ND MERCANTILE
D LIFE
COMPANY.
$6,169 7s. 8d.
E?
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e divided amongst the assured, thus makl
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the endowment principle.
G. W. DeBLOIS, General Agent.

HE TIME!

EITH & CO.,
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STOCK.
g, Hats, &c.,
UCED PRICES!
a large lot of
TWEEDS,
famous
ORNE TWEED!
ade up in the
ICAN STYLE,
CUSTOMERS!
ore the hurrying of the Fall season.
e equalled in the Market!
ine had better call immediately
suited.

D SHOES,
CAPS!
of STOCK
FF CHEAP.
B. SMITH,
South Side Queen Square.

SPRING GOODS.
APRIL, 1871.
FOR GENTLEMEN!!
Superfine Black and Blue
BROAD CLOTHS,
Extra good finish, 3s. 6d. to 35s. per yd.
New and Desirable Patterns, in
Silk Mixed Coatings,
Fine Black Doeskins,
VERY CHEAP!
Fancy Tweeds and Trowserings!
GOOD STYLES!
Silk and Worsted Vestings,
in Stylish Patterns—for Spring wear.
Suits or single Garments made
to order, by first-class Cutters, &c.
Also, in Stock, a prime lot of
JACKETS, COATS, PANTS, VESTS,
&c., &c., &c.
Silk Umbrellas,
Men's and Boys'
Hats and Caps,
Collars, Ties and
Scarfs, Handkerchiefs,
Braces, Kid Gloves,
Dress Shirts, &c., &c
W. A. WEEKS & CO.,
Queen Street.
April 5, 1871. city pa tf. Other adv't out.

LONDON HOUSE.
ONE of our Firm left Charlottetown for England on the 25th ult., and within 30 Days after his departure we have opened out
4 Cases GOODS
selected by him in Liverpool and London. This unprecedented dispatch enables us to offer some of the latest styles of
Figured Repps, Poplins, Lustres
and Cobourgs,
DRAB de LYONS, DRAB de FRANCE
CROSS GRAIN;
Fringes, Trimmings, Flowers,
and a few
LADIES' MANTLES AND HATS.
Also, a sample of
READY-MADE CLOTHING,
and a few
GENT'S HATS,
in Granville, Milan, Alpine, Tyrol, and Strasburg fashions.
SIMON DAVIES & Co.,
Aug. 30, 1871.

THE HERALD.

NEW SERIES. VOL 1. CHARLOTTETOWN, PRINCE EDWARD ISLAND, WEDNESDAY, OCTOBER 4, 1871. NO. 49.

THE HERALD
PRINTED AND PUBLISHED EVERY WEDNESDAY MORNING, BY
REILLY & Co.,
EDITORS AND PROPRIETORS,
At their Office, Prince Street, Ch'town.

TERMS FOR THE "HERALD:"
For 1 year, paid in advance, £0 9 0
" " " half-yearly in advance, 0 10 0
Advertisements inserted at the usual rates.

JOB PRINTING
Of every description, performed with neatness and despatch and on moderate terms, at the HERALD Office.

ALMANACK FOR OCT., 1871.

MOON'S PHASES.

THIRD QR'TR, 6th day, 1h. 20m., even., W.N.W.
New Moon, 14th day, 9h. 7m., morn., S.W.S.
FIRST QR'TR, 20th day, 7h. 42m., even., S.S.W.
FULL MOON, 28th day, 4h. 2m., morn., E.N.E.

DAY MONTH	DAY WEEK	SUN rises	SUN sets	MOON rises	HIGH water	DAY'S len'th
		h m	h m	h m	h m	h m
1	Sunday	6 15	35	7 21	even	11 36
2	Monday	2	33	7 49	1 11	31
3	Tuesday	4	31	8 20	1 49	29
4	Wednesday	6	29	8 58	2 30	27
5	Thursday	8	27	9 42	3 18	23
6	Friday	9	25	10 32	4 1	19
7	Saturday	10	24	11 30	4 55	18
8	Sunday	12	22	morn	5 54	14
9	Monday	13	20	0 33	6 56	11
10	Tuesday	14	18	1 38	7 53	7
11	Wednesday	16	17	2 46	8 49	4
12	Thursday	17	15	3 57	9 39	1
13	Friday	18	12	5 10	10 26	10 58
14	Saturday	19	11	sets	11 9	54
15	Sunday	20	10	6 22	11 51	52
16	Monday	21	8	6 33	morn	50
17	Tuesday	22	6	7 42	0 31	47
18	Wednesday	24	4	8 26	1 22	40
19	Thursday	26	3	9 2	2 13	39
20	Friday	28	1	10 32	3 7	33
21	Saturday	29	4 59	11 46	4 7	30
22	Sunday	30	57	morn	5 15	27
23	Monday	31	55	0 57	6 24	24
24	Tuesday	32	53	2 8	7 31	21
25	Wednesday	34	52	3 17	8 28	18
26	Thursday	35	50	4 25	9 18	14
27	Friday	37	49	rises	10 3	12
28	Saturday	39	48	[illegible]	[illegible]	[illegible]
29	Sunday	41	46	8 50	11 28	5
30	Monday	42	44	6 19	12 0	2
31	Tuesday	43	43	6 54	even	0

Banking Notices.

BANK OF PRINCE EDWARD ISLAND!
(Corner of Great George and King Streets.)
HON. DANIEL BRENAN, President.
WILLIAM CUNDALL, Esquire, Cashier.
Discount Days—Mondays and Thursdays.
Hours of Business—From 10 a. m. to 1 p. m., and from 2 p. m. to 4 p. m.

☞ The P. E. Island having's Bank is in connection with the Treasurer's Office. Days of deposit: Tuesdays and Fridays, from 10 a. m. to 3 p. m.

Union Bank of P. E. Island.
(North Side Queen Square)
CHARLES PALMER, Esquire, President.
JAMES ANDERSON, Esquire, Cashier.
Discount Days—Wednesdays and Saturdays.
Hours Business—From 10 a. m. to 1 p. m., and from 2 p. m. to 4 p. m.

Summerside Bank.
Central Street, Summerside, P. E. Island.
President—JAMES L. HOLMAN, Esquire.
Cashier—R. McC. STEWART, Esquire.
Discount Days—Tuesdays and Fridays.
Hours of Business—10 a. m. to 12 p. m., and from 1 p. m. to 2 p. m.

Farmers' Bank,
Rustico, - - P. E. Island.
President—JEROME DONOUX, Esquire.
Cashier—MARIN J. BLANCHARD, Esquire.
Discount Day—Wednesday in each week.

Business Notice.

RONALD MACDONALD,
COMMISSION MERCHANT,
AUCTIONEER,
—AND—
COLLECTING AGENT.
Souris, P. E. I., January 2, 1871. 1y

SOURIS,
August 1st. 1871.
THE Board of Health, at Souris, hereby caution all parties at this port and vicinity from receiving any person or persons from on board any vessel from foreign or neighboring ports, without Registration from their Health Office.
JAMES A. McEACHERN,
Aug. 2.) 4m Chairman.

Executors' Notice.

ALL persons having legal claims against the Estate of MARTIN O'HALLORAN, of Charlottetown, Merchant, deceased, will furnish the same, duly attested; and all persons indebted to the Estate are required to make immediate payment to
JOHN GAHAN,
WALTER O'HALLORAN,
Executors of the Estate of Martin O'Halloran, deceased.
Ch'town, Aug. 30, 1871. 3m

JAMES W. FRASER, M. D.,
PHYSICIAN AND SURGEON,
Has just opened an Office at the
Head of St. Peter's Bay,
where he may be consulted professionally.
Sept. 13, 1871.

CLOTHING EMPORIUM!

CHAPTER II.

To the Gentlemen of P. E. Island, Greeting:

GENTLEMEN,

TIME and Tide wait for no man, and in order to keep pace with time, we must travel a railroad speed if we expect to posses ourselves of the tide there is in our affairs. Time passes very slow with the youthful mind. But with the middle aged man, how swift! Swifter than a weavers shuttle, we are told. Yes, gentlemen, the world is growing wiser and weaker—weaker in superstition and idolatry—wiser in training up the mind to perfect manhood—keeping all our appetites and passions under subjection—clothing the body with the finest, neatest, and most fashionable productions of the **NEW YORK CLOTHING STORE**, until you become like the lilly of the vally, which neither toils nor spins, yet Solomon, in all his glory, was not arrayed like one of these. Gentlemen, as

'Broadway'

undertakes to furnish you Suits of Clothes unsurpassed in

STYLES, FITS, and WORKMANSHIP,

I modestly invite you to call and see for yourselves, and, like the Queen of Sheba, you will be led to exclaim the half was not told you of their beauty and durability

STYLES!

MANUFACTURED AS FOLLOWS:—

In English Walking Coats, PRINCE ALBERT, &c.
French Walking Coats, NAPOLEON, &c.
Scotch Walking Coats, MARQUIS OF LORNE, &c.
German Walking Coats, BISMARCK, &c.

And the BROADWAY and FIFTH AVENUE

American Walking Coats,
Business,
Frock,
Surtout,
Overs,
and a number of others, too numerous to mention.

BOYS' CLOTHES

in variety and sizes to suit.

Come one, come all. The Rocks must fly from their firm base as soon as I, at the

NEW YORK CLOTHING EMPORIUM,
BROADWAY,
D. H. MACKINNON.

Ch'town, May 31, 1871

(Continued in the "Examiner.")

SPRING AND SUMMER TRADE!

MASON & HENDERSON,
QUEEN SQUARE HOUSE,
QUEEN STREET,

Remind their numerous friends and the public of the fact that they have now on hand, a large and
WELL SELECTED STOCK
OF
SEASONABLE GOODS
OF NEW MAKES AND THE BEST STYLES,
AT MORE REASONABLE PRICES
Than ever offered before.

Having the special advantage of buying all their Goods in the
Very best Markets,
And purchasing for PROMPT PAY, enables them to offer their entire Stock at such prices that must insure
A READY SALE.
Ch'town, May 24, 1871.

Cheap Printing
AT THE
HERALD OFFICE!!

[From the *Royal Gazette*.]

RAILWAY CORRESPONDENCE.

Correspondence between the Government of Prince Edward Island and Messrs. T. & C. Walker, W. D. O'Brien, H. D. McLeod & Co., J. H. Fraser & Co., Wm. Rainnie & Co., and Collingwood Schreiber, on the subject of the acceptance of their tenders to build a Railroad through Prince Edward Island.

On the 23rd day of May, 1871, the Government issued a "Notice to Contractors," calling for "Tenders for the construction and equipment of a Railway of 3 feet 6 inches guage, from Cascumpec to Georgetown." The limit named for the receipt of Tenders was the 19th of July.

On the 25th day of July, the Council met and opened twenty-three Tenders of which twenty were for the whole line two for the line from Summerside to Alberton, and one for that from Charlottetown to Summerside.

The names of the parties tendering, with their address, and the amounts of their Tenders, are as follow:

NAME AND ADDRESS.	AMOUNT STG.	AMOUNT CY.
T. & C. Walker, London, G. B.	£2690	£4035
W. D. O'Brien, Halifax, N. S.	2770	4155
H. D. McLeod & Co., St. John, N. B.	2800	4200
J. H. Fraser & Co., New Glasgow, N. S.	2820	4230
Wm. Rainnie & Co., St. John, N. B.	2830	4245
Collingwood Shreiber, do.	2845	4267 10
J. S. Carvell & Co., Ch'town P. E. I.	2900	4350
E. R. Burpee, St. John, N. B.	2999	4498 10
H. G. Ketchum, do. (with conditions)	3111	4666 10
E. L. Brady, Jersey City,	$16,425	4722
A. L. Light, Newcastle, N. B.	£3205	4822 10
Brook, Ryan & Co., Brockville, Ont.	3230	4845
Wm. Stewart & Co., New Glasgow, (with conditions)	3235	4852 10
E. A. Jones & Co., Halifax, N. S.	3250	[illegible]
[illegible] Summerside, P. E. I.	3250	4875
Jerome B. Huebert, Quebec, (with conditions)		4980
Francis Giles, London, G. B., (with conditions.)	3330	4995
Duncan McDonald, Montreal		5400
Alex. McNab & Co., Halifax,	3910	5860
Jas. Livesy & Co., London, G. B., (with conditions.)	4124	6636
SUMMERSIDE TO ALBERTON.		
J. H. Fraser & Co., New Glasgow, N. S.	£2770	£4150
Alex. Manning & Amos A. Wright, } Montreal	2994	4491
CHARLOTTETOWN TO SUMMERSIDE.		
Capt. John McDonald, Charlottetown, P. E. I.		£4700

The Government accepted the tender of Messrs. T & C. Walker, for the sum of £2690 stg. per mile, subject to the following conditions relative to security for the due performance of the work, and the performance thereof within a certain time, viz: That the contractor before signing the contract should deposit in a Bank, approved of, to the credit of the Government, cash consols, or the bonds of the Dominion of Canada, or of Nova Scotia, or New Brunswick, representing the sum of £100,000 cy. That the said sum should, in the event of any breach of the contract, be considered as liquidated and ascertained damages, and not in the nature of a penalty, and might be applied by the Commissioners towards the construction and completion of the road. The interest and dividends on the deposit to be payable to the order of the depositor. This condition was to be insisted upon with every contractor.

