

A Tale of the Sea.

Few more interesting stories of the sea have been told in court than that brought out in the long trial, at Boston, of the captain and the owners of the cargo of the brig Mary Celeste, which was wrecked on the coast of Hayti in January last, and which trial has just ended in the disagreement of the jury. A despatch to the New York Sun thus summarizes this case:—

Capt. G. Man C. Parker, the veteran master of the brig Mary Celeste, is accused of wilfully running this vessel on a reef off the coast of Hayti, causing the loss, principally, of everything on board. His indictment for barratry is still pending. The indictment in the trial just ended in a disagreement between the captain and several of the most prominent merchants of Boston, who owned the cargo, of conspiracy to wreck the vessel in order to obtain the insurance.

During several weeks the testimony of accusation and defence has been put in. The sailors on the brig, to a man, told substantially the same story, a highly interesting one, which seemed to prove the captain either a most daring wrecker or else a suddenly afflicted imbecile. They were heading straight for Miragoane, so they said, in a calm sea, with a light wind and a bright sky overhead. It was broad daylight on Saturday, January 3, that the helmsman thought he saw some fishing boats ahead. He called the attention of the captain to the spots, but the latter only smiled, and told him to keep his course. Then as the old craft slowly dragged through the water until it came within a mile or two of the dark spots, the sailors saw that it was a coral reef, a quarter to a half a mile in circumference, arising a foot out of the water and dotted with a half dozen or more bushes. The Celeste was heading straight for the reef. The seaman looked at the grizzled old face of the captain, expecting to hear the command to alter the course of the vessel, but he said not a word. It wasn't their place to utter any command, so they silently watched the white rocks as they came nearer and nearer. This poor fellow at the wheel, who seemed to himself actually by his own hand to be wrecking the vessel, began to get a little nervous, or, as the sailors expressed it, "galled," but—so he solemnly swore—he was not so excited as to prevent hearing any order had the captain given one. Fifteen or twelve minutes after the shoal had been seen, the Mary Celeste glided up gently, but firmly, between two large boulders in the very centre of the reef, the single place practically where there was no chance of getting off. Then the captain, so the cook said, seated himself upon the rail, coolly remarking: "Well, this is a good harbor for her; better than going home this winter with logwood on board."

A little later they cut away the mast—for what reason the sailors could not say, for it was entirely sound—and then laid off for the day. Sunday morning they manned the boat to row ashore. On the way the captain drew a package of papers from his pocket (the manifest of the cargo and bill of lading), tied them to a piece of iron and tossed them overboard, declaring that nobody would know what was in that cargo, and then when the shore was reached, and he stepped forward to meet the consul, he affirmed, "Consul! I'm a wrecker."

"This was the story of the wreck, an inkling of which was first gained from the mate, a veteran seaman, as old as the gray-haired captain himself. It was the mate's watch when the vessel was wrecked, and the mate was on deck, together with the captain and crew, all the time. But the mate was not called to testify, and the defence did not fail to make a point of this, especially as it was understood that outside of the court house he had declared that Capt. Parker offered him several hundred dollars before they sailed to help to wreck the vessel. The defence hinted at bribes solicited from the insurance companies.

A motive of this wrecking was needed, and the Government first thought of a conspiracy with the owners of the vessel. But the Celeste was valued at \$6,000, and insured for only 2,500. Then the cargo was investigated. There a strong hold seemed to be offered. These highly respectable merchants of Boston, one of them a member of the State Legislature, had apparently loaded up the brig with worthless truck poor in itself and a most unusual shipment, to a Haytian port, and upon this, invoked at a rate far above its value, had obtained a large insurance. The witnesses testified that the herring were the cheapest in the market, had been lying packed through a hot summer, and were then shipped under the label of the more valuable alewives; the amount shipped was enormous, so they said compared with the usual shipment. The butter was only fit to "slush masts with;" the "ladies and gents' shoes" enveloped themselves into cheap rubbers; the ale was nothing but ullage, flat, and only filling half the bottle.

