commissioner, Mr. Swinyard, was highly censurable, but the correspondence showed that he arrived here early in the season to make preparation for opening the road as soon as the Local Government would intimate that it was ready. Finding it was not likely to be ready for some time, he left the Island and returned two months after, which was on the 6th of August. He inquired of the Government, as could be seen by his letter, dated 8th August, when the road would be ready to hand over to the Dominion Government, and was informed in reply that all the Local Government could do was to see that the Road was built according to specification, and that the contract was to be completed on the 7th September. Mr. Swinyard further inquired whether the road would be ready on the 7th September, and the Government referred the matter to their Engineer, and he referred to the contractors. Mr. Gregory, the contractors' engineer, said in reply that it was "the desire of the Contractors to be in a position to hand over the entire line of railway, main line and branches complete, according to contract, and within the time required by their contract, and they anticipate no difficulty in doing so." The Government Engineer, not quite so sanguine, said it would take two months to complete the work. He (Mr. L) was aware that such a large work could not be closed up in a few days, particularly as chenges had been made in the specification; but on the 7th December the work was still unfinished, although we had a very favorable season, and that was conclusive proof that the Government Engineer was not competent to discharge the duties of his position. As to Mr. Swinyard, it appeared to him (Mr. L.) that if he had committed an error it was in his over eagerness to ascertain the time when the Road would be handed over, but the Local Government should have acted in good faith with the Dominion Government, so that they might make the needful preparation for opening the Road. If it had been completed on the 7th November, it would have been impossible to open it unless some preparation had been made, but the Commissioner was denied the privilege of making preparation by depositing coal upon the ground set apart for railway purposes, &c. The idea appeared to him (Mr. L.) to be to keep everything in their own hands till it was complete, then hand it over, and throw the blame of not opening it immediately upon the Dominion Government, so as to render them unpopular. If the Leader of the Government could show that the Local Government had acted in good faith towards the Dominion Government, he would be glad to hear it; but if they did not so act, they were liable to, and deserving of, censure from the people's representatives.

Hon. Mr. Strong denied most emphatically that there was a concurrence upon the part of the contractors and Engineer, backed up by the Local Government to withhold the Road from the Dominion Government. There was no evidence to justify such a charge. The correspondence would show that there was the greatest eagerness upon the part of the Leader of the Government, who acted for the Government, to act in concert with the representative of the Dominion Government, and Mr. Swinyard had acknowledged in his report that he had been treated with the greatest courtesy. As to opening the Road, the Dominion Government had been led, by some means, to believe that part of it would be ready to be opened sooner than it was expected the whole line would be completed; hence Mr. Swinyard came here, and he inquired whether there were two contracts, two sets of rolling stock, &c., for the main line and extensions. He found, however, that they were all under the one contract. It had been thought that the trains might run between Charlottetown and Summerside, but it was found that the contractors would have to reserve the privilege of sending their trains over that part of the road, and as there was no telegraph lines erected it would be dangerous; besides, the contractors could not spare sufficient rolling stock to run upon time. It was therefore found impracticable to open any part of the Road till the whole was completed. Neither could he see the evidance of incapacity upon the part of the Government Engineer. He had come here highly recommended as a first-class Engineer with a first-class character. He had been brought here by our Government and continued in office by another. The charge of not being able to know when the contractors would be able to hand over the road, was made upon a very sandy foundation, for there was a large amount of extra work to be done at Summerside and Morell Bridge. The Government could not force the contractors, because the contract had been broken upon their owa part. They were also fully convinced that the contractors were honorable men, and were doing all in their power to expedite matters. The Government were also anxious to act in concert with the Dominion Commissioner, and to hand the road over to him at as early a day as possible. If he (Mr. Swinyard) had been more practical, and not so fond of writing letters there would not have been so much difficulty about the matter. He had gone beyond his jurisdiction, and had interested himself with matters with which he had nothing to do.

Hon. Mr. Balderston had come to the conclusion, on reading the correspondence, that Mr. Swinyard was a very practical man. It appeared to him (Mr. B.) that he was a man who knew his duty and intended to do it, and he also endeavored to make others do their duty. That correspondence had given him a certificate of character which would not be easily destroyed. The Government had allowed reports to circulate uncontradicted, that a portion of the Road was nearly completed, and that no preparation was made to open it. The Dominion Government then sent an agent to make preparation for opening it, but when he came in June, he found no probability of it being ready till September, but it was not ready then. The Dominion Government had certainly acted very promptly in the matter. He (Mr. B.) did not find fault with the Local Government for not having the Road opened earlier, but he found fault with them for taking it off the contractors hands against the protest of the Dominion agent.