Messrs. Walker's Attorney, B. Lester Peters, Esq., of St. John, N. B., was at once notified of the acceptance of their tender; he arrived in Charlottetown on Monday evening, the 31st July, and had several interviews with the Government, the result of which was the withdrawal of their tender to build the road, Messrs Walker desiring the immediate issue of the whole amount of debentures, to secure their realizing "par," which the Government, under the provisions of the Law, had no power to do.

Mr Peters' letter withdrawing from the contract is as follows:—

Charlottetown, 7th Aug., 1871

Sir,—

Messrs. T. & C. Walker tendered for the construction of the Prince Edward Island Railway at the low rate of £2690 stg. per mile, in the expectation of being enabled, by the immediate placing of the debentures to secure their realizing "par," without being subject to the chance of fluctuation in the money market during the time of the progress of the works.

Subsequently to the filing of Messrs Walker's tender, and after notice of the provisional acceptance thereof, I received as attorney for Messrs. Walker information from them, by letter, that in the ordinary course of mail should have reached me before filing tender, that their calculation was based on the supposition that the debenture payment for the work would be made equal to cash, either by the placing of the issue in the hands of agents of the Government, to direct the sale under arrangement that would protect and sustain the Colonial credit and interests, or that the issue of debentures would be in sums sufficiently large to command the attention of capitalists; and in the event of arrangement not being made as proposed for securing the "par" value of the debentures, I was instructed that the sum per mile for which they would do the work must be increased.

The Colonial Government, on consideration of the proposal for securing them against charges between the date of placing the debentures and the time when the payments would respectively accrue due to the contractors, having arrived at the conclusion that the Act of the Legislature does not admit of the issue of the debentures except in payment to the contractors from time to time as the work proceeds, and having under this construction of the law refused to issue the Debentures in any other manner than as they become payable to the contractors from time to time during the progress of the works,—I am instructed by Messrs. T. & C. Walker to state that they cannot undertake the contract at the rate per mile mentioned in their tender of the 19th July last; and further, that if they are permitted to add to their price named a sufficient sum (say one-fifth per mile), to cover the loss that the issue of the debentures in the manner last mentioned would probably cause, they will enter into contract and proceed with the work without delay.

I have, &c.,
B. LESTER PETERS,
Att'y for T. & C. Walker.

The Honorable the Col. Sec'y.,
Charlottetown.

Messrs. Walker having withdrawn from the contract, on Wednesday, the 9th August, William D. O'Brien, Esq., of Halifax, making the next lowest tender, was telegraphed to, as follows:—

Charlottetown, P. E. I., Aug. 9,

By Telegraph to
Mr. Wm. D O'Brien, Hx., N. S.

The tender of Messrs. Walker for construction of Railroad having been withdrawn, yours being next lowest, will be accepted, provided terms and conditions contract and requirements of law be [illegible]
T. HEATH HAVILAND,
Col. Sec'y.

On Friday evening, the 11th, Mr O'Brien arrived in Charlottetown, and on the 12th had an interview with the Government, when he stated that he was not prepared to furnish any such security as was required for the performance of the contract. He would, however, give a transfer of the Halifax City Railroad as a security for $250,000, and the balance of the sum required in bonds paying six per cent. interest. On the Railway Mr. O'Brien stated there was a mortgage (or bonds) for the sum of $50,000, which, however, he promised to have removed. His letter offering security is as follows:

Charlottetown, P. E. Island,
Aug. 12, 1871.

To the Hon. the Col. Sec'y:

Sir,—

On ascertaining the wishes of your Government relative to the security for the railroad contract, I now beg to state that I will lodge in any Bank at Halifax, say two hundred and fifty thousand dollars stock of the Halifax City Railroad Company, and the balance of the sum required in bonds, which have regularly paid and are paying six per cent. interest.

I have, &c.,
WILLIAM D. O'BRIEN.

On Monday, the 14th, the Government agreed to rescind the order of the 25th July as to the nature of the security, and the following communication was sent to Mr O'Brien:—

Colonial Secretary's Office,
Charlottetown, Aug. 14, 1871.

Sir,—

In reply to your communication of the 12th August, inst., I am authorized to inform you that the Government are prepared to accept a transfer of the whole of the Stock of the Halifax City Railroad Company, unencumbered, for £60,000, and approved personal security for £40,000, as a security for the due performance of the contract for the construction of a Railroad from Alberton to Georgetown, under the provisions of the Act to authorize the construction of a Railroad through Prince Edward Island.

I have, &c.,
T. HEATH HAVILAND,
Col. Sec'y

William D. O'Brien, Esq., &c., &c.

The same day the President of the Executive Council wrote to Mr. O'Brien, requesting him to name a time when he would be able to perfect the security and commence operations.

Charlottetown,
14th Aug, 1871.

Dear Sir,—You doubtless have received a letter from the Colonial Secretary relative to the nature of the security which will be taken from you for the construction of the railroad on your signing the contract. The season is passing rapidly, and the Government is most anxious that the contract should be signed, and the work proceeded with with as little delay as possible. It is therefore desirable that you should name a time when you will be prepared to perfect the security, sign the contract, and commence the work.

Yours, &c.,
JAS. C. POPE.

W. D. O'Brien, Esq.

On Tuesday morning, the 15th, Mr O'Brien left for Halifax, and on Wednesday, the 16th, the following telegram, in answer to Mr. Pope's letter of the 14th, was received from Mr. O'Brien:

By Telegraph from Halifax, to Hon. J. C. Pope.

August 16, 1871.

Am arranging securities—expect to be ready in a week.

W. D. O'Brien.

The week which Mr. O'Brien required would expire on Wednesday the 23rd, so on Tuesday the 22nd the following telegram was sent to Mr. O'Brien:

Charlottetown, Aug. 22, 1871.

To William D. O'Brien, Halifax.

The Government expect you by tomorrow's steamer.

T. H. HAVILAND.

Mr. O'Brien did not arrive by the steamer of the 23rd, but on Thursday, the 24th, the following was received from Mr. O'Brien:

By Telegraph from Halifax, to Hon. T. H. Haviland, Col. Sec'y.

August 24, 1871.

Was absent; am delayed by absence of City Railroad bond holders.

W. D. O'BRIEN.

The same day Mr. O'Brien was notified as follows:

Charlottetown, Aug. 24, 1871.

By Telegraph to William D. O'Brien, Esq., Halifax.

Unless you are here on Saturday next prepared to give the required security, and sign contract, party making next highest offer will be written to.

T. HEATH HAVILAND,
Col. Sec'y.

[Answer by Telegraph.]

On Friday, August 25, Mr. O'Brien telegraphed to Hon. A. A. McDonald.

By Telegraph from Halifax, August 25, 1871.

A. A. McDonald.

I only want time till Wednesday next, pray obtain it for me.

W. D. O'BRIEN.

To which the following answer was sent the same evening (Friday) at 5.30:

Council will accede to your request, and extend time till Wednesday, but no longer. Securities must be perfected then.

A. A. McDONALD.

On Saturday, the 26th August, the Colonial Secretary left for Halifax on *private business*, where he remained until Friday evening, the 8th September. During his absence his name as Colonial Secretary was signed to all telegrams connected with the Railroad, and answers thereto were received directed to him.

On Monday morning, the 28th, Mr. Haviland received a communication from Mr. O'Brien, which is as follows:

City Railroad Office,
Monday morning, Aug. 27, 1871.

Hon T. Heath Haviland.

Sir,—Having called to pay my respects in your absence, I beg to state that I am now prepared to complete the railroad contract, and await your further orders.

Owing to absence of parties holding City Railroad Bonds, I have procured Moir & Co., as securities for that incumberance, $50,000, which, with $250,000, the whole stock, will, I trust, be satisfactory for the first part. For the personal, I offer David Starr & Sons, and T. A. DeWolf & Son, and if necessary can find others. I beg to refer you to Sir E. Kenny for the solvency of the parties.

Having heard that an unfavorable rumor has reached the Island about the City Railroad, may I request your personal supervision of its books at your earliest convenience.

I have, &c.,
WILLIAM D O'BRIEN.

On Tuesday morning, Mr. Haviland replied to Mr. O'Brien, as follows:

Tuesday morning, Aug. 29, 1871.

William D. O'Brien, Esq.,

Dear Sir,—In reply to your note of yesterday, I beg to inform you that I am of opinion that the Government, of which I am a member, will not consider the securities named in your note a sufficient guarantee for the due performance of the contemplated Railway contract.

I am, &c.,
T. HEATH HAVILAND.

The same day, Mr. O'Brien again addressed Mr. Haviland:

Halifax, Aug. 29, 1871.

Hon. T. Heath Haviland,
Colonial Secretary, P. E. I.

Sir,—I have had the honor of receiving your note of this morning, in which you state as your opinion that "the Government, of which I am a member, will not consider the securities named in your note a sufficient guarantee for the due performance of the contemplated Railway Contract."

Will you, Sir, have the goodness to inform me as early to-day as possible what portion of my securities are insufficient, and to what extent, in order that I may furnish additional surities.

I have no fear but that I can, if allowed reasonable time, furnish security in strict accordance with the letter, if not the fullest spirit, of the terms named to me. The urgency with which I have been required to complete those securities, has, under the circumstances, tended to paralize my ability, by confining my attention solely to Halifax.

There are three years allowed for the completion of this contract, and I will not only undertake to complete it in two years, but to allow every day to count in as a part of that period which has elapsed since its award to me.

I have, &c.,
WILLIAM D. O'BRIEN.

Mr. Haviland replied to the foregoing on Tuesday; the answer, however, did not reach Mr. O'Brien, who left on Wednesday morning early for the Island.

Halifax Hotel, Tuesday afternoon.
29th August, 1871.

William D. O'Brien, Esq.,

Dear Sir,—I have only received your note of to-day's date, as I was absent at the boat race when it reached the hotel, and in reply thereto have to state that I consider all the parties you named in your note of yesterday to be all firms and men of too small a capital to be satisfactory and sufficient securities for so large a contract. I have no power to extend the time mentioned in Mr. MacDonald's telegram of Friday last.

Your's, &c.,
T. HEATH HAVILAND.

The same day [Tuesday] while Mr. O'Brien was corresponding with Mr. Haviland, he telegraphed as follows, to Hon. A. A. McDonald.

By Telegraph from Halifax, to Hon. A. A. McDonald.

Aug, 29, 1871.

My securities ready—communicating with Mr. Haviland—do you require me to-morrow? Please appoint an agent here. WM. D. O'BRIEN.

(Answer by Tel.)

The above was received at 5.30 on Tuesday afternoon, the 29th, and at 6

Members of Government out of town to-day, would advise you come to-morrow—see Haviland.

A. A. McDONALD.

Mr. O'Brien arrived again in Charlottetown on the evening of Wednesday, the 30th August, and on Thursday, the 31st, had an interview with members of the Government. Mr. O'Brien had not obtained a discharge of the mortgage on the Street Railway, but in lieu thereof offered a bond of Moir & Co., of Halifax. For the personal security he offered the names of T. A. DeWolf & Co, and David Starr & Sons. The Government declined to accept the same as security.

The following is from Mr. O'Brien to the President of the Executive Council:

Charlottetown, 31st Aug. 1871.

Honble. James C Pope;

Sir,—On Monday last, the 28th current, I addressed a note to the Honble. the Colonial Secretary, then in Halifax, informing him that owing to absence of parties holding some of the bonds of the City Railroad, I was unable to obtain them immediately, and in lieu thereof would give a bond of $50,000 from the firm of Moir & Co., of Halifax, with an assignment and transfer of the entire stock of the road, $250,000, as the full equivalent of the first portion of the security required.

For the personal security, I tendered the firms of T. A DeWolfe & Son, and David Starr & Sons, also of Halifax. On the morning subsequent, I received a reply from the Hon'ble Secretary, intimating as his opinion that the securities offered would not be acceptable. I wrote immediately requesting to be informed in what particular, and for what amount the securities were deemed insufficient in order that I should make good the deficiency, and have since received no answer.

I now await the instructions of the Executive as to what further is required of me. I beg leave to add that, with reasonable time allowed, I can conform to the letter of the Government requirements, and hereby consent that every day's delay since the award of the contract shall be deducted from my time for its completion.

Yours, &c.,
WILLIAM D. O'BRIEN.

The foregoing communication was laid before the Government, and the Honorable Frederick Brecken replied to it in the following, which was delivered about 2 p. m., on the 31st, the same date as that of Mr. O'Brien's communication.

Executive Council,
Prince Edward Island,
August 31, 1871.

Sir,—In reply to your communication of this day's date, addressed to the Honorable J. C. Pope, setting forth the nature of the security you proposed to offer for the performance of the Contract to construct a Railroad throughout this Island.

I have to state that the Government are not prepared to depart from the proposition contained in the Colonial Secretary's Letter of the 14th inst., wherein he states that the Halifax City Railroad must be unencumbered, and that they cannot accept Moir and Co., as an indemnity against the mortgage at present a charge on the said Railroad.

(*Concluded on the 4th page.*)

THE GOVERNMENT RAILROAD RING.

WHAT OUR NEIGHBORS THINK.

(From the "St. John Freeman.")