Then the defence put in their testimony, and, though it certainly tended to relieve the merchants of suspicion, it showed a wonderful condition of the trade with Hayti. Some of the goods, it has been testified, were thought good enough for the niggers, and this, indeed, seemed to be the idea of all shippers. Merchant after merchant and skipper after skipper was called to show that it was the "regular thing" to send cheap herring, flat ale, rotten shoes, and

slush butter to Hayti. "Anything that is too poor to be sold at home we send to Hayti," was the comment of the merchant who, in Boston, holds the reputation of selling goods of the highest class. Not only were the Haytians blessed with importations of this character, but it was the universal custom to rate these goods at two, three, and even five times their value. Then, as to the amount of insurance, 10 per cent. above the market value was nothing unusual.

Capt. Parker told his story of the wreck. Once before he had got around in those waters, and at that time the fishermen had told him that if he had steered straight ahead for the reef, and then had whirled the vessel about and coasted directly around the edge of the coral he would have kept his vessel in deep water all the way and have avoided every shoal. He tried to follow out their advice on January 3, but the helmsman became so confused, so galled, that when the captain, one hundred yards from the reef, gave the order "hard-a-port," the sailor put the helm hard-a-starboard. The vessel began to swing the wrong way. In a louder voice the captain repeated his command, but though the helmsman then obeyed, it was too late, and before the vessel's head had swung about she was firmly wedged between the two coral rocks. Everything that he did was open as the day. The papers he threw overboard in order to prevent the customs officers from collecting duties, the mast he cut away because the foremast head was broken. There was no direct testimony to substantiate the captain's words, but there were numbers of men to testify to his honorable career and good reputation. For sixty-one years he had lived without smirch upon his character. For forty-seven years he had sailed upon the ocean, earning in that time a high standing as a successful seaman. There was a pathetic incident toward the close of the trial. One of the defendant merchants became so affected by anxiety over the case that his mind gave way, and he was placed under restraint at his home.

Special Notices.

Figs and Dates, very cheap, at R. K. Bruce's. Also, American Butter Crocks, just received. aug 15

New cloths and gentlemen's furnishings at D. A. Bruce's. aug 11, dy, wkly ft

ALL who patronize L. E. Prowse leave his store feeling well, because he gives them the best value can be had any where. [July 24]

BOOT POLISH three kinds—Alma, Bixby's and Gem, at Dorsey, Goff & Co's. aug 11

BOSTON pilot bread, at Beer & Goff's. july 15

FIRST CLASS custom boots and shoes made Dorsey, Goff & Co's. Good fit guaranteed.

GREAT BARGAINS in clothing at L. E. Prowse's. [July 24]

CHOICE meal pickles, in bulk, at Beer & Goff's. july 15

NEW LACES just received at J. B. Macdonald's. july 20

CLOTHING CLOTHES, new lot just received at L. E. Prowse's, worsted suits from \$6.75 up. Best that who can. [July 24]

If you have a piece of fine machinery to mend that you know cannot be mended in any other shop on P. E. Island, just carry it to Brown and ask him when he can have it done, for he can make any piece of machinery that ever was made by the hands of man. Brown on the Athenaeum corner. [April 18 wkly]

HOOP SKIRTS and Bustles—one case opened to-day. J. B. Macdonald. july 20

LEATHER laces, blacking, shoe horns, buttons and button fasteners, at Dorsey, Goff & Co's.

MEN'S SOLID LEATHER BROGANS for 95 cts., at J. B. Macdonald's Boot Store. july 9—pat

CHEAPEST yet, and warranted to wear. Ladies kid button boots for \$2.00 at Dorsey, Goff & Co. may 26

SELLING OFF.—Misses' Patent Shoes, 70 cents, old price 90 cents; Ladies India Kid Button Boots, \$1.15, old price \$1.75; Men's Shoes \$1.50, old price \$1.90; Men's Brogans \$5 cents, old price \$1.—DORSEY, GOFF & CO.

CANADA, PRINCE EDWARD ISLAND }
In Chancery,
Before the Vice-Chancellor.

In the matter of Pierce Murphy, a person of unsound mind.

BY virtue of an order of His Honor the Vice-Chancellor, made in this matter, bearing date the eleventh day of August, A. D., 1885, all persons having any debts or claims against the said Pierce Murphy are hereby required to come in and prove the same before me, the undersigned Master. And I do hereby by virtue of the said order and the authority to me therein given, give notice thereof, and I do hereby appoint every Tuesday, next ensuing the date hereof, up to the last Tuesday in September next, inclusive, for that purpose. And it is by the said order further declared that such of the creditors of the said Pierce Murphy as shall not come in and prove their debts or claims by the said last Tuesday in September next shall be excluded from the benefit of the said order.