Hon. Mr. Munn blamed the Government for allowing reports to go uncontradicted, that the road was ready to be opened early in the summer. It was evident that there was a desire to attach blame to the Dominion Government, when the fault was their own. The Dominion Government were evidently anxious to give the people the benefit of the Road as soon as it was completed. Page 57 of Mr. Swinyard's Report to the Minister of Public Works, would show that the Local Government had acted in a very extraordinary manner.

Hon. Mr. Strong was glad to hear his honor from Wiltshire exonerate the local Government. Reports that the road would be opened earlier might have been circulated by the Press, but what had the Government to do with the Press? It had been thought at one time that the portion of the road between Charlottetown and Summerside could be disconnected and opened, and that was the reason that reports went out, but it was found that it could not be done.

Hon. Mr. Balderson blamed the Government for taking the road off the contractors hands before it was completed. There were no tenements provided for the station masters along the line, and that was a good reason for not keeping the road open in winter. The Engineer had been so liberal—so magnanimous—as to deduct $300 for clearing rubbish for 30 miles inside and outside the fence. Was that sufficient? The Dominion Commissioner made suggestions with regard to the wire fence which were not carried out, and even if it had been, it would be a very inefficient fence still. Mr. Swinyard had requested the rolling stock to be brought into Charlottetown that he might inspect it, but it was not done It was still scattered along the line, and he (Mr. B.) knew that some of it was out of repair. The local Government should have compelled the contractors to bring in the rolling stock.

Hon. Mr. Whitman said the time for the completion of the contract had been extended two months from the 7th September by the consent of the Government. If Mr. Swinyard had not been prepared to take possession of the road when the two months expired he would be to blame.

Hon. Mr. Laird said there was no charge made against the Governnment for not having the road completed on the 7th Sept., but on the 24th or 25th Dec. it was still in the hands of the contractors, and he (Mr. Laird) blamed them for not having an Engineer who was competent to make a calculation as to when it would be done. It was manifest that the Government Engineer was not master of his work. It had been shown that the contractors' Engineer had been authorized to prepare specifications, and then submit them to the Government Engineer for his approval. The leader of the Government said that another Government had continued Mr. Boyd in office, but the fact was that he was a kind of a living specification, and that being the case how could any Government dispense with his services? His certificate was also to be binding in law, and he could grant receipts independent of any specification. Even in the construction of the smallest Bridge a specification was required in triplicate, but in this great work this living speculation was to go over the road, grant certificates, etc., and they were to be binding. His honor had said that Mr. Swinyard was too fond of writing letters. His ridiculing written correspondence was quite in keeping with the action of the Government in dispensing with a specification. If the correspondence were not in writing we would probably find the whole posse denying what they could not now deny. How were the public to know what their officers were doing unless their sayings and doings were recorded. Why was it that Mr. Swinyard could not see the specification or plans till Mr. Boyd had left the Island although he had applied for them? The correspondence showed that it would take him two weeks to make an estimate and inspect the work, but Mr. Boyd had made the inspection in two days. When the road was covered with snow the specification was handed to Mr. Swinyard, and he was asked to take the road. Would it be right or honest for the Dominion Commissioner to take the road under such circumstances except under protest? He (Mr. L.) was almost inclined to blame the Dominion Commissioner for having anything to do with it under such circumstances. The local Government were bound to finish the road, and, according to Mr. Swinyard's report, even in view of the meagre specification, it would take $100,567 to complete the work. Eight or ten days after Mr. Swinyard was asked to take the road, a considerable part of the rolling stock was in the hands of the contractors' employees.

Hon. Mr. Bulger said the members of the Government were business men, and they were anxious to see the road opened, as well as to see justice done to all parties concerned. It was not fair for Mr. Swinyard to stigmatize the Government, and neither did he see that the Opposition had any ground for complaint. If Mr. Swinyard had acted in a gentlemanly manner, there would not have been so much difficulty about the matter.

Hon. Mr. McGill would like to know whether the whole of the correspondence between Mr. Swinyard and the Government was contained in the pamphlet before him. It was reported that a part of it had been surpressed, and the Government should have an opportunity to give the report a denial.