Prince Edward Island is much excited just now about the letting of its railway contract. The assertions of the opposition papers that a ring had been formed, of which some members of the Government were members, and that the interests of the Province would be sacrificed for the benefit of this "ring," though often repeated, were for a time unheeded. Now they are accepted as truths too painfully manifest by many who were friends and supporters of the Coalition Government. It is, to say the least, somewhat remarkable that even before the tenders were open there were many in St. John who freely stated that no matter who tendered, the parties said to be interested in the contract now made would be the contractors. Few in St. John were taken by surprise when it became known that the tender of the Messrs. Walker was set aside; that Mr. O'Brien failed to secure the contract; that Mr. McLeod & Co., and Mr. Fraser and Messrs. Rainnie & Co., had, one after the other, withdrawn their tenders, and that Mr. Schreiber was then offered the contract. It was expected by some that he too would have withdrawn.

The negotiations with Mr. O'Brien were of an extraordinary character. For some reason best known to themselves and those in their confidence, the Government provided that the contractor should give security to the extent of one hundred thousand pounds for the fulfilment of his contract. This was placing an immense difficulty in the way of ordinary contractors. They, by order in Council, required that the amount of security should be lodged in Dominion Bonds or English Consols. This was a most absurd requirement, and when Mr. O'Brien stated that he was unable to comply with it, but was willing to give other security to the same amount, the government ceased to insist upon a condition with which, perhaps, no one of all those who tendered could possibly have complied. Mr. O'Brien offered his Halifax Street Railway property as security for £60,000, and for this it was accepted, he undertaking to have some mortgages to the extent of $50,000 cancelled, and he undertook to provide personal security for the other £40,000. On August 14th, the Provincial Secretary, Mr. Haviland, wrote him an official letter, signifying the acceptance of his proposal by the government. On the same day, Mr. Pope wrote to Mr. O'Brien, urging him to hasten, as the season was passing rapidly. Mr. O'Brien, who, it seems, left at once for Halifax, telegraphed on the 16th that he was making arrangements, and expected to be ready in a week. On the 24th, he telegraphed that he was delayed by the absence of some of the persons who held bonds on the Street Railroad. The P. E. I. Government replied that unless he was ready to furnish the security agreed on by Saturday, August 26th, they would offer the contract to the party who made the next highest tender. He asked time until the following wednesday. This the government agreed to give, but told him they would wait no longer. Mr. O'Brien replied immediately that, owing to the continued absence of the bondholders, he found it impossible to get the mortgage on his railway cancelled, and he offered in lieu of such cancellation to give Messrs. Moir & Co. (Muir & Co.?) as security for that amount, and Messrs. David Starr & Sons and Messrs. T. A. DeWolfe & Sons as securities for the £40,000. These securities the government refused to accept. Mr. O'Brien then offered to lodge the $50,000 in any Bank in Halifax the Government may name, to be held for the redemption of the Bonds of the Street Railway, and asked for what amount the securities he offered were accounted good by the Government, in order that he may supplement this by other securities. The Government, two days after, replied that they intended to offer the contract to Messrs. McLeod & Co., but if they failed to meet the conditions, then his tender would be accepted, provided such men as Messrs. Duffus & Co. would become his sureties for the full amount, £100,000. The Railroad they refused altogether to take as security for any amount. In a postscript they informed him that Messrs. McLeod & Co. had withdrawn, and asked him to come on with his sureties. The Government organs allege that they waited quite as long as they should be expected to wait, and it is interesting to mark the time they really did allow Mr. O'Brien in the first instance when they knew that he must return to Halifax and spend some days in negotiating the redemption of the Street Railway Bonds. The letter accepting his proposal was dated August 14th; the last day given him to comply with the terms fixed by the Government was the 29th. Whether the security offered on the 27th was really sufficient, or as good as that since readily accepted by the Government, those who know the Halifax firms named can best determine. Practically, as every one knows, this personal security as it is called, is of little real value in any case. No one ever hears of the sureties in such cases being sued to judgment and execution on their bonds. The real security is that the Government pay but a portion of the cost of the work done until the whole is completed, and that they secure the right to enter upon the work whenever, in their judgement, the contractor is not carrying it on with the proper degree of energy.

In the second instance, he was allowed no time at all. The Charlottetown *Herald*, which was a warm supporter of the Government until forced into opposition by these transactions, says:—

"As a business man, Mr. O'Brien acted upon the Government instructions without delay. In good faith he proceeded to Halifax on Tuesday, the 5th Sept. On Wednesday he obtained Messrs. Duffus & Co. as his sureties for the amount required. On Thursday, at 11 o'clock in the morning, they telegraphed the Government to that effect. So did Mr. O'Brien, and on Friday he returned to Charlottetown, with Messrs. Duffus & Co's. letter of guaranty in the possession of the Colonial Secretary.

"The Government claim that Mr. O'Brien went away without acquainting them of the fact. Whether he was bound to do so or not, is a question for the public to decide. The Government is entitled to whatever benefit the doubt gives them; but no reasonable person can say that Mr. O'Brien lost one moment of time from the reception of the Attorney General's communication of the 4th Sept. to the 7th, when he and Messrs. Duffus & Co. telegraphed that the very letter of the Government conditions had been complied with. In the meantime the Government, seized with an inexplicable fit of haste, hoping that Mr. O'Brien had been effectually disposed of, and yet dreading that he might succeed, set to work to get rid of the intervening tenders between that gentleman and one of the ring with railroad speed. Mr. James H. Fraser, of New Glasgow, was manipulated in a manner that demands a rigid investigation. Who invited him to Charlottetown on the 4th September, and when was he invited? He came on the 4th, fully determined to accept the contract if it were offered to him, and prepared to furnish the necessary securities, and yet, on the 5th, apparently without being communicated with by the Executive, he withdrew his tender. Will the Government or the ring explain the mystery? Messrs. Rainnie & Co., of St. John, hooked down on the 5th, on the plea of the season being too far advanced. On the same day, the contract was offered to Mr. Collingwood Schreiber, an engineer on the Intercolonial railroad, and a man without capital or credit, protected by his friends, and pushed by Mr. Burpee, who became alarmed at the weakening suspicion and indignation of the public, he connected to bestow the contract. On Thursday, the 7th, he had an interview with the Executive, and those gentlemen, the guardians of the people's rights and interests, oblivious of their letter of the 4th inst. to Mr. O'Brien; unmindful of the honor of the country; and blind to the significance of Messrs. Duffus & Co's. telegram of guaranty, forthwith conclude the bargain with the highest tender. The necessary documents are drawn up with great speed; there is no enquiry made whether the sureties have consented to sign the bonds, (at least no written letter of assent is asked from Mr. Schreiber,) and, with the Lieut. Governor's and the contractor's signatures attached, the Attorney General is hurried off to St. John to complete the contract. When poor Mr. O'Brien arrives on Friday and demands a time and place for the execution of the necessary bonds, he is told that he is too late!"

The HERALD remarks that while Mr. O'Brien was required to produce letters from the parties he named as sureties, Mr. Schriber was not required to do more than name those who he said would be his sureties; and that although letters from the very firm named by the Government themselves were produced by Mr. O'Brien, yet the Government preferred to give Mr. Schreiber the contract. The defenders of the Government and the organs of the ring say that the letter of Messrs. Duffus & Co. was not received until the afternoon of the 8th, some hours after the contract with Mr. Schreiber was signed; but the telegrams from Messrs. Duffus and O'Brien to the Government was received by them on the 7th, and their signing the contract a few hours before the time at which they knew the mail would arrive, was rather a shabby expedient for evading the obligation they had incurred when they proposed to Mr. O'Brien that he should get Messrs. Duffus & Co. to be his sureties. The "Islander" says:—

Mr. Schreiber "was in the Island, in possession of a communication from the Government, intimating to him that his offer had been accepted. The offer of Mr. Schreiber, and its acceptance by the Government, constituted a contract in the terms of the offer. To give satisfactory security within a reasonable time, and to sign the formal contract, was all that Mr. Schreiber had to do. If he was prepared to do this, the contract was his, and the Government were bound to accept him as contractor."

To this the HERALD replies: "Now, let us observe that every circumstance here set forth by the *Islander*, in favor of giving the contract to Mr. Schreiber, militates with greater force in favor of Mr. O'Brien. The Government had accepted Mr. O'Brien's offer for constructing a railway—the *contract* constituted between the Government and Mr. O'Brien, by this offer, and its acceptance was never broken off. All that Mr. O'Brien had to do was to give satisfactory security—and that security lay on the Council Table on Thursday, shortly after mid-day—security, be it observed, of the Council's own selection—which the Council had sent Mr. O'Brien to seek, and which, contrary to their expectations, he had obtained. Mr. Schreiber, moreover, handed in the *names* of his sureties: whereas, Mr. O'Brien was required to furnish *letters* from his sureties—why this difference of treatment? And possessed of Mr. Schreiber's witness of sureties only, the scrupulous consciences of the gentlemen of the Executive order the contract to be signed in duplicate, and pay no heed to Mr. O'Brien's *letters*.

If we are to consider the offer and acceptance of Mr. Schreiber as a contract entered into between that gentleman and the Government, we must in all consistency, place Mr. O'Brien in the same position. The Government accordingly had two contracts on hand, at the same time, for the same thing. This being the case, the first contract was clearly entitled to the preference, everything else being equal. But Mr. O'Brien's securities were in a much more advanced stage than Mr. Schreiber's. The one gave names of men who might or might not consent to undertake the responsibility demanded of them—the other gave written guarantees from the sureties he produced that they were willing to perfect the security. Again, the fact that fourteen thousand pounds would be saved to the Colony by the acceptance of Mr. O'Brien's conrract, ought to have had a little influence with a Cabinet which was generally supposed to have a conscience or two among its members. From this our readers can learn the worth of the defence set up by the Government."

Again it says:—

"Tender after tender was spirited away from the list, until the contract came into the voracious "Ring." Only in one respect do the calculations of the Government appear to have miscarried. The prompt action of Mr. O'Brien forced ministers to take Mr. Schreiber's tender of £4,267 10s. Could Mr. O'Brien have been kept back a few days more, to give a show of decency to the preceding, the country would have seen the contract go into the hands of the adventurous Burpee, at a cost of £4,999 10s. per mile. Mr. O'Brien, therefore, is fully entitled to the credit of having been the means of saving for the meantime as least £27,750 on 120 miles of Railway."

Mr. Reilly, editor of the *Herald*, who is a member of the House of Assembly, has formally notified the Lieut. Governor and the leader of the Government that he can no longer support the Government. His joining the opposition places the Government in a minority. Of course he is much abused by the Government organs.

PRINCE EDWARD ISLAND.

ALL ABOUT THE RAILWAY CONTRACT.

(From the Halifax Chronicle.)

The Government of Prince Edward Island have published in their "Royal Gazette" the correspondence respecting the railway contract, with some notes and comments which seem strangely out of place in such an official publication. As the matter stands the Government appear to have sacrificed the interests of the public to put money in the pockets of a "Ring" in which they are believed to be interested. A review of the facts will show what ground there is for this opinion.

On the 25th of July the tenders, twenty-three in number, for the construction of the road, were opened. The lowest six—all that appear in the subsequent negotiations—were as follow; the figures in the first column indicating the price per mile in sterling, and those in the second column the equivalent in P. E. Island currency:

T. & C. Walker, London, G. B.	£3600	£4095
W. D. O'Brien, Halifax, N. S.	2770	4155
H. D. McLeod & Co. St. John, N. B.	2800	4200
J. H. Fraser & Co., New Glasgow, N. S.	2820	4230
Wm. Rainnie & Co., St. John, N. B.	2830	4245
Collingwood Shreiber, do.	2845	4267 10

Messrs. Walker & Co's tender being the lowest was accepted, but as they and the Government could not agree upon the manner of issuing the debentures in which payment was to be made, Mr. O'Brien was informed by telegraph, on the 9th of August, that his tender would be accepted provided that the terms could be arranged satisfactorily. Mr. O'Brien proceeded to Charlottetown, arriving there on the 11th, and had an interview with the Government on the 12th. The result of their negotiation at that time was an agreement on the part of the Government to accept the whole stock of the Halifax City Railroad Company unencumbered, for £60,000, and approved personal security for £40,000—the two making the £100,000 Island currency required by law as security. This resolution of the Government's was officially communicated to Mr. O'Brien on the 14th of August by Mr. Haviland, the Colonial Secretary. The leader of the Government, Mr. J. C. Pope, thought it necessary to write a letter to Mr. O'Brien the same day, informing him that it was desirable that a time be named when he (Mr. O'Brien) would be prepared to perfect the security, sign the contract and commence the work." This extraordinary letter, imposing a condition not required by the letter of the same date from the Colonial Secretary, the proper medium of official communication with the Government, appears, when read in the light of subsequent events, to have indicated a determination on the part of the Government to so harass Mr. O'Brien that he would abandon the contract. Mr. O'Brien left Charlottetown the next morning, the 15th, and on the 16th telegraphed from Halifax to Mr. Pope that the securities were being arranged and would be ready in a week.