Dated this Eleventh day of August, A. D. 1885.

EDWARD BAYFIELD, Master in Chancery.

ANGUS A. McLEAN, Solicitor for Committee.

Ch'town, August 11th, 1885—aug 12 7i oaw

COAL, COAL.

PERSONS requiring orders for Cargoes of Coals can obtain them, on the usual terms, from the Subscriber, at his Office, NO. 35 WATER STREET, viz:—

On the Old Sydney Mines, Lingan and Victoria, G. B.

—AND ON THE—

Albion Mines, Pictou.

G. W. DEBLOIS, Ch'town, June 19, '85—tf.

MARK WRIGHT & CO., P. E. I. FURNITURE WAREROOMS,

WE have pleasure in announcing the removal of our stock to FURNITURE AND HOUSE-FURNISHING GOODS at our New Warerooms, opposite our present Factory.

And we desire to express our thanks to our Friends and Patrons for the very liberal patronage they have bestowed upon us for the past two years, and which is so rapidly INCREASING as to induce us to spare no effort to supply them and the public generally with FURNITURE OF THE BEST QUALITY and Correct Designs, believing as in the past that the public will amply reward us for such efforts.

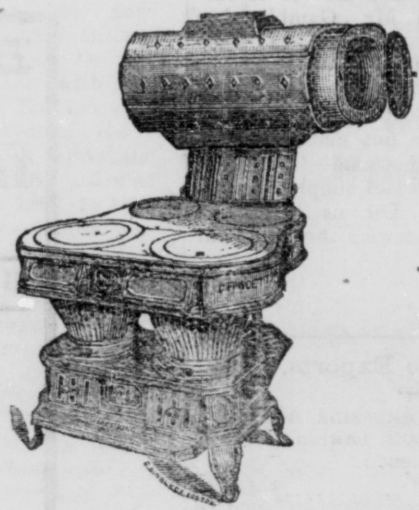
We are satisfied that OUR PRICES ARE RIGHT, as our Sales have been steadily increasing, and this season they have been UNPRECEDENTED—far exceeding our expectations.

MARK WRIGHT & CO.,

Ch'town, June 23—3aw wkly

New and Original Departure in Coal Cooking Stoves COMBINING DURABILITY, HEAT AND ECONOMY.

This Cut represents my Patent Fire King Cooking Stove, with the oven end and lining partially drawn out.



as it appears while being cleaned, or when a new lining is being replaced.

THE above Stove I invented and patented in 1876, and at the present time HUNDREDS ARE IN USE, giving perfect satisfaction. A large number have been in constant use for eight years, and the repairs have been very trifling, in many instances none have been required. This valuable experience should be sufficient evidence of their durability, which is accounted for in the following:—It has, instead of a Lined Fire Box, two heavy Curved Cylinders, which obviate the expense connected with all Square Cooking Stoves of being compelled to renew Linings and Grates, at least once or twice every year. The heat being radiated from the Cylinders to all kinds of ordinary Coal Cooking Stoves. The Cylinders are situated directly under the cover holes, and a fire may be made in one or both, thus adapting it for use either in winter or summer, with equal satisfaction, besides effecting a great saving in fuel. I have also attached the PATENT TELESCOPE OVEN to all my Elevated Oven Wood Stoves, such as the Waterloo, Niagara, Star, &c., causing the thousands using them to exclaim—My Stoves are worth TEN DOLLARS MORE than the same kind made by other foundries. The trade and retail purchasers will please bear in mind the fact that although a great advantage is claimed for my own Oven above all others, they cost no more, and being the sole manufacturer and patentee, no other factory can supply. Enquire for Fawcett's Patent Telescope Oven, and if your dealer has none on hand send direct to the Sackville Stove Foundry.

I am adding several new and handsome Patterns this season, which, with my former large variety of One Hundred Different Patterns and Sizes of Cooking, Parlor, Office and Hall Stoves, also Farmers Boilers, Hollowware, Ploughs, Stove Pipes and Tinware, comprise the most complete assortment offered by any manufacturer in the Lower Provinces. Terms and prices will be found as favorable as can be obtained elsewhere.

CHARLES FAWCETT, SACKVILLE FOUNDRY, SACKVILLE, N. B.