Hon. Mr. Balderson would like to hear some explanation of the accounts of the land damage appraisers. It appeared that out of 225 valuations made by the first commissioners 162 were confirmed by the appraisers; whils out of 266 of the last commissioners only 62 were confirmed by the appraisers. In many cases the awards were doubled and in some cases trebled. He would also like to know why the commissioners were yet retained in office with salaries of £300 a year and £460 for the chairman. If there was a little work yet to be done they might be paid for the work they performed. It appeared that the appraisers had cost the country $10,408 last year.

Hon. Mr. Bulger said it was the duty of the appraisers to see that the amounts awarded by the commissioners were sufficient to compensate those parties whose lands were taken for railway purposes. They were sworn men, and if the evidence showed that a person was entitled to $1.00 more than the commissioners awarded they were bound to give it. There was no appeal from the decision of the appraisers, and that was a consideration in making the awards. If they awarded more than the commissioners allowed it was with a view of doing justice. The appraisers which preceded them had settled 140 appeals, and claimed 100 days' pay, and the present appraisers had settled 300 appeals and claimed 200 days' pay.

Hon. Mr. Walker—what is a days' pay.

Hon. Mr. Bulger replied that up to August last it had been $6.00, since then it had been $5.00. The cases were very much scattered and the appraisers had to travel a great deal.

Hon. Mr. Munn remarked that his honor the leader of the Government had blamed the public Press for causing the impression that the railway would be ready to be opened early in the season, but the correspondence showed that the Government had led Mr. Swinyard to believe that the road would be completed on the 7th September. He supposed that was the reason he (Mr. Strong) was so much annoyed at the correspondence being in black and white, for they had not so good a chance to come down upon the Dominion Government in order to hide their own misdoings.

Hon. Mr. Whightman remarked that it was singular that the contractors gave notice on the 8th December that the Railway was completed, and Mr. Swinyard subsequently pointed out a large amount of work to be done. He would like to hear from the leader of the Government why the certificate was given to the contractors when there was so much work to be done.

Hon. Mr. Walker said it appeared to him that the Government, in promising to hand over the road at a certain time, had promised what they could not accomplish. He (Mr. W) knew that Mr. Swinyard was considered to be a very active, clever, trustworthy man. He knew him by reputation through Mr. Thomas of London. He was an experienced man, as he had had the management of Railways in Liverpool and London. The correspondence would satisfy any impartial man that he had acted fairly, and had done all in his power to open the road. He believed the leader of the Government (Mr. Owen) had also endeavered to act his part well. The contractors were to blame as they failed in having the road ready at the time they promised.

Hon. Mr. Bulger could not see that the contractors were to blame, because there were important changes made in the contract.

Hon. Mr. Dodd said he blamed the Local Government from the beginning. The railway bill had been carried by deception, and it had been a trouble ever since. In letting the contract they had practiced deception. One man had been shuffled off, and another 'swallowed,' and so on, till the contract was given to those they wished should have it. He had no doubt but they were good men, but the vultures got round them and led them into error. Their friends knew where the Railway would be located, and they bought up land at small prices, and saddled the country with very large sums. Instead of having good juniper or cedar sleepers, they allowed spruce sleepers to be used, many of which, he was told, were rotten now. The wire fence was another piece of deception. They deviated from the contract, and placed themselves in the power of the contractors. As for Mr. Boyd, he might be a practical man—a living specification—but he was not a very lively one. It appeared to him (Mr. D.) that he was afraid to meet Mr. Swinyard. If the Government had waited till the people were prepared and willing to have a railway, there would not have been so much trouble about it.

Hon. Mr. Reid was not aware that the Government had advised Mr. Swinyard of the time when the railway would be ready. He had got his information from some of the Government organs. He should have waited till he had official information that the road was ready. When he came the second time, if he was not willing to take it upon the terms on which the contractors were willing to give it, he (Mr. R.) could not see that the Government was to blame. His honor from the city had charged the Government with deception, and such charges had been made again and again, but where is the proof? There was a great outcry about the curves, &c., and the Government was accused of playing into the hands of the contractors; but when the Engineers came here from New York they justified the Government in all they did. His honor had said that the Government placed themselves in the power of the contractors by deviating from the contract, but the most important deviation was the removal of the station at Summerside, and that was done by his honor's political friends.

Hon. Mr. Wightman had no doubt but the Government had given some intimation to the Dominion Government that the Road would be completed at a certain time, otherwise Mr. Swinyard would not have come here when he did. Even after 8th December there was work to be done to the amount of $100,000, according to Mr. Swinyard's Report. Mr. Boyd had declined to accompany Mr. Swinyard over the Road, but left the Island, and left the Government to settle the matter with Mr. Swinyard as best they could He believed Mr. Swinyard had acted very properly throughout the whole transaction, and if others had done so the trouble would not have arisen.