The day before the week expired, and while they had no reason to doubt that Mr. O'Brien would be ready, the Government, by Mr. Haviland, pressed him a little closer by telegraphing that they expected him the next day. Mr. O'Brien was delayed in Halifax by the absence of some parties who held a mortgage of $50,000 on the City Railroad, which he desired to cancel before going to the Island. He telegraphed to this effect on the 24th, and was replied to by Mr. Haviland that unless he was in Charlottetown on the 26th, prepared to give the required security and sign the contract the party making the next tender would be writen to. To this application of the screw Mr. O'Brin replied, requesting a delay until the 30th, which delay was granted with the intimation that on that day he must perfect his security. Mr. Haviland came to Halifax on the 26th, on private busines, and remained until the 8th of Sept. On the 28th Mr. O'Brien, after first calling on Mr. Haviland in his absence, addressed a letter to him, stating that in consequence of the absence of the holders of the $50,000 mortgage on the City Railroad he could not get it cancelled, but he was prepared to give a Halifax firm (we omit names that are unnecessary) as security for that amount, and two other firms as security for the £40,000 required. On the 29th Mr. Haviland replied to Mr. O'Brien that the securities he had named would not be satisfactory to the Government. On the same day Mr. O'Brien addressed Mr. Haviland, asking an explanation as to what portion of his security was considered insufficient, and expressing his ability, if reasonable time were given, to furnish ample security; and to prevent any fear of delay, he would not only undertake to build the road in two years—one year less than was allowed by the Governmeut—but he would allow them to count in that period every day that elapsed from the time the contract was awarded to him until it was signed. On the same day Mr. Haviland replied, giving no further explanation than a reiteration of his former statement that the securities were insufficient, and adding that he had no power to extend the time beyond the 30th. This letter, however, did not reach Mr. O'Brien who left on the morning of the 30th for the Island, and on the 31st placed before the Government the securities he had offered to Mr. Haviland, and offered to procure others if time were allowed. The Government, by Attorney General Brecken, replied that the securities would not be accepted and no further time would be allowed.

Having thus disposed of Mr. O'Brien, who had made good use of the time allowed him by procuring securities which he might be pardoned for supposing would be acceptable, the Government communicated on the 31st with Messrs. McLeod & Co., who on the 1st September telegraphed that they would give a definite reply in a day or two

The Herald.

Wednesday, October 4, 1871.

☞ *The circulation of the* HERALD *amounts, at the present time, to a weekly average of* 1,400 *copies. We beg to call the attention of merchants and others to this fact. An excellent medium is here available for their Advertisements and Business Notices.*

IF, in the range of his acquaintances, the Hon. George Howlan possessed a really sincere friend careful of his honor, and studious to preserve for him an unsullied name, if such a one were requested in the present crisis of our Island affairs to give free utterance to his thoughts; and if, no matter how absurd may be the supposition, the honorable gentleman was endowed with humility enough to listen to truth, and resolution sufficient to profit by it, the language which such a friend would hold would closely resemble the following:—Sir, you, more perhaps than any other member of the Cabinet, are responsible for the frightful calamity which, at the present moment, overhangs this unfortunate country. Your ambition has been inordinate, your cupidity for wealth and the position which wealth creates has been excessive. To gratify the former, you assumed, with consummate vanity, the title of *leader* of the Catholics; to partially satiate the latter, you have lent your countenance to jobbery, and proclaimed yourself one of its most active apostles. I shall not here pause to enquire by what assumption of right you arrogated to yourself the title of *leader* of your co-religionists; it is of more importance to ask how you comported yourself in your self-assumed position. I have yet to learn that you ever betrayed any of the ability of a *leader*. I am confident that you have frequently exhibited the inexperience of a novice. Only twelve months ago, you served your ambition at the expense of your honor, and took your seat at the Board of the Executive, among men who refused to believe your word, and insisted upon your written bond. That humiliating transaction is still keenly remembered, and your name will be associated with that ignominy, even after the pangs it occasioned have ceased to be felt. The Education question was to remain in abeyance on the one hand, and Confederation on the other. Such were the stipulations of the bond. How have they been observed? The school question, so far as you are concerned, has enjoyed an undisturbed repose; while the Cabinet of which you are a member, has devised one of the most dangerous schemes of Confederation, to which the independence of this Island was ever exposed. Grand promises, bribery and menace, are forms of Dominion diplomacy, with which we are well acquainted. It was, however, left to you and your associates in the Ministry, to project the amiable plan of plundering the country to such a point of beggary and misfortune, that even the miserable rule of Canada would prove a relief.

When the Railway Act was passed, and the negotiations for awarding the contract were entered upon, will you explain, Sir, to an expectant public, why your seat at the Council was so often vacant? Were there no interests higher than those of the ring at stake? Or were you of opinion that those only were worth the heeding, and were in excellent guardianship even in your absence? Had you no duties to discharge to the country which trusted you with her revenue; no duties towards your constituents who confided in your principles; no duties towards your co-religionists, whose self-constituted *leader* you had dubbed yourself? At the very crisis of the people's fortunes, you studiously held away. In the present position of their affairs, the people, Sir, have a right to demand to whom you confided the trust of voting for you on these occasions? With which Minister's views were yours identified? Were you in a repentant mood, an open avowal would be made. In your present frame of mind, however, a discreet silence is the wisest policy you can adopt. You stand before the public, burdened with sufficient guilt, without increasing the weight by open confessions.

It is due to you to say that you have undertaken the defence of the Government with the spirit and energy of a zealot. I am sorry I cannot add that you have likewise displayed the charity and discretion of a Catholic gentleman. Was it christian generosity which induced you to speak of Mr. O'Brien as you did? Had he been your personal enemy, you would have hesitated before revealing the depth of resentment against him you manifested on late occasions. The warmth of your hatred towards the man who certainly deranged the plans of the ring, and well nigh annihilated them, is a more eloquent commentary upon your conduct than the sternest denials of the existence of a ring. Your zeal in favor of the "ring," has betrayed you into the fatal error of villifying a gentleman your superior, in every quality that can elevate one man above another. By what casuistry you can reconcile your denunciations of Mr. O'Brien with the dictates of a sound conscience, I forbear to enquire, although your answer might furnish a clew to the mental process by which you arrive at a justification of jobbery.

You are, also, in the habit of sanctioning your ring proceedings with the authority of the Ministers of your Church. You experience no remorse in dragging in as arguments to justify the Ministry, the names of Ecclesiastics, whose confidence you say you enjoy, and upon whose authority you say you work. Once and for all, Sir, undeceive yourself. No Catholic, least of all a Catholic Clergyman, can countenance your defence and attachment to a jobbing Ministry. "Thou shalt not steal," is a very old law, but not yet either obsolete or abrogated, and there are nine ways of being accessory to another's sin, which your Church taught you in your school-boy days, and which you might possibly ponder over, with some profit, in these days of your senatorial fame and political greatness. Realize, then, your isolated position, and cease to make the names of a Priesthood contemptible, by representing them as aiding and abetting your wrong doings. Will you forgive me, if I insinuate that in your own heart you feel that you are weak, and that the strong hand which has hitherto supported you has been withdrawn? How otherwise account for your non-acceptance of that Chairmanship, which was the object of your ambition, the place where you expected to "rest and be thankful." Did the fate of its first occupant unman you? Yet, your colleague accepted office, and was re-elected. What then? Your difficulty, Sir, was that of Lady Macbeth: "Those hands would never be clean." Your constituents have had too much reason to believe you either an accomplice or a dupe of the hoard of plunderers among whom we have fallen. This is the aspect in which you are now regarded by those who were your best friends. There is but one way out of the dilemma.—Withdraw from the political tricksters by whom you are surrounded, and give your friends the satisfaction of thinking that their confidence in you was not misplaced, and that, though slow to resolve, you were always honest.

MR. CARVELL'S Organ—the *Examiner*—has the audacity to call the opponents of the Ring "a small gang of Annexationists and a few desperate fellows who have the stamp of desperadoes in some of their actions." Isn't this sweet, coming from one of the ring, and a paper that deprecates abuse? The hero of Pownal Street Wharf will soon learn to his sorrow that the whole community, who cry shame upon the swindler's ring, are not to be thus insulted with impunity. The same gushing paper, copying the artifice of the savage in his warfare, puts forward the character of some of the Members of the Executive as a complete vindication of the Ring. The defence isn't worth a row of pins. The public know that they have, before the first blow has been struck on the work, been fleeced out of £30,000, by giving the railway contract to Messrs. Burpee and Schreiber. The Government alone are responsible for this. What further bleeding may be indulged in before the completion of the work, no man knows; but the Government which, at the very outset, could play into the hands of the Ring to the tune of £30,000, is not likely to be very economical where jobs can be safely indulged in, in the purchase of right of way, surveys and serpentine extensions, to put weak-kneed Members right. Having already endorsed and defended the jobbery, which is patent to every one but a hireling and interested press, they are held morally responsible for the act. Every similar subsequent one that may be perpetrated during the passage of a million of money through their hands, whether done with their eyes open or shut, will also cling to them in life and in death. From what has been done, the tax-payer has reason to look forward with misgiving to what will be done. The defence of the *Examiner* is borrowed from Canadian politics, where personal character has been put forward, and not unsuccessfully, as blinds to some of the greatest swindles on this continent. Character, indeed! What the public have to deal with is *public facts*, and not whether the President of the Council, or any of his colleagues, has made a fortune by *honest* industry. The greatest rogue unhanged might set up as good a defence as the *Examiner's*, for the injury that has been done the Colony. Coming from a Liberal, Anti-Confederate organ, (save the mark) the *character*-istic defence of a gang of Dominion leaches and schemers is enough to satisfy the most sceptical that the *Examiner* is completely under the control of the Railway and Confederate Ring.

It is an empty sophism to state that a character for honesty should shield a man from ever being apprehended as a rogue. Yet, it is a popular belief among Dominion corruptionists. Suspicion may be with more difficulty aroused against a man with an honest reputation, and it is for this reason that some consummate swindlers have, with great assiduity and perseverance, striven to acquire for themselves a reputation for sanctity of life and religious deportment, in order the more truly to throw a veil over their iniquities. Mr. Carvell's organ should certainly be aware that your bland, smooth-spoken, oily individual is the very best instrument possible for the perpetration of a dishonorable action. We are frequently told that it is not possible to judge of the motives of men by the manifest tendency of their actions, or the notorious character of their reputations. Witnesses are called for, with triumphant security. Papers and letters are ordered to be brought forward, and when they are not forthcoming, an inference is at once drawn that the accused are innocent. To such men, we would put the following questions: Can nothing be true save what is capable of proof in a Court of Justice? Is all internal evidence to go for naught? Is the manifest tendency of a man's actions to be overlooked? Now, we aver that the manifest tendency of the recorded acts of the Executive is to favor a pet gang of speculators. In every step taken by the Ministry, in awarding the tenders, there is internal evidence of jobbery, and the all but universal opinion of the provincial press confirms the truth that the present ministry has played foully false with the people's interests. "Out of Prince Edward Island," says the *Acadian Recorder*, "every newspaper in the Provinces except two has denounced the railway jobbery now going on." Let the people think of this, and judge if we have misrepresented the Government. Character may be a protection against hasty judgment, but it must yield to the irresistible logic of facts.

UNDER the heading of "The Secret Revealed," the Halifax *Reporter* of the 22d ult., contains the following remarks, which we commend to the careful consideration of our readers, and the public generally:—

"The Charlottetown *Herald* accuses the *Examiner* of being the slave of a Merchant named Carvell—bound hand and foot to his money bags, and unable to stir except as he directs. We are not in a position to state the condition of freedom or serfdom experienced by the *Examiner* of Charlottetown. But of one thing we are sure—that is, that the public is nowhere served properly and faithfully by papers owned or 'occupied' by monied men, not connected with the business of publishing and editing the papers. We have had an illustration in New York, where the papers were, for the most part, owned or occupied by the Tammany Ring. What was the result? For years the peculations have gone on, but the public has not been put on the watch by the press. The result was, millions upon millions of dollars added to the debt; then a quarrel with the N. Y. *Times*. Then an exposure, and a determined, active movement to sweep the whole Tammany concern out of existence. The public is evidently not well served by newspapers owned or *controlled* by corporations. It is just as true that the public is miserably sided by papers owned or 'controlled' by companies or private capitalists."

This is essentially true, and is as forcibly illustrated in the railway ring papers of this Colony, as in those of the Tammany ring of New York. The duty of the public is obvious. The subsidized papers should be discouraged, and those devoted to the public interests encouraged by a generous support.

WITH reference to the assertion, which appeared in *Carvell's* organ last week, that the *Janus* Editor of that sheet had seen a Mortgage of $100,000 on Mr. O'Brien's Street Railway in Halifax, we have to call upon those interested in *Carvell's* organ to produce the document upon which they found their assertion, or otherwise stand self-convicted of slandering and defamation. Mr. O'Brien said to the Government that his Railway was burdened with a debt of $50,000. *Carvell* and his *Janus* Servant say it is burdened with $100,000; and further, that they have seen the Deed. This Deed we demand. Such *open, honest* individuals can have no objection surely to produce the authority for branding a gentleman hitherto deemed upright and conscientious in all his dealings, as little short of a rogue and a swindler. We wait *Carvell's* developments through his *organ*.

The railway correspondence, and the opinions thereon of the Nova Scotia and New Brunswick press, occupy so much of our space this week, that we are unable to find room for any comments of our own on the case presented by the government. It will afford us much pleasure to do so next week, and to knock the heads of the Government brawlers and parasites together until they *ring* again.

MERCHANTS BANK.—A meeting of the Stockholders of the above Bank took place on Wednesday last, at the new Bank premises, Water Street, for the purpose of electing Directors and transacting other preliminary business, previous to the opening of said Bank, when the following gentlemen were elected:—

Robert Longworth, John F. Robertson, Artemas Lord, G. R. Beer, L. C. Owen, Andrew A. McDonald and Alexander Brown, Esquires. Mr. Longworth was appointed President.

