

Local and Other Items.

GEN. EARLE was to make an attack on Bertie on the 3rd.  
The veteran captains of the Capes, Messrs. Irving and Mutair, were in town to-day.  
SYDNEY mines pit took fire on Wednesday last, but the fire was extinguished before much damage was done.  
You can get the Carnival number of the Montreal Star at the Diamond Bookstore. It is a splendid effort.  
The Intercolonial Coal Mining Company of Cape Breton have presented their employees with a library of 200 volumes of standard literature.  
Is the curling match at Pictou for the Provincial trophy, on the 29th ult., between the Pictou and Halifax Curlers, Pictou won by five points.  
MRS. H. CROUGHTON, of Halifax, N. S., has received a gold watch, being the first prize offered for a short story by a Toronto paper. There were 400 competitors.  
THE WEEKLY EXAMINER, issued to-morrow, will contain a complete account of the Capes disaster. They will be for sale at the Diamond Bookstore and at this office.  
R. K. BRACE has sent his Almanacs by post to a number of his customers. Those receiving two will please give the extra copy to their neighbor.  
REV. J. R. MUNRO, has accepted the call to the pastorate of the Presbyterian church, Antigonish. He is a native of P. E. I., and a son-in-law of Rev. H. B. McKay, of River John.  
The plans and specifications of the Dominion building will be in the hands of the architects, Messrs. Stirling & Harris, on Monday next, 9th inst., where they can be seen by intending contractors.  
I. O. O. F.—All resident and transient Oddfellows are cordially invited to attend the fraternal meeting of both city lodges, which will be held at the New Hall, South side Queen Square, at 8 o'clock this evening.  
"The Telephone; why it works, how it is made, and its uses," is the subject of the paper to be read to-morrow evening before the Literary and Scientific Society, by Mr. A. E. Morrison, Esq., of the Anglo-American Telegraph staff.  
BOSTON has lost an eminent citizen by the death of Hon. Jos. M. Wightman, once Mayor of Boston, and a man deeply interested in all the practical work of that city. Mr. Wightman was either a Prince Edward Islander by birth or descent.  
The Rev. D. J. G. McDonald, of St. Margaret's, King's County, will deliver a lecture in Mount Stewart Hall, on Wednesday, the 11th inst., under the auspices of the Young Men's Debating and Literary Institute. Subject: "Marshall McMahon."  
GUELPH, ONT., was formerly noted for being the residence of the gentleman who drinks hot Irish whiskey in July. It is now noted for being the first Ontario city that has decided that that gentleman shall not have his hot Irish, in July or any other month.  
The Canadian voyageurs will leave Alexandria for Canada on the 6th inst., and will land at Halifax about March 1st. Seventy-five of these Canadians have accepted a three months engagement with the Imperial service, and will remain in the Nile army.  
The Halifax Herald says a mail arrived from P. E. Island last night. It includes the mails so long missing on the ice. The papers were all soaked through, and smelled strongly of smoke—the smoke of the fire made of the third boat, burnt to keep the crews and passengers from freezing.  
The sugar market continues to manifest decided strength, and refiners have advanced their prices another 10c., being now firm at 7c. for granulated, but no transactions have been made at that figure yet. Sales were made to-day at 6c., and the market closed at 6c. and 7c.—Montreal Gazette.  
The new Roman Catholic Church of St. Paul the Apostle, in New York, which is the largest church in the United States, except the Cathedral on Fifth Avenue, was consecrated on Sunday last with elaborate ceremonies, in which Archbishop Corrigan, Archbishop Ryan, and twelve bishops took part. The church was built by the Paulist Fathers at a cost of about \$260,000.  
A MR. MARSHALL, a young lawyer lately settled in Shelburne, and on whom several offices had been conferred, has absconded. He was secretary of trustees, and took away several hundreds of dollars of school money. He was county treasurer, and helped himself to a nice little sum of county money. He was also county clerk. He was very unsteady and his whereabouts is now a matter of inquiry among the rate-payers of Shelburne.—Presbyterian Witness.  
St. Luke's congregation are discussing the propriety of erecting a new \$55,000 church. The plans, prepared by an English architect, are now in the hands of the Rector. Some years ago some Nova Scotians in London, understood to be members of the Bliss family, offered to contribute £10,000 stg. towards the erection of a cathedral in Halifax, provided an equal sum was raised in Halifax. This seems to be a grand opportunity for getting a \$100,000 cathedral in Halifax.—Halifax Herald.  
The Charlottetown Herald howls with indignation, when its less fortunate brethren flinch from its columns a few items of "news" but this week without a word of acknowledgement, it takes column after column of news from THE EXAMINER, and parcels it before its readers, no doubt as a sample of Herald enterprise. We have in the past, allowed our contemporaries the full use of our local columns, but we emphatically object to their taking column after column of our news without acknowledgement.  
The Halifax Herald is to be congratulated on its enterprise in giving the fullest and latest particulars of the Capes disaster, thereby bringing to public notice the inefficient manner in which that important service is carried out. The Herald of Monday morning contained a telegraphic account of the disaster which took up nearly two columns of its space, as well as the vigorous letter of His Grace Archbishop O'Brien, which we republish to-day.

A CARD.—To all who are suffering from fevers and indispositions of youth, nervous weakness, early decay, loss of manhood, &c. I will send a recipe that will cure you, FREE OF CHARGE. The great remedy was discovered by a missionarist in South American. Send self-addressed envelope to REV. JOSEPH T. IRMAN, Station D, New York.

LETTERS TO THE EDITOR.