Hon. Mr. McEwen said it could be inferred from the correspondence that the Dominion Government had been informed that a part of the road was finished, and Mr. Swinyard had come here with the intention of opening it. But the contractors were not prepared to give up the road as was expected. He could not see that the Dominion Government was to blame for not opening the road in June or July as the people expected. He was of opinion that the Local Government were remiss in their duty, inasmuch as they did not attend to the omissions which Mr. Swinyard pointed out. The Leader of the Government acknowledged that it was their duty to see that the contract was carried out in its integrity, but as Mr. Swinyard had pointed out $100,000 worth of work to be done according to the specification, he could not see that either the Government or Mr. Boyd had done their duty.

Hon. Mr. Bulger said it appeared to him that Mr. Swinyard did not care much about the interest of the Island. The first thing he wanted was to have some splendid cars fitted up for dining room, sleeping apartments, &c. He (Mr. B.) could not see that the Government would have any interest in delaying the opening of the Road. It was for the interest of the country, as well as members of the Government, that it should be opened. He thought Mr. Boyd had also done his work very faithfully, but he had made a mistake about the wire fence. Why did not the late Government dismiss him if he was not doing his duty? And why did they not provide for a better fence upon the branch lines? He had always approved of the Railway, and hoped other parts of the Island would soon have branches.

Hon. Mr. Walker referred to the passing of the Railway Bill, and said he and his late colleague had succeeded in getting the branch to Souris. He believed the railway would be a great benefit to the Island, but he did not approve of the winding manner in which it was located.

Hon. the President said Mr. Swinyard was not to blame for refusing to take a part of the road and open it for traffic without sufficient rolling stock. Even now the plant was not as it should be. The Government were to blame for the fence. The country should not have had such a fence imposed upon them, when both the law and specification required a good board and batten fence. He believed Mr. Boyd was a gentleman, but he was not firm enough to carry through what he had undertaken. Mr. Swinyard was just as good a man, and knew his business better. He blamed the Government for not letting the Dominion Government know the real state of the road, and the time when it would be ready to be opened.

Hon. Mr. Walker said Mr. Thomas of London had told him (Mr. Walker) when Mr. Swinyard came here last summer that we were very fortunate in having such an efficient man to take charge of our railway.

Hon. Mr. Strong said there was nothing in the correspondence to show that the Government blamed Mr. Swinyard. The only thing they blamed him, or rather the Dominion Government, was for not making an attempt to open the road.

Hon. Mr. Dodd said it was admitted that it was impossible to keep the road open at the time it was given up, and now there was so meuh ice upon the tract that it was impossible to open it.

Hon. Mr. Strong was of opinion that those who took the side of the Dominion Government against the interest of the Island manifested great want of patriotism. He intended to stand by our own province. It could not be shown that the local Government had censured either Mr. Swinyard or the local Government.

Hon. Mr. Laird was glad to hear that the local Government did not blame Mr. Swinyard or the Dominion Government.

Progress was reported, and the House adjourned.

JAMES RAMSAY, Reporter.

A lady occupying room letter B at a hotel, wrote on the slate as follows: 'Wake letter B at seven, and if letter B says Let her be, don't let her be, nor let B be, because if you let letter B be, letter B will be unable to let her house to Mr. B, who is to call at half-past ten.' The porter, more boot black than orthographist, after studying the above all night, did not know whether to wake letter B, or to let her be.

Mr. Childers, a prominent Englishman has been taking a tour through the United States, and gave an account thereof on his return to England. He thought the United States was probably the most prosperous country in the world. He estimated that in fifty years it would contain 150,000,000 inhabitants, while the progress of England was necessarily limited, and he presented reasons why England should seek the friendship and alliance of the United States.

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2 bbls Granulated SUGAR,
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50 sides Sole LEATHER,
25 bbls Coal TAR,
46 doz BUCKETS and BROOMS,
36 pkgs Paint OIL and TURPENTINE,
15 pkgs EARTHEN and GLASSWARE,
28 do Shelf HARDWARE,
26 do Assorted GROCERIES,
39 do Assorted DRY GOODS,
22 do BOOTS, SHOES, MOCCASINS, RUBBERS,
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NEW YORK.