Newfoundland papers of the 27th ult., have been received. The death of the Rev. John Kinsella, P. P., at the age of 28 years, is reported. A man named Peter short fell from the roof of a building which he was shingling, and was killed; and a woman named Kenny, fell into a well and was suffocated before assistance reached her.

The Michaelmas Term of the Supreme Court for Prince County, commenced yesterday, at St. Eleanor's. Judge Hensley and most of the Charlottetown lawyers were in attendance. Although not important, the proceedings will be given in our next No.

WORKING LIKE BEAVERS.—The Ring Organs—*Examiner, Argus*, and *Summerside Journal*—are working like beavers in the cause of jobbery, for the pickings that have been lately thrown to them. They are entitled to our leanings; but they cannot impose upon the public as to the cause of their zeal. There is not an honest man amongst them.

☞ Remember the Queen's County Cattle Show at Charlottetown, on Tuesday next and the Industrial Exhibition the day following. Every necessary preparation is being made by the Commissioners for the occasion.

TO CORRESPONDENTS.—"A Subscriber," and other correspondence, unavoidably crowded out this week.

An article upon the Tammany "Ring," and the Land speculations of Dr. Tupper, delayed till next week.

CONCERT.—We have much pleasure in announcing that the pupils of the Convent will give a Concert in the Convent Hall, on Wednesday evening next, commencing at eight o'clock; doors open at seven. Price of admission, 1s. 6d. Go one, go all.

H. M. S. *Royal Alfred*, is expected here on the 8th inst.

The Railway Celebration (turning the first sod) which was to come off to-morrow, at the public expense, has been knocked on the head. The outrage would have been too much for human patience, and the Government, becoming alarmed at the certainty of a counter demonstration on the part of the people, very wisely backed down from the arrangement. Whatever feasting may be indulged in, will have to be done privately and paid for by those who participate in it,—unless, indeed the bill is cloaked up in "contingent" expenses, or other ways known only to the Executive.

WE regret to learn that the Hon. James Dingwell met with a serious accident a few days ago. While driving, near Rollo Bay, his horse ran away, and in taking a short turn, upset the wagon, throwing Mr. Dingwell violently to the ground, and doing him such bodily injury that fears are entertained for his recovery. One of his arms is broken and dislocated, three of his ribs are broken, and his head is very much bruised. We earnestly hope that the medical skill brought to bear on his case will be instrumental in restoring him to health and strength.

Married.

At the Manse, on the 28th ult., by the Rev. T. Duncan, Mr. Finaly McLellan, to Miss Ann Kelley, Lot 49.

At Summerside, on Tuesday, the 12th ult., by the Rev. James A. McKenna, P. P. Mr. Wm. Cosgrove, of Hope River, Lot 22, to Miss Mary A. Murphy, of Upper Freetown, Lot 25.

A Charlottetown, on the 14th ult., by the Rev. James McColl, Mr. Angus McDonald, Lot 60, to Miss Margaret McDonald, Charlottetown.

On the 12th ult., by Rev. James Ross, B. W. Brown, second son of N. J. Brown, Esq., of Marble Mountain, to Mattie J. Mathewson, eldest daughte of D. Mathewson, Merchant, of Lardaloise, C. B.

Died.

At the head of Hillsborough, Lot 38, on the 20th ult., after a painful illness of 9 months, which she bore with Christian resignation to the Divine Will, Mary Daly, the beloved wife of John McKenna, in the 35th year of her age. She leaves a husband and five children, and a large circle of friends and relatives to mourn their irreparable loss. She was a native of County Monaghan, Ireland, and emigrated to this Island in the year 1841.—May she rest in peace.

APPRENTICE.

WANTED, an Apprentice to the Tailoring and Hair Dressing Trade. Good reference required of good, moral, steady habits. One from the country preferred; also, two WAITING MAIDS, at the Union House, Charlottetown.

JOHN S. O'NEILL.

Oct. 4, 1871.

Shipping Intelligence.

PORT OF CHARLOTTETOWN.

ARRIVED.

Sept. 26th—Schr. Robert, McDonald, Bay, 5th S. McDonald, Paul, Pictou; coal. Str. Georgia, Montreal, mdse.

27th—Schr. Pemo, McLean, Bay Verte; deal.

28th—Mary Kate, Gillis, Pictou; coal. Plover, McDonald, Marble Mountain; stone. Maria Alva, McAvoy, Pictou; coal. Mary Ann, Hobbs, Pictou; coal. Adventure, Scott, Pugwash; stone.

29th—Magenta, Boudrot, Sydney, coal. Elizabeth, Cunningham, Richibucto; deal. Lilly, Dupre, Shediac; boards. Condor, Swain, Chatham; deal. Georgia, Connell, Pictou; bal.

30th Spray, Ross, Richibucto; deal. A. Parker, Campbell, Pictou; coal. Louisa Agnes, Slawenwhite, La Bras'dor; Herring. Snipe, Morrissey, Pictou; coal.

Oct. 2—Str. Flamboro', Telfer, Montreal, mds. Schr. Enterprise, Burk, Gulf; fish. I Dare, Grant, Bay Verte; deal. Mars, McLean, Buctouche; deal.

3d—Str. Maid of the Mist, —— Sydney, C. B.

CLEARED.

Sept. 27—Schr. Farewell, McEachern, Cape George; bal.

28th Str. Commerce, Doane, Boston; mdse. Schr. Conqueror, Martin, Pictou; bal. J. W. Hatfield, Paul, Pictou; bal. S. McDonald, Paoli, Pictou; bal.

29th—Sea Breeze, McFadyen, Pictou; bal. Lily, Dupre, Shediac; bal. Str. Georgia, Connell, Quebec; bal. Schr. Fear Not, Macneill, Pictou; bal. R. Munn, Pictou; bal. Angelique, Holiday, Pictou; bal.

30th—Elizabeth Ann, Cunningham, Miramichi; salt. Augusta Parker, Campbell, Pictou; bal. Mary Ellen, McPher, Grand River, gen. cargo. Venture, Anderson, Pictou; bal. Villette, Forest, Pictou; bal. Mary Ann, Hobbs, Pictou, bal.

Oct. 2—Island Home, Lord, Boone Bay; fishing stores. Enterprise, Burk, Bay of Islands; fishing stores.

Exports from the port of Charlottetown up to Tuesday, the 3d Oct.—Sheep-skins, 1530, and 1 bundle; Eggs, 326 bbls. Butter, 2995 lbs.; Herrings, 799 bbls.; Mackerel, 1589 bbls.; Wool, 2886 lbs.; 1 Horse; Ale, 170 gals.; Hay, 6 tons.; Potatoes, 35 bus; Pork, 275 bbls.; Lard, 1700 lbs.; Oats, 400 bus.; Oysters, 11 bbls.

Ship News.

The schooners "Condor" and "Arrow" cleared to-day for Boston, carrying with them 1200 bbls. Mackerel, and 700 bbls. Herring, from the firm of I. C. Hall & Co., of this city.

The steamer "Georgia," Capt. Connell, from Quebec, with 775 bls. Flour and other merchandise, arrived in port on Wednesday last. She left for Quebec again on Friday, the 29th.

The schr. "Louisa Agnes," Capt. Slawwhite, arrived from the La Bras'dor on Saturday last, with 350 bbls. Herring.

On Monday, the str. "Flamboro," from Montreal, Capt. Telfer, arrived in port, and landed 508 bbls. Flour, besides an assorted cargo.

The str. "Maid of the Mist" made her *maiden* appearance in Charlottetown harbor last evening. We understand it is the intention of her owners to run her on this River. We hope the proper authorities will see that she is, in every respect, a safe boat.

The "Robert Byron," Capt. Clark, from the Gulf, arrived on Saturday evening last, with 320 bbls. mackerel. She left for Boston yesterday.

The barque "Candace," 30 days from Liverpool, Murchison, master, and owned by Messrs. Duncan & Co., arrived yesterday with a general cargo.

Barque "Lilla Alice," with cargo of general merchandise, arrived this morning from Liverpool, G. B., making the run out in 18 days. This vessel is owned by Peake Bros. & Co.

Cleared from Boston for this Port.—On Friday last, the brig *Marion*; on Monday, the 2nd Oct., the schr. *Anna M. McIntyre*, both having full cargoes, and chartered by I. C. Hall, of this city.

Arrivals from P. E. Island at Boston.—The schr. *Sailor's Bride*, on Thursday, the 28th, from Tignish, and on Sunday, the 1st, the schr. *Scud*, from Rustico. Both vessels were loaded with mackerel by I. C. Hall.

The str. *Commerce*, Doane, master, left for Boston on Thursday last, having on board 168 bbls. mackerel, 400 bush. oats, 68 bbls. eggs, 20 tubs butter, and 4 bbls. oysters.

The str. *Alhambra*, from Boston and Halifax, arrived this Morning. She leaves again tomorrow at noon.

Passengers.

Per St. Lawrence from Pictou, Sept 15.—J R Carmichael, Mr Hodgson, wife and two children, W Wilson and wife, J B Fitch, F W Gordon, E J Milledge, Mrs W. Wyatt, J W Ames, J Douse Mrs Quirk, J Bradley, F G Boggs, Stevenson, Montreal.

Per St. Lawrence from Shediac, Sept 18.—James A. Martry, D Campbell, John Carroll, Capt. Healey, J B Russ D McKay, W L Pose Miss A Pose, Miss Kennedy G F Baillargé, E T Mills, Wm Mitchell, Charles Monnier, Wood, J. Hone, C. Witter, Howatt, Woodman.

Per Princess of Wales, from Shediac and Summerside, Sept. 14.—John Shea, Mr Farrow, James White, A Stone, D F Hutton, Mrs Malloy, Henry Flinz, Miss McAlmon, German, Miss Johnston, Temple, J D Reid, John MacDonald, J Carvell.

Per Princess of Wales from Georgetown and Pictou, Sept. 18.—L Poole, R Crabbe, D McArthur, J D Mason, J H Davison, A Dogherty, F A Leadman, A C McKenzie, Mr Cunningham, Mrs Cunningham, 2 Misses Cunninghams, J. Longworth, J Johnston, J Hinley, Mr and Mrs Preedy, Miss Fomest, Miss McDonald, Mrs. Sutherland, Miss McQuaine, Miss Fortun, A. Brown and daughter, J S Carvell, Mrs Hobkirk, Rev Mr Sterling, Mr. Andrews, W S Copeland and wife, Mr Cundall and others.

Per St Lawrence from Shediac, Sept. 22.—W Cair, F T Newberry, A E Cannon, W. C. Trowan, W. Ross, J Auld, D Hodgson, H. D. Wadman, J W Wadman, A Mathews, Rev. A. Morris, Rev. Mr. Hodgson, Rev. D Lee D. McKay, D. McLeod, U McBeth and wife, Mrs. Perkin, W B Clark, S Hubbard, John Peal, Mrs Acts, Miss Currie, Mrs McDonald, D MacLeod and wife, A Gunn, P Mahar, Miss Aitkinson.

Per Princess of Wales from Pictou and Port Hood, Sept. 22.—Mr. and Mrs James, Mrs Vatson, Chipman Boyd, D. Stirling, Mr and Mrs S Davies, R Fraser, Mr and Mrs Murphy, C McGregor, S Harder, E Monteith, Creighton, Mr Lawson, Mr Greener, Mr Foule, A Stanley, Mrs Hensley, Miss Nicholson, Mr and Mrs Jordan, 2 Miss Longuespe, Mr and Mrs Norton, Nelson, Berry, Davidson, Hon. G W Howlan and wife, 2 others.

Per St. Lawrence from Pictou, Sept. 25.—G H Davis, Cushman, I Rendle, Miss Dawson, I Higinson, DeWolf and wife, I Spenser, S. A Muncey, George Kerr, James Cairns and wife, Mrs John Cairns, C Full, Miss Slocum, Miss Leach, Mrs James Anderson, C Greenwood, Mrs L Hobbs, Bechard, H. Johnson, James McNight.

Per Princess of Wales from Shediac and Summerside, Sept. 25.—Frederick Haley, Joseph Pope and wife, D Sears, Geo. Mellish, Miss Blake, Miss Ball, Mr and Mrs Barr, Prince, A. E. Killan, Adam Arbor, Mr and Mrs Dickinson, J Carter, Miss Stewart, L P Mahoney, W Carter, S Graham, C Martin, Collingwood Schreiber, C. E.; Mr and Mrs Burpee, John Tod, C. C. Gardiner, J R Gardiner, Mrs Watts, D Johnson and wife, Emeny, Thomas Kelly, Thomas Frizale and 3 others.

Per Princess of Wales from Hawkesbury and Pictou, Sept. 27.—Samuel Nicholson, P Burney, Wm. Cahill, Chipman Boyd, J Baird and three others, W Baird, H A Henderson, Campbell, Mrs Mason, J M Croll, W H Farquharson, Mrs Slayter and 2 children, Mr and Mrs McLeod, Roderick McRae, Neil Munn, R Matheson, Miss Janet McDonald, Mrs. McDonald Miss Sarah McDonald, Miss Maggie McDonald, Wm. Muncey, D. McKinnon.

Per "Princess of Wales," from Pictou, Oct. 2.—Capt. Hobbs, Mr. Hobbs, Mrs. Babin, Miss Andrews, Geo. Sutherland, J. McLean, J. Fraser, Mr. & Mrs. McNeill, Miss Laughlin and two children, 2 Misses McQuarrie.

Apprentice Wanted.

WANTED, by the Subscriber, a BOY about 16 or 17 years of age, to learn the Boot and Shoemaking Business.