June 19th, 1885—eod wkly

OUR GRAND DISPLAY OF SPRING CLOTHING AND FURNISHINGS

IS VERY TEMPTING.

The Custom Tailoring Department is full of Neat, Nobby and Reliable Goods.

The Men's Department is loaded with an immense display of New Spring Suits. The Hat Department—well, everybody understands that our Hat Department has advantages over the smaller establishments that place it at the head, and secures for it the bulk of the trade. We are displaying the largest variety of Spring Styles of Hats ever shown, and include all the popular shapes.

The Boys' Department is unquestionably the best and most attractive in the city. The Furnishing Goods Department is not only well stocked with all that is solid and staple, but contains much that is choice and novel.

No doubt about it. Ours is the largest and best selected stock ever seen in this city,—not only largest in quantity, but largest in variety of shapes,—largest in variety of materials,—largest in correct styles,—largest in every way. What more could we say, unless it be that OUR PRICES ARE RIGHT,—RELIABLE, HONEST.

ROBERTSON'S ONE-PRICE CLOTHING STORE, No. 50 Queen Street.

Charlottetown, May 21, 1885.

ROYAL CANADIAN INSURANCE CO. FIRE.

CAPITAL, \$2,000,000

HEAD OFFICE—Montreal. HALIFAX BRANCH—J. Scott Mitchell, Agent.

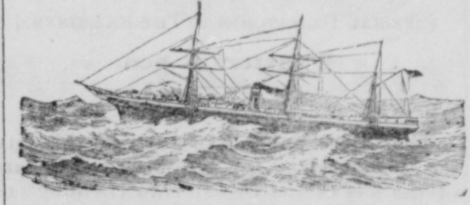
Risks Taken on Most Favorable Terms.

AGENT FOR PRINCE EDWARD ISLAND:

F. H. ARNAUD, MERCHANTS BANK OF HALIFAX

Ch'town, Jan. 1885

HALIFAX LINE.



The new, beautiful Clyde-built iron steamers "DAMARA" and "ULUNDA" are appointed to sail as under.

Charlottetown to Boston via Halifax.

Thursday, 27th August at 6 p. m. Monday, 7th September, at 11 a. m. Thursday, 17th September, at 6 p. m. Monday, 28th September, at 11 a. m.

Boston to Charlottetown, via Halifax.

Saturday, 22nd August, at 4 p. m. Wednesday, 2nd September, at 4 p. m. Saturday, 12th September, at 4 p. m. Wednesday, 23rd September, at 4 p. m. Saturday, 3rd October, at 4 p. m.

REDUCED FARES.

Charlottetown to Boston. Saloon Cabin, \$8; Return, \$12 including stateroom berth. After Cabin, \$6; Return, \$9 berth.

Charlottetown to Halifax. Saloon Cabin, \$4; Return, \$6 including stateroom berth. After Cabin, \$3; Return, \$5 berth.

These splendid fast steamers have superior passenger accommodation.

HAVRE SERVICE.

HAVRE TO HALIFAX: S. S. "DAMARA," Wednesday, 5th Sept. FARES, including Stateroom and Meals: 1st cabin to Paris and London, \$50.00; Return, \$70.00.

For Freight and Passage and further information apply in Boston to A. C. LOMBARD'S OFFICE, 53 State Street; in Havre to E. PICQUET; in Halifax to J. OS. WOOD, or here to

FENTON T. NEWBERY, Agent.

July 2, 1885.

S.S. 'CLIFTON' IS INTENDED TO SAIL FROM

Charlottetown for London

ABOUT THE

8th SEPTEMBER,

carrying lobs, live stock, grain and other produce at current rates.

RETURNING WILL LEAVE

London for Charlottetown

ABOUT THE

26th SEPTEMBER.

Importers should patronize the direct line. Rates of Freight Moderate.

For Freight or Passage apply in London to Stewart Bros., 3 Fen Court, London; in Miramichi to R. A. J. Stewart, or here to

FENTON T. NEWBERY, Agent.

Ch'town, August 13, 1885.

EXCURSION

—TO—

CAPE BRETON,

PER S. S.

'ULUNDA,'

—VIA—

Port Hawkesbury

EXCURSION TICKETS, good to return till 1st OCTOBER will be issued for the trip from Charlottetown to Hawkesbury, thence by steamer to Bras d'or Lakes, to Sydney and return.

Fares for the round trip, \$9.00.