Nov. 30, 1874.—1y

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MR. BYRNE,

F. V. M. A. &C.,

Veterinary Surgeon,

Of London, England.

BEGS to inform the public that he has opened an office and surgery at DesBrisay's corner on the Market Square, and wishes to call the attention of all owners of horses, stock &c., to the following list of medicines, which are guaranteed to be genuine and made from the prescriptions used at the Royal Veterinary Colleges of London and Edinburgh.

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A certain remedy for Colics, Gripes, and Stoppage of the Bowels or water of any animal.

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For wounds of every description. No fly will touch the wound when dressed with this embrocation. An excellent dressing for cuts from the shoes in winter.

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A fine medicine for horses whose appetite is bad or impaired.

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Special attention should be given to the use of these powders in all affections of the Kidneys and Urinary Organs, as many valuable horses are annually destroyed by the injudicious use of Diuretic medicine of inferior kinds and over doses.

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For the destruction of worms of all kinds.

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Cleansing Drenches, Thriving Drenches after calving, Nourishing Drenches for calves, Drying Drenches for cows, medicine for Red and Black Water in cows, medicine for Scour in calves and sheep, dressing for Foul or Rot Foot.

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Blistering Ointment,

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Mr. Byrne will visit the following places on the undernamed Roads and dates.

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Malpeque Road—Curtis Dale, Crabb's, 9 Mile House, Bagnall's, on Wednesday, 13th, and every alternate Wednesday.

St. Peter's Road—Lane's Forge, 10 Mile House, and Mount Stewart, on Saturday, 2nd of January, and every alternate Wednesday.

Rustico Road—Wheatley River Bridge, on Saturday, 9th of January, and every alternate Wednesday.

January 4, 1875.—1y

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Dec. 28, 1874.

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Jan. 12, 1875.

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THE SCIENCE OF LIFE may be had, price one shilling stg., in Halifax, Nova Scotia, J. H. Woodrich, Drug Store; Yarmouth, H. A. Parr; Picton, Henry Elliott; St. John, N. B., H. Chubb & Co., and in CHARLOTTETOWN, P. E. I., of Messrs. Bremner Brothers, 44 Queen Street.

IMPORTANT CAUTION.—The public are earnestly warned against a piracy of the above work emanating from a so-called "Peabody Institute." Boston, which unblushingly appropriates the titles of two works, published by Dr. La'Mert for thirty years.

March 30th 1874. 1y.

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AUCTION.

TO be sold by Public AUCTION, on WEDNESDAY, the 26th day of MAY, A. D., 1875, at the hour of twelve o'clock, noon, at the New Court House, Charlottetown, under and by virtue of a power of Sale contained in an Indenture of Mortgage, bearing date the thirteenth day of January, A. D., 1866, and made between Patrick Egan of Charlottetown, in Prince Edward Island, Master Mariner, and Mary Egan his wife, of the one part, and Philip Large of the same place, Carriage Builder, of the second part: All the Freehold Estate and Interest of the said Patrick Egan, in and to, all that tract piece and parcel of land, situate, lying and being in Charlottetown, aforesaid, bounded as follows, that is to say: Commencing at the southern side of Euston Street, at the Division Line between Town Lots, number Eighty-one and Eighty-two, in the fifth hundred of Town Lots in Charlottetown, and returning thence easterwardly along Euston Street, aforesaid, for the distance of forty-two feet, or until it strikes the western line of land, in the occupation of John Fennel, thence southwarly in a line parallel with Cumberland Street, one hundred and sixty feet to the rear or southern boundary of Town Lot number Eighty-two, aforesaid, thence westwardly along the said rear line, parallel with Euston Street, aforesaid, forty-two feet or until it meets the said Division Line of lots Eighty-one eighty-two, and thence northwardly along the last mentioned Division Line one hundred and eighty feet, to Euston Street aforesaid, being the place o. commencement, and is the western half-part of Town Lot, number Eighty-two, in the fifth hundred of Town Lots in Charlottetown.

And which said mortgage has been assigned to me by Indenture, dated the twenty-first day of May A. D., 1872.

For further particulars apply to Neil McLeod, Esq., Charlottetown.

EDWARD J. HODGSON,
Assignee of Mortgagee.

Feb. 22, 1875—till sale.

LAND ASSESSMENT.

TREASURER'S OFFICE, P. E. ISLAND,
Charlottetown, Jan. 25th, 1875.

IN pursuance of an Act of the General Assembly of this Island, made and passed in the Tw