JOHN McCARDLE.

Line Road, Lot 30, Sept. 27, 1871.—3f

AUTUMN ARRANGEMENT.

THE PRINCE EDWARD ISLAND STEAMERS *ST. LAWRENCE* and *PRINCESS OF WALES* will leave for

Summerside and Shediac, New Brunswick,

every TUESDAY and FRIDAY morning, at six o'clock; returning from Shediac every Wednesday and Saturday, at noon, on arrival of Train from St. John.

From Nova Scotia and Cape Breton

every TUESDAY, THURSDAY and SATURDAY morning, at five o'clock, connecting at PICTOU with Train for HALIFAX; proceeding on

Tuesday, to Hawkesbury,
Thursday, to Porthood,
Saturday, to Georgetown;

RETURNING to CHARLOTTETOWN from

Georgetown, Monday,
Hawkesbury, Wednesday,
Port Hood, Friday,

via PICTOU; leaving there same days on arrival of morning trains from Halifax, and proceeding to Summerside and Shediac, as above.

F. W. HALES, Sec'y.

Ch'town Oct. 4, 1871.

Merchants' Bank of P. E. Island.

IN accordance with a Resolution passed at a General Meeting of the Stockholders of the above Bank, held this day in their Banking House, Charlottetown, a call of 3 1-3 per cent on the subscribed Stock is hereby made, which amount the Stockholders are requested to pay at the Office of the said Bank, on or before Wednesday, the 1st November next.

ROBERT LONGWORTH, President.

Ch'town, Sept. 27, 1871.

At a meeting of the Directors of the above Bank, held this day, it was resolved that inasmuch as some of the Stockholders have expressed a wish to be permitted to pay up a larger proportion of their stock than 33 1-3 per cent, therefore, that any Stockholder paying in a larger percentage shall be entitled to participate in the profits of the Bank in proportion to the amount so paid.

ROBERT LONGWORTH, President.

Dated 28th Sept. 1871.

SALE OF TROTTING AND THOROUGH-BRED HORSES, SHEEP, COWS. Threshing Machine, Carts, Wagons, &c.

DR. JENKINS has instructed the Subscriber to sell, at AUCTION, at his Farm, Upton, North River, about three and a half miles from the City, on SATURDAY, the 7th October, inst. at 12 o'clock, the following valuable trotting and thorough-bred HORSES, &c.—

1st. The *Lord Horse*, (bay) a well known trotter.

2d. *Brandy*, (bay), very fast, and a first rate roadster.

3d. *Dandie*, (bay), out of blood mare *Nelly*, by imported *Sir Dandie*, a very promising Colt, and a splendid stepper.

4th. Thorough-bred Filly, four years old, (black), very handsome, with good action.

5th. Brown Filly, three years old, high bred, will make a good lady's horse.

6th. McGinnis' Filley, (bay), three years old.

7th. Tornado Colt, (chesnut), three years old.

8th. Sambo Colt, (black), two years old.

About sixty Sheep and Lambs, many of them of improved breed; Milch Cows, Threshing Machine, (improved); Carts, Wagons, &c., &c.

Terms.—All sums under £10, cash; from £10 to £20, three months; over £20, 6 months' credit, on approved paper.

WILLIAM DODD, Auctioneer.

CHARLOTTETOWN WOOLLEN FACTORY! Weaving, Dyeing, Fulling and Dressing!

THE above Establishment, being now in full operation, the Company are prepared to take in Custom Wool, to be manufactured into Cloth, according to order, as well as to Dye, Full, and Dress Cloth for customers who may have had it otherwise manufactured. As Machinery of the latest improved style for Manufacturing and Finishing Cloth has been procured, and Workmen from the United States engaged, who thoroughly understand the Business, the fullest satisfaction may be expected.

Persons who may have Cloth to Dye, Full, and Dress, can leave the same at the Factory, or with the Undersigned Agents:

Summerside, Finlay McNeill,
Georgetown, G. A. Aitken,
Montague, Beer & Son,
Alberton, Benjamin Rogers,
New London, McIntyre & Montgomery,
Hazel Grove, Richard Bagnall,
New Glasgow, James aLird, jr.,
Wheately River, Alexander McMillan,
Belfast, James Moore,
Murray Harbor, John Brooks,
St. Peter's, Beer & Son,
Mount Stewart, John Ross.

N. B.—As the Company have extensive facilities in the Dressing department, the utmost despatch will be guaranteed.

☞ Custom wool to be manufactured into Cloth can be left at the Factory, or at the Store of Blatch & McKenzie, North Side, Queen Square.

P. R. BLATCH, Secretary.

Ch'town, Sept. 20, '71. 1m

NEW GOODS FOR AUTUMN AND WINTER.

MASON & HENDERSON have now open 42 cases of

STAPLE and FANCY DRY GOODS,

in which will be found a very choice selection of Ladies' Autumn and Winter

JACKETS, at 5s. and up.

140 pieces Fancy DRESS GOODS, from 10d. and up.

110 do. Plain and Fancy WINCEYS, from 5d. a yard and up.

Give us a call, for we believe in the old adage; A nimble sixpence is better than a slow shilling.

☞ 16 *pages, more daily expected.*

MASON & HENDERSON.

Sept. 27, 1871.

Tenders for a Skating Rink.

TENDERS will be received by the Subscriber, until SATURDAY next, the 29th inst., from all parties willing to contract for the Erection of a SKATING RINK in Charlottetown, according to a plan and Specification to be seen at the Office of ALLEY & DAVIES.

LOUIS H. DAVIES.

Acting Sec'y, Skating Rink Company.

Ch'town, Sept. 21, 1871.

Boat Found.

AT Pembroke, Lot 42, on the 12th day of Sept., inst., 19 feet Keel, and painted Black. The owner can have the same by proving property and paying expenses.

DAN. A. McINNIS.

Pembroke, Lot 42, Sept. 27, 1871.

BLACK DIAMOND COLLIERY Westville, N. S., *A. W. GREIG, Esq., Supt.*

HAVING been appointed Agent for the above MINES, I am now prepared to give Orders for Cargoes of Large and Small Coal, delivered at the Nova Scotia Coal Company's Wharf, Middle River, Pictou.

This COAL is of a very Superior quality, and will give every satisfaction to consumers.

I. C. HALL

Ch'town, Sept. 27, 1871—tf

HATS, HATS!

RECEIVED ex ALHAMBRA,

FROM BOSTON, Gent's. Felt Hats, *NEWEST STYLES,* FOR FALL 1871,

A. B. SMITH.

Sept. 13, 1871.

COAL! COAL!

THE NOVA SCOTIA COAL COMPANY are now prepared to ship from their wharf, Middle River, Pictou,

Coarse and Fine Coal

of a superior quality, and at reasonable prices; and their facilities for shipping will enable them to give quick dispatch.

Being assured that their Coal will give good satisfaction to consumers and dealers, a share of public patronage is respectfully solicited.

A. G. GREIG, Superintendent.

Black Diamond Colliery,

Pictou, Aug. 30, 1871. 2m

Freehold Farm in King'S County For Sale.

A VALUABLE FREEHOLD PROPERTY containing fifty (50) Acres first quality Land, and pleasantly situated on the Main Road, leading from Rollo Bay to St. Margaret's, Township No. 43. Fifteen acres are under cultivation, and the remainder is covered with wood of the best description. There is a Dwelling House and Barn on the Property, and it is conveniently situated in regard to Churches, Schools, Mills, &c. It is only four (4) miles from the rising town of Souris, and one and-a-half (1½) from Rollo Bay Harbor.

For further particulars apply to W. D. Stewart, Esq., Charlottetown, or to the owner.

PETER STEWART, Souris Mills.

Aug. 13, 1871.—tf

JOHN CAIRNS' MARBLE WORKS! *Kent Street, Charlottetown.*

THE Subscriber has constantly on hand a large Stock of Marble and Freestone, and is prepared, at any time, to execute orders of every description, such as

[Monuments, Tombs, Headstones, and Tablets; also Chimney Pieces and Shelves, with Brackets.]

In point of Workmanship, Design and Lettering, he feels confident that the work executed at his Establishment heretofore, will compare favorably with that from any similar Establishment in the Island.

The Subscriber has, for sale, a large quantity of Shelling Stones, for Mills, all sizes. Also, on hand, Registered Grates and Grindstones.

Remember the Old Stand.

JOHN CAIRNS.

March 15, 1871.—pat

SPRING & SUMMER GOODS. 1871. McKinnon & McDonald

Have received, per steamers and spring ships

A LARGE STOCK OF MERCHANDIZE!

CONSISTING OF

Dry Goods,

—IN—

Dress Materials, Skirting, Skirts, Velveteen and Cloth Jackets, Velveteen, Flowers, Feathers, Ribbons, Straw Hats, &c., Grey and White Cottons, Prints, Cotton Warp, Shirtings, Sheetings.

BROAD CLOTH.

Fancy Coatings, Tweeds, Doeskins, Tailor's Trimmings.

CLOTHING.

Coats, Pants, Vests, Shirts, L. W. Shirts, &c., &c., &c.

BOOTS & SHOES, HATS, CAPS & HOSIERY.

HARDWARE.

Iron, Steel, Plough Metals, Shear Plates, Shovels, Hoes, Traces, Back-bands, Hames, Nails, Window Glass, Putty, Paints, Paint Oil, Olive Oil, &c.

TEA! (A SUPERIOR ARTICLE.)

Sugar, Groceries, &c., Buckets, Brooms, Rope, Ext. Logwood, English Milk Pans and Crocks, in great variety, all in good qualities, and Lower Prices than usual.

M'KINNON & M'DONALD.

Dodd & Rogers's Brick Building, Queen Square, June 7, 1871.

Freehold Property FOR SALE.

THE Subscriber offers for Sale Sixty Acres of LAND, situate in the flourishing Settlement of Orwell (north), within one mile of the Brush Wharf, where the Steamer *Heather Bells* calls twice a week, and near to stores, churches and mills. The district Schoolhouse is on the property. Fifty acres are clear and in a high state of cultivation—the greater portion of it having been covered last year with manure—mud, of which inexhaustible beds lie in front of the farm. The Buildings are new. The Dwelling House is 25 x 32 feet; the Barn 30 x 30. A never-failing Well of Water is at the door.

—ALSO—

Another Farm of Fifty Acres, situate at the Forks, Head of Vernon River. About one-half is cleared and under crop, the remainder is well covered with Hard and Soft Wood. There are on the premises a comfortable Dwelling House and a large New Barn. A Mill stream runs through the front of the property.

These valuable Farms will be sold with or without the crops.

☞ Price moderate and Terms easy.

Apply to the owner at St. Andrews, Lot 37.

JOSEPH McDONALD.

August 9, 1871.—tf

FLOUR, FLOUR. 100 Bbls. choice FLOUR, For Sale by

A. B. SMITH.

Sept. 20, 71.

FEATHERS! FEATHERS! *WANTED IMMEDIATELY.*

MARK BUTCHER.

Sept. 6, 1871. 6w

INTIMATION.

By order of the Court of Session in Scotland, North Britain.

GAVIN MALTMAN, a native of Fifeshire, Scotland, born in 1792, emigrated in early life to the West Indies. In 1830 he left Jamaica for Halifax, Nova Scotia. In 1842 he was in Prince Edward Island. Thereafter he was in New Brunswick, and the last letter from him is dated from Pugwash Nova Scotia, 21st January, 1848. It is understood that he was afterwards seen in Shediac, New Brunswick, in or about the year 1854.

Maltman was a well-educated and intelligent man, and wrote a good hand, and, if now alive, will be 78 years of age. If alive, he is entitled to succeed to property of considerable amount.

Any person who can give proper information as to Gavin Maltman's present residence, if he be still alive, or, if dead, of the time and place of his death, are requested to communicate with C. M. BARSTOW, Esq., C. A., India Street, Edinburgh, Factor on his Estate, or his Agents, Messrs. McNEILL & SIME, W. S., S. Hill Street, Edinburgh.

Sept. 13, 1871. 6w

A Law in addition to the Law relating to Dogs.

(Passed 18th February, 1865.—Approved 22d February, 1865.—Published 2d March, 1865.

BE it enacted by the City Council of the City of Charlottetown, as follows:

Every person liable to pay the tax imposed by the Twenty-fifth Chapter of the By-laws, intituled "A Law relating to Dogs, and for the purpose of taxing the same," shall, in addition to the payment of the tax thereby imposed, provide, at his or her expence, each and every dog for which such tax has been imposed, withs collar of metal, or, if of any other material, with a metal plate securely fastened thereto, on which said collar or plate shall be legibly engraven the name of the person to whom the said dog belongs, or by whom it is kept or harbored.

Any such dog found in the public streets, squares, or wharfs of the City without a collar, marked as aforesaid, after the expiration of three months from the first publication of this Law, may be killed or destroyed by any person; and it shall be the especial duty of the Police Constables to kill or otherwise destroy all dogs found at large, as aforesaid, without collars so marked as aforesaid.

T. H. HAYILAND, Mayor.

PETER MACGOWAN, City Clerk.

NOTICE IS HEREBY GIVEN that all persons keeping or harbouring DOGS in Charlottetown and Common, that all DOGS found running at large after the first day of October next, without sufficient Collars with the name of the owner inscribed thereon, will be destroyed as the Law directs.

PETER McGOWAN, City Clerk.