FENTON T. NEWBERY, Agent.

July 21st, '85.

Reduced Fares.

Pleasure Excursions During Month of August.

ONE of the steamers of the P. E. Island Steam Navigation Co. will leave Charlottetown every THURSDAY morning at 6 30 a. m., for

Pictou, Georgetown and Souris,

returning to Georgetown same evening.

Will leave Georgetown on FRIDAY morning for Pictou, calling at Murray Harbor on her way, and will return to Charlottetown the same evening.

This will afford excursionists an opportunity of enjoying a delightful cruise on the water, besides obtaining an extensive view of the eastern section of the Island, the great Breakwater of Souris and the Railway Terminus.

ROUND TRIP \$3.

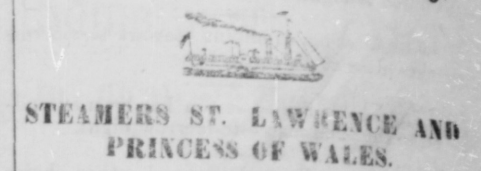
Meals and Staterooms can be procured on board.

F. W. HALE'S, Secretary.

Ch'town, Aug 4th, 1884.

A PRIZE. Six six cents or postage, and receive free a costly box of goods which will help all, of either sex to more money right away than any other plan in this world. Fortunes await the worker, absolutely sure. At once address Trow & Co., Augustus, Maine.

P. E. ISLAND Steam Navigation Co.



STEAMERS ST. LAWRENCE AND PRINCESS OF WALES.

Summer Arrangement

NOVA SCOTIA.

Leave Charlottetown for Pictou Landing, every Monday, Wednesday, Thursday and Saturday mornings, at 6.30 o'clock, connecting there with the Train for Halifax. Returning to Charlottetown on Monday, Wednesday, Friday and Saturday, about noon on arrival of train from Halifax.

Leave Pictou Landing for Charlottetown on Thursday, on arrival of train about noon.

NEW BRUNSWICK, CANADA AND THE UNITED STATES.

Leave Summerside every day (Sunday excepted) on arrival of Train from Charlottetown, connecting at Point du Chene with Trains for each of the above named places; and at St. John, with steamers of the International Company and Railway for Portland and Boston. Also leave Charlottetown for Summerside every Monday morning at one o'clock. Returning, leave Point du Chene every day (Sunday excepted) on arrival of train from St. John, for Summerside, connecting there with train for Charlottetown. Also leave Summerside for Charlottetown every Saturday evening, about five o'clock.

By order, F. W. HALE'S, Secretary.

Ch'town, May 20, 1885.

—FOR— BOSTON,

Summer Arrangement.

THE PALACE STEAMERS

OF THE

INTERNATIONAL S.S. CO.

Leave St. John for Boston, via Newport and Portland, every Monday, Wednesday and Friday, at 8.00 a. m.

On or about June 27, a steamer will leave St. John at 8 p. m. every Saturday night for BOSTON DIRECT.

Fare from Charlottetown to Boston, \$6.50, 2nd class; \$9.50, 1st class.

For tickets and other information apply to G. A. SHARP, F. W. HALE'S, P. E. I. Ry., P. E. I. Steam Nav. Co., or to your nearest Ticket Agent.

May 14, 1885 and wkly

COLD MEDAL-PARIS 1873

WELLS' PATENT SAFETY

—SOLD BY ALL—

STATIONERS THROUGHOUT THE WORLD

WELCOME SOAP

Never varies, does not contain one particle of the adulterations used to reduce the cost of

PURE GOODS

But DOES possess the FULL VALUE of every Legitimate

Washing Quality, which gives it every advantage over Soaps of doubtful character; practically recommended by other

manufacturers in imitating it, you should be deceived, however, as the word WELCOME

and the Clasp Hands are stamped on every bar.

WE SELL

Potatoes,

Spilling, Bark,

R. B. Ties,

Lumber,

Laths, Canned Lobsters, Mac-

kerel, Berries, Eggs,

Fish Etc.

Best Prices for all Shipments. Write fully for Quotations.

HATHEWAY & CO.,

General Commission Merchants,

22 Central Wharf, Boston.

Members of Board of Trade Corn and Mechanical Exchange.

Ch'town, Nov. 19, 1884.

SUBSCRIBE FOR THE WEEKLY EXAMINER, the best paper on the island.