Sept. 20th, 1871. 2in

CARLTON HOUSE, *A FIRST-CLASS PRIVATE HOTEL,

(Continued from 1st page.)

With respect to the security offered by you for the balance, viz: £40,000, the Government think considerable sufficient.

I beg leave to inform you that at the last meeting of Council it was agreed that the time be extended to Wednesday, the 30th, but no longer—this was done at your request, to enable you to complete your securities. I am requested to state that the Government are not disposed to grant any further extension of time.

I have, &c.,
FREDERICK BRECKEN.

WILLIAM D. O'BRIEN, Esq.

In the foregoing Mr. O'Brien having been informed that the government would not accept the security offered by him, and that they were "not disposed to grant any further extension of time," a Telegram was at once forwarded to H. D. McLeod & Co., St. John, N. B., the parties making the next lowest tender:

Charlottetown, Aug. 31st. 1871.

H. D. McLeod & Co., St. John, N. B.

Walker and O'Brien have failed to enter into contract for construction of Railroad. Your tender comes next. Are you prepared to give satisfactory security without delay, and sign contract.

T. HEATH HAVILAND,
Colonial Secretary.

(Answer by Telegraph.)

In reply to the above, the following Telegram was received on Saturday, the 2nd September:

By Telegraph from St. John to T. H. Haviland, Colonial Secretary.

September 1st, 1871.

Your Telegram received last night; will reply definitely to-morrow or Monday.

H. D. McLEOD & Co.

The following letter was received by the Attorney General, late on Saturday night, the 2nd September:

Charlottetown, Sept. 2nd, 1871.

Sir,—In reference to your communication of the 31st ult., I beg to state that I have now made arrangements to deposit fifty thousand dollars in a Bank at Halifax, to be held as security to your Government until I shall be able to obtain a release of the Bonds and Mortgage existing for that amount against the Halifax City Railroad.

Also, that if you will please to indicate what amount you consider the personal securities named in my letter of the 21st ult., satisfactory for, I am in the position to furnish the balance from residents of this town, or the entire, if necessary.

When I offered my sureties on the 28th ult., and requested action relative thereto by the Honorable the Colonial Secretary, I could have arranged by last Wednesday, as indicated, if explanation had been vouchsafed me. I therefore respectfully claim that I have not been derelict in my duty or wasteful of the public time.

I have,
WILLIAM D. O'BRIEN.

Honorable Frederick Brecken,
Attorney General,
Prince Edward Island.

The above was laid before members of the Government on Monday, the 4th September; and about 2½ p. m., on the same day, the following answer was sent to Mr. O'Brien:—

Charlottetown, 4th Sept., 1871.

Sir,—I have to acknowledge the receipt of your communication of date the 2d inst., in which you state that you have now made arrangements to deposit $50,000 in a Bank in Halifax, to be held as a security to our Government until you shall be able to obtain a release of the Bonds and Mortgage existing for that amount against the Halifax City Railroad; also, that if I will indicate what amount I consider the personal securities named in your letter of the 31st ult. satisfactory for, you are in a position to furnish the balance from residents of this town, or, if necessary, the entire security.

On the 9th day of August you were notified that your tender for the construction of a Railroad from Alberton to Georgetown would be accepted. On the 11th August you arrived here. On the 12th you had an interview with the Government, at which time you stated that you were not prepared to furnish any such security as was desired by the Government for the performance of the contract. On the 14th the Government agreed to rescind an order made by them as to the nature of the security they had previously determined to demand, and to meet your wishes to accept from you a transfer of the Halifax City Railroad, *unencumbered*, to be taken as a security for the amount of £60,000 currency, and unexceptional personal security for the balance, viz: £40,000. This you promised to do, and when asked what time you would require to complete the arrangement, replied that you would be ready in about a week; at the end of this time you were telegraphed to that unless you would be prepared on the following Saturday to give the security and sign the contract, that the persons making the next lowest tender would be called upon. Notwithstanding which, at your earnest request, the time was further extended to Wednesday, the 29th August, when you announced yourself ready. On the 30th, you met members of the Government, when it appeared that you were not even then in a position to give the promised security. The Street Railway was still mortgaged, and for the balance of the £40,000 you gave the names of I. A. DeWolfe & Co., and David Starr & Sons, which the Government did not deem satisfactory. You were notified accordingly, and a Telegram was then forwarded to H. D. McLeod & Co., St. John, calling upon them, as their tender was the next lowest, to give the required security and sign the contract.

Under these circumstances you will see that the Government is not now in a position to re-open negotiations with you.

I am, however, authorized to say that in the event of Messrs. McLeod & Co. failing to enter into the contract, your offer will be accepted, provided the Government are then in possession of the names of first-class personal securities, such, for instance, as Sir Edward Kenny, C. Murdock, Kinnear & Co., Peatty, William Staite, Son & Morrow, Dufferin & Company, of Halifax, or Hon. D. Brenan, Peake Bros. & Co., and Owen Connolly, Esq., of this town, with an expression from them in writing of their willingness to enter into Bonds to the extent of £100,000 Island currency, for the faithful performance of the contract; but that this Government will have nothing to do with accepting as a security, under any circumstances, a mortgaged Street Railway in Halifax, nor will they delay their negotiations with others, until furnished with the names of first-class men, such as those whose names I have mentioned, with their assent in writing.

I have, &c.,
FREDERICK BRECKEN,
Attorney General.

Since writing the above, we have received a Telegram from H. D. McLeod & Co., declining to enter into the contract. We are therefore in a position to treat with you on the terms above mentioned.

F. BRECKEN.

Below is the Telegram referred to from H. D. McLeod & Co. declining contract, received in the forenoon of the 4th September:

Sept. 2d, 1871.

By Telegraph from St. John to Hon. T. H. Haviland, Col. Sec'y.

Referring to Telegram of yesterday, we beg leave to decline the contract.

H. D. McLEOD & Co.

After receiving McLeod & Co's. Telegram declining the contract on Monday afternoon, and acquainting Mr. O'Brien that they were still open to treat with him on the conditions mentioned in the Attorney General's letter, wherein they also warned him that they would not delay their negotiations with others until furnished with the names of first-class men, such as those whose names Mr. Brecken mentioned, the Government took no further action by commencing negotiation with any party until the next morning (Tuesday.) This gave Mr. O'Brien another opportunity to look for satisfactory security, but he left Charlottetown on Tuesday morning, the 5th September, for Halifax, without making any further communication, either verbally or in writing to the Government or any member of the Government. They were, therefore, totally ignorant of Mr O'Brien's intentions after the receipt of the Attorney General's Letter. They did not know that he was going again to Halifax, nor, on Tuesday, had they any reliable information that he had gone. They did not know whether he intended to look for other security, such as was suggested to him, but the general impression being that not being able to find satisfactory security, he had given up all idea of the contract, they concluded that such was the case.

The date of Mr. O'Brien's last communication to the Government, was Saturday, the 2d September. The Attorney General's answer thereto was delivered to Mr. O'Brien, at 2½ p. m., on Monday, the 4th. Nothing further was heard from Mr. O'Brien until Thursday, the 7th, at 12.45 p. m.

Messrs. McLeod & Co's Telegram, declining the contract, was received on Monday forenoon, and no further action was taken by the Government on that day. On Tuesday morning the following letter was received from Mr. James H. Fraser, of New Glasgow, the party making the tender next above Messrs. McLeod & Co.:

New Glasgow, Sept. 4, 1871.

To the Hon. Col. Secretary of P. E. Island.

Sir,—I beg to inform you that I decline to enter into any contract to construct the proposed railway in Prince Edward Island, for which I made a tender, and hereby withdraw my tender.

I have, &c.,
JAMES H. FRASER.

On receipt of the above letter, a telegram was forwarded to Messrs. Rainnie & Co., of St. John, whose tender stood next to Messrs. Fraser & Co.:

Ch'town, Sept. 5, 1871.

W. Rainnie & Co., St. John, N. B.

Your tender for construction of railroad from Alberton to Georgetown will be accepted, provided you furnish, without delay, satisfactory security and sign contract.

T. H. HAVILAND,
Colonial Secretary.

(Answer by telegraph.)

Replied to on the same day as follows:—

Sept. 5, 1871.

By telegraph from St. John to Hon. T. H. Haviland.

Season so far advanced and other engagements, beg leave to withdraw.

W. RAINNIE & Co.

The following telegram was then sent to Collingwood Schreiber, Esq., who tendered next above Rainnie & Co.:

Ch'town, 5th Sept., 1871.

By telegraph to Collingwood Schreiber, Esq., C. E. on Inter-colonial Railroad, at Amherst:

Contract for construction of railroad from Alberton to Georgetown is offered to you at your tender. Are you prepared to give required security and sign contract without delay?

T. H. Haviland
Colonial Secretary.

(Answer by telegraph).

The above was answered as follows, on Wednesday, the 6th:—

Sept. 6th, 1871.

By telegraph from Point DuChene to Hon. T. H. Haviland.

Your message received this morning. Shall be over to-day.

COLLINGWOOD SCHREIBER.

Mr. Schreiber arrived on Wednesday night and on Thursday morning wrote the following note to Hon. J. C. Pope:—

Ch'town, 7th Sept., 1871.

To Hon. J. C. Pope, Provincial Secretary.

My dear Sir,—I am here to reply to the message of the Hon. Colonial Secretary, which I received yesterday. Will you be good enough to inform me when I can have an interview with you or the Government.

I am, &c.,
COLLINGWOOD SCHREIBER.

Thursday was the regular day for the meeting of the Executive Council. Mr. Schreiber's note was at once answered by Mr. Pope, as follows:

Charlottetown, 7th Sept., 1871.

C. Schreiber, Esq.,

Dear Sir,—In reply to your note of this morning's date, asking me to inform you when you can have an interview with myself or the Government,

I have to state that the Government will have pleasure in meeting you at the Council Chamber, in the Colonial Building at 12 o'clock to-day.

I have, &c.,
JAMES C. POPE.

Sir,—In answer to your communication of this day's date, submitting the list of names of persons from which you authorise the Government to select such as they may deem satisfactory as securities for the performance of the contract for the construction of a Railroad through this Island. I have to inform you that the Government will accept the names of—

Daniel and Boyd,
Jardine & Co.,
A. & F. Randolph & Co., and
T. R. Jones & Co.

The necessary documents will be prepared without delay.

I have, &c.,
JAMES C. POPE,
President of Executive Council.

Immediately upon the decision of the Government on the security offered by Mr. Schreiber, before 6 o'clock on Thursday evening, the following Telegram was sent to Mr. O'Brien, in answer to that received from him at 1 o'clock:

Charlottetown, 7th Sept. 1871.

By Telegraph to W. D. O'Brien, Esq., Hx.

Before receiving your Telegram to-day, contract was offered to Schreiber, and he has expressed his willingness to accept, and furnished names of securities. Should contract not be completed you will be notified.

T. H. HAVILAND,
Col. Sec'y.

On Friday the 8th, the contract was prepared; and at 4 o'clock in the afternoon was signed by the Lieutenant Governor and Mr. Schreiber.

The same afternoon the Colonial Secretary arrived home from Halifax, and Mr. O'Brien also came in the same steamer. The Colonial Secretary brought with him a Letter of guarantee from Duffus & Co., which he had received from Mr. O'Brien, about 4 o'clock that afternoon, on board the steamer *Princess of Wales*, between Pictou and Charlottetown. The letter is as follows:

Halifax, Sept. 6th, 1871.

Hon. T. H. Haviland, Colonial Secretary, Charlottetown, P. E. I.

Sir,—We beg to inform you that we are prepared to become security to the Government of Prince Edward Island for the sum of £100,000 (one hundred thousand pounds, Island currency) on behalf of W. D. O'Brien, Esq., on his obtaining the contract to build the P. E. I. Railroad, as per tender already submitted to your Government.

DUFFUS & Co.

The following memorandum is endorsed on the above letter by Mr. Haviland: "Received on board steamer *Princess of Wales*, between Pictou and Charlottetown, from Mr. O'Brien, on Friday afternoon about 4 o'clock, 8th Sept., 1871.

T. H. H.

On Friday evening at 7.30 the Attorney General and Mr Schreiber left Charlottetown for St. John, in order to have the contractor's bonds perfected by his sureties.

Mr. O'Brien came to Charlottetown on Friday evening, the 8th September; and on Monday afternoon, the 11th, about 2.30 he delivered the following Letter at the Colonial Secretary's Office:

Charlottetown, 11th Sept., 1871.

Sir,—My Telegram of Thursday the 7th inst., as well as Messrs. Duffus & Co's Telegram and Letter of the same date having apprised you of my compliance with the terms and conditions embraced in Mr. Attorney General Brecken's Letter of the 4th inst., it only now remains for me to furnish you with the full names of my sureties, which are as follow:

Jas. B. Duffus, Halifax, N. S., Merchant,
John Duffus, do do
William Duffus, do do

I have now to request that you will please, without delay, cause to be prepared the necessary bonds, and name the time and place for their execution, to enable me to procure the personal attendance of my sureties for this purpose. With regard to your telegram to me, dated at Charlottetown, the 7th inst., announcing that the Railway contract was offered to Mr. Schreiber, I consider that no contract could be concluded with him or any other person pending the proposal made by the Government to me.

I have, &c.,
W. D. O'BRIEN.

The Hon. T. H. Haviland,
Col. Sec'y, P. E. I.

To the foregoing the following answer was made and transmitted by Messenger to Bovyer House, Mr. O'Brien's lodgings, about noon on Tuesday, the 12th. It was however, returned, as Mr. O'Brien had left for Halifax by the morning's steamer. It was then mailed for Halifax, by Mr. Haviland on the same day, at a quarter to two o'clock, p. m., after altering the address on the envelope:

Colonial Secretary's Office,
12th September, 1871.

Sir,—I have to acknowledge the receipt of your communication of 11th inst., and in reply thereto beg to refer you to the Telegram sent to you on the 7th instant as follows:

"Before receiving your Telegram to-day, contract was offered to Schreiber, and he has expressed his willingness to accept, and furnished names of securities. Should contract not be completed you will be notified."

"T. H. HAVILAND, Col. Sec'y."

I may, however, inform you that the contract for the construction of the Railroad has been signed by Mr. Schreiber, and the bonds have been forwarded to New Brunswick for execution by his sureties.

I have, &c.,
T. HEATH HAVILAND, Col. Sec'y.

W. D. O'Brien, Esq.

Certified,
WILLIAM C. DESBRISAY,
Assistant-Clerk Ex. Council.

CO-PARTNERSHIP NOTICE!

I HAVE this day admitted Messrs Patrick Kelly and Joseph Doyle partners in my business, which will, in future, be conducted under the style and firm of OWEN CONNOLLY & Co.

OWEN CONNOLLY.

Charlottetown, P. E. I., 1st July, 1871. } put 3in

SPORTING REQUISITES.

SHOOTING JACKETS,
At the LONDON HOUSE.
FOWLING PIECES,
At the LONDON HOUSE.
CARTRIDGE CASES,
At the LONDON HOUSE.
FLASKS, Half (F F F) and Glass Powder,
At the LONDON HOUSE.
SHOT—all sizes,
At the LONDON HOUSE.
ELEY'S GUN WADDING,
At the LONDON HOUSE.
PERCUSSION CAPS,
At the LONDON HOUSE
POWDER FLASKS,
At the LONDON HOUSE
SHOT POUCHES,
At the LONDON HOUSE.

SIMON DAVIES, & Co

Aug. 23, 1871.

Land for Sale.

THE Subscriber offers by Private Sale 200 Acres of FREEHOLD LAND, being part of that valuable property well known as the "Cambridge Farm," on Lot 16. About 60 Acres of this land is under cultivation, and well fenced, and the remainder is covered with Hardwood, a valuable lot of Cedar and other Softwoods. Mussel Mud and abundance of Sea Manure can be had within a stone's throw of the front of the farm.

Only a small portion of the purchase money will be required down, and a number of years, if necessary, or such time as may be agreed upon by all concerned, will be given for the Balance. For particulars enquire at the office of E. J. Hodgson, Esq., Charlottetown, or to the owner.

RONALD McCORMACK.

Richmond Place, Lot 16, July 10th, 1871. } 1 sum pro pat tf.

SPRING & SUMMER HATS & CAPS!

A large and varied assortment of Gents' and Boys' HATS and CAPS, on sale at the

LONDON HOUSE.

LADIES' & MISSES' PALM LEAF, SUN AND SEA SIDE HATS, &c. &c. &c.

The stock comprises the best and most attractive selection that could possibly be made.

SIMON DAVIES & CO.

June 7, 1871. 4m

KING SQUARE

WAREROOMS.

THE Subscriber wishes to inform the public that he has on hand a very large assortment of

CHAIRS,

of almost every sort, CHEAPER than any offered for sale this summer, at his Establishment in Charlottetown.

2 very fine BAGATELLE BOARDS, 7ft.
1 do. do. do. 8ft.
Balls, &c., all complete—very cheap.

Every Article of

Household Furniture

MANUFACTURED AND ON HAND.

Sawing, Fretwork, Jig Sawing, Plaining, Turning, &c.,
and all sizes of

DECK PLUGS,

constantly on hand.

Patent WINDOW ROLLERS, TASSELS, CORDS and BLINDS.

MARK BUTCHER.

CHARLOTTETOWN MUTUAL FIRE INSURANCE COMPANY.

BOARD OF DIRECTORS FOR THE CURRENT YEAR:
Hon. H. J. Calbeck, President,
W. H. Dawson, Esq., | L. R. M. Hooper, Esq
Wm. Brown, " | G. R. Beer, "
John Scott, " | John Stamblen, "
W. E. Dawson and John Scott, Esqrs., } Surveyors and Appraisers.
Office hours:—From 10 a.m., to 4 p.m.
HENRY PALMER, Sec. & Treas
Mutual Fire Insurance Office, February 14, 1871.

BOOTS, SHOES, AND SLIPPERS,

In all the Leading Styles, for sale at lowest Prices.

A. B. SMITH,

HATS & CAPS!

Balance of Stock
Selling off Cheap!!

A. B. SMITH,

South Side Queen Square, Aug. 16, 71.

Steamboat Notices.

QUEBEC AND GULF PORT STEAMSHIP Co.

Provincial Agricultural Exhibition at Quebec,
12th, 13th, 14th and 15th September.

EXCURSION TICKETS from CHARLOTTETOWN to QUEBEC, and return, per Steamer *Georgia*, will be issued during the month of September, good for 30 days, for $24, including meals and staterooms.

CARVELL BROS., Agents.

Ch'town, Aug 30, 1871. 3w

SUMMER ARRANGEMENT.

STEAMER "HEATHER BELLE"

LEAVES MOUNT STEWART BRIDGE every TUESDAY and SATURDAY Morning, at 7 o'clock, returning same days about 3 p.m.

Leaves Orwell

Every THURSDAY and FRIDAY morning, at 7 o'clock, returning same days about 3 p.m.

Leaves Charlottetown for Crapaud

Every TUESDAY Night or WEDNESDAY Morning, according to tide, returning same day.

By order,
F. W. HALES,
Secretary Steam Navigation Co.

Ch'town, may 10, 1871.

BOSTON STEAMERS.

THE STEAMERS "Alhambra" and "Commerce" leave (weather permitting) T. Wharf, Boston, for this Port, alternately every SATURDAY, at 1, p. m., and, returning, leave here alternately every THURSDAY, at noon and call both ways at Pictou, Canso, and Halifax.

No Head Money by this line. Rates of Passage are—

Cabin,	£2 15
Cabin, including Stateroom,	3 0
Steerage,	2 5

CARVELL BROS., Agents.

Ch'town, June 21, 1871.

Gold and Silver

WATCHES.

GOLD CHAINS!

Wedding, Mourning, and other

GOLD RINGS.

Brooches, Gents' Pins, Clocks, &c., &c.,

Always on hand.

Watches and Clocks repaired at shortest notice. Old gold and silver bought.

ROBERT SNEESTON,
North Side Queen Square, Feb. 16, 1871. } Jeweler, &c. 1y

Anglo-American TAILORING ESTABLISHMENT

WELDON & MONTGOMERY,
TAILORS,

ARE prepared to make up all kinds of garments at short notice and at moderate charges. Patterns or garments cut to order.

Prince Street, near the Athenæum, Charlottetown, P. E. Island.)

☞ Two girls wanted immediately to work at the Tailoring business.

Aug. 9, 1871. 3m

Notice!

The fast-sailing Schooner "A. R. McDonald," will sail, as Packet, between Souris and Charlottetown, for the Season, on the opening of the Navigation.

Agents:
Hon. W. W. Lord, Ch'town,
Neil McDonald, Souris.

DOMINICK DEAGLE, Master.

Souris, March 15, 1871.

City Tannery

AGAIN IN

OPERATION!

THE SUBSCRIBERS will pay CASH for any quantity of

Bark, Hides, and Skins.

NATHAN DAVIES & SON,
City Tannery.

Ch'town, June 21, 1871.

SIMON DAVIES & CO.

AN UNRIVALLED LOT OF

CAPETINGS,

IN BRUSSELS, Wool and Hemp,

WITH HEARTH RUGS to Match,

Just opened at the

LONDON HOUSE.

LITTLE WANZER SEWING MACHINE.

Another lot of this CELEBRATED

SEWING MACHINE

Just received.

A. B. SMITH.

NORTH BRITISH AND MERCANTILE FIRE AND LIFE INSURANCE COMPANY.

Assets over £23,286,100 7s. 8d.

FIRE!

Risks taken in Town and Country at moderate rates.

LIFE!

In this Department there are Two Million Pounds sterling invested for the security of Policy holders. Ninety per cent. of the profits are divided amongst the assured, thus making a bonus quite equal to any declared by the best Mutual Companies, whilst, at the same time, the assured have the security of the large surplus above mentioned, which, being invested in Government Bonds, and other safe securities, should give the public every confidence in the Company.

Policies are made payable either at death or on the endowment principle.

This Company issues Indisputable Policies.

Ch'town, July 26, 1871. 3m. G. W. DeBLOIS, General Agent.

NOW IS THE TIME!

FALCONER, KEITH & CO.,

Will sell the balance of their

SUMMER STOCK.

Cloths, Clothing, Hats, &c.,
—AT—

GREATLY REDUCED PRICES!

Just Received, a large lot of

CANADIAN TWEEDS,

Also, the famous

MARQUIS OF LORNE TWEED!

Which will be made up in the

LATEST AMERICAN STYLE,

OR TO SUIT CUSTOMERS!

We offer great inducements now, before the hurrying of the Fall season.

Prices and quality not to be equalled in the Market!

Gents' wishing anything in our line and better call immediately and get suited.

Ch'town, August 19, 1871.

BOOTS AND SHOES, HATS and CAPS!

BALANCE of STOCK SELLING OFF CHEAP.

A. B. SMITH,
South Side Queen Square.

Aug. 30, 1871.

A. BERRIMAN,

BELL-HANGER, GAS FITTER, GUN & TIN-SMITH,

Dorchester Street,
(Next to Old Reading Room Building.)

BEGS to return his thanks, to the general public, for the liberal patronage extended to him since his commencement in business, and asks for a continuance of the same. He keeps constantly on hand

A neat Assortment of Tinware, Kitchen Utensils, &c., &c.

All orders in the above business will be punctually attended to.

Having lately made large purchases in the cheapest markets, intended for House Builders, such as Gas Fittings, Water Closets, Bell Fittings, &c., &c., I am prepared to sell them at rates as low as can be had in the city, and will fit them up in a good workmanlike style.

To a generous public, I would say, that all orders in this branch of my business will be attended to with despatch.

A lot of First-class Water Coolers on hand.

Sayer's Crystal Blue,
Sold Cheaper than ever.

July 5, 1870. ex

Fair and Exhibition!

The Annual Fair and Exhibition of Agriculture and Local Industry, for Queen's County, will be held in Charlottetown, as follows, viz:

THE CATTLE SHOW AT

Holland Grove Grounds,

On Tuesday, October 10, and the

Exhibition at the Drill Shed,

On Wednesday, October 11.

All Entries for the Cattle Show must be made at the Secretary's Office, on or before Monday, October 9; and all articles for the Exhibition must be delivered and entered on the Secretary's Books at his Office, on or before Monday, October 9, or at the Drill Shed, up to 12 o'clock, noon, on Tuesday, October 10, at which hour the Doors must positively be closed for the Judges to commence inspection.

Prize List Pamphlets to be had on Market Days, from the Market Clerk, and at the Office of

A. McNEILL,
Secretary Board of Commissioners.

Exhibition Building, Ch'town, Aug. 8, '71.

NOTICE.

THE undersigned having been appointed by power of Attorney, to collect all debts due and owing to the Rev. George A. Belcourt, late Parish Priest of Rustico, in Prince Edward Island, hereby notify all persons indebted to the said Rev. George A. Belcourt, by Promissory Notes, or otherwise, to come forward and make arrangements for the settlement of their respective accounts.

DAVID HUTCH.

Charlottetown, Aug. 19, 1871. 6w

SPRING GOODS.

APRIL, 1871.

FOR GENTLEMEN!!

Superfine Black and Blue

BROAD CLOTHS,

Extra good finish, 3s. 6d. to 35s. per yd.
New and Desirable Patterns, in

Silk Mixed Coatings,
Fine Black Doeskins,
VERY CHEAP!
Fancy Tweeds and Trowserings!
GOOD STYLES!
Silk and Worsted Vestings,
In Stylish Patterns—for Spring wear.

☞ Suits or single Garments made to order, by first-class Cutters, &c.

Also, in Stock, a prime lot of

JACKETS, COATS, PANTS, VESTS, &c., &c., &c.

Silk Umbrellas,
Men's and Boys' Hats and Caps,
Collars, Ties and Scarfs, Handkerchiefs,
Braces, Kid Gloves,
Dress Shirts, &c., &c

W. A. WEEKS & CO.,

Queen Street.

April 5, 1871. city pb tf. Other adv't out.

LONDON HOUSE.

ONE of our Firm left Charlottetown for England on the 25th ult., and within 30 Days after his departure we have opened out

4 Cases GOODS

selected by him in Liverpool and London. This unprecedented dispatch enables us to offer some of the latest styles of

Figured, Repps, Poplins, Lustres and Cobourgs,
DRAB de LYONS, DRAB de ERANGE
CROSS GRAIN,
Pringles, Trimmings, Flowers,
and a few
LADIES' MANTLES AND HATS.

Also, a sample of

READY-MADE CLOTHING,

and a few

GENT'S HATS,

In Glengarrie, Milan, Alpine, Tyrol, and Superfine Fashions.

SIMON DAVIES & Co.

Aug. 30, 1871.