The Ice Boat Disaster and its Lesson.

SIR,—I trust that the question of the winter mail service between the Island and the rest of the world, is not going to be forgotten, now that a rude shock has been given by the recent disaster. Twenty-one of our fellow citizens were freezing and starving on the ice, within view of land on each side, but too fatigued to make the necessary exertion to reach it. Fifteen of these men were engaged in performing an indispensable public service, viz., carrying Her Majesty's mails. How faithfully they sought to fulfill their duty is told in the words of the telegram—"The mails are safe." Does the public realize what heroism these words import? They import that these men, although freezing did not burn the mails for fuel, and although spent and scarcely able to walk, did not throw them on the ice to lighten their load; either of which, under the circumstances, they would have been perfectly justified in doing. But no; they continue on their dreary and apparently hopeless tramp, dragging, if so it be, until death, the mails confided to their care. I confess my heart swelled with pride, and tears came to my eyes, when I read, "The mails are safe." For I know what my gallant countrymen must have endured. But indignation was the next emotion—indignation against the niggardly and beggarly way in which that difficult postal service is remunerated. I now deliberately assert that there are no words too strong to condemn the inhuman meanness of the authorities, or their ignorant flippancy in the Commons regarding that service. I am not writing this in a party spirit; the Liberals were the same when in power; both parties are equally culpable in that regard. Will it be believed that these men, engaged in a perilous and laborious public service, do not receive as much as a broken-down corporation laborer on our streets? Will it be believed that those gallant fifteen, who spent thirty-six hours on the ice without food, and dragged the mails while their limbs were freezing, will not receive even one cent for their thirty-six hours of toil? Yet so it is; they get nothing unless they make a round trip. They may attempt to cross, and get nearly over, and be driven back, but not a brass farthing will our paternal government allow them. They must take the mails from Charlottetown by team to the Capes, near thirty miles, cross to Tormentine, return with the mails, and deliver them in Charlottetown. If they do this they are entitled to the magnificent sum of, I think, thirty dollars—possibly it may be a trifle more. From this it can be seen that the men do not average a dollar a day from the government; and that the fifteen of whom we speak receive nothing for their time, and have their toil and suffering as a reward for fidelity to the public. Success is the modern test of merit; they did not succeed in crossing, they only succeeded in getting badly frost-bitten, and in sacredly guarding Her Majesty's mails. Hence not even the beggarly allowance for a round trip is theirs. So wills the government that can spend thousands in inducing Huns and Goths, and Tartars, to come to Canada, but cannot spend hundreds to remunerate Canadians for necessary public service. The question of winter communication interests all the Maritime Provinces. It was the hope of improvement, in this regard, that gave the strongest impetus to confederation on the Island. The Dominion agreed to keep up "continuous steam communication with the mainland." True, the Northern Light has done some good; but no attempt has been made to improve on her—a thing which could easily be done. At the Capes, where the mails must cross for, at least, two or three months every winter, no attempt at improvement has been made. Things are as they were thirty years ago. The most fertile Province of the Dominion is less cared for than the Hudson Bay Territory, or the wilds of the North-west. Captain Irving, who has grown gray in ice-boat service, made an offer a few years ago to provide, at a very small cost, what his experience had suggested as useful. The post office authorities offered him three hundred dollars—he had asked, I think, five or six. Is not this outrageous? This contemptible haggling, unworthy of a huckster woman, was solemnly indulged in by ministers, for I suppose it must have gone before the ministers of the crown, and mails and passengers were left to cross as of yore. What is the remedy you have to offer? Some one may ask. Finish the railway at once to Cape Tormentine; build suitable piers and boat houses on each side; provide two small but powerful steam tugs, one at each side, which would go out, at times, to meet the ice boats, or cross instead of them when there is only jolly ice, or when the Straits are open, as they often are. Put Captain Irving, who has the unlimited confidence of every one who has ever crossed, in command of the whole and there will be fifty per cent less toil and danger, and much more regularity than at present. How are these improvements to be obtained? Only in one way. Let the representatives of the Maritime Provinces, all of whom have an interest in this matter forget for once that they are party men and be, if for once, only this once, patriots. Whenever this question has come up in the Commons, whether MacKenzie or Macdonald were Premier, it was made a party affair. A government supporter mildly hoped something would be done; an opponent wildly denounced the government for not doing something; and a wily minister encouraged the fighting between the opposing parties. When they had exhausted their strength, the Minister would rise and make a stale pun about "ice-creation," and possibly exhibit his ignorance of the whole nature of the question, and certainly show his contempt for the Island specifically, and the Maritime Provinces in general. The spirit of the party would be evoked, and a docile majority, like a flock of Scotch sheep following the bell wether, would follow their leader in ignoring the just claims of these provinces by the sea. In matters that effect the interest of these provinces our representatives should be as one. It is the only way of successfully counteracting the policy that has denied a mile of railway to Cape Breton, whilst building hundreds of miles in the Northwest. Both political parties forget these provinces, except in the matter of taxation. We have equal rights in that

respect, but in none other. It is, in great part our own fault. If trade is to be brought back to Halifax,—if Cape Breton is to have railway accommodation,—if the ice boat service is to be improved,—if St. John is to increase, instead of decreasing, in population, the representatives of these Provinces, forgetting party, must unite in demanding that our birthright and our patrimony receive some, at least, of the care that is so lavishly bestowed on the Upper Provinces. There are times when silence on the part of free citizens is equal to treason. I think the present is such a time, therefore I speak and sign myself  
+ C. O'BRIEN.  
Halifax, Jan. 31st, 1885.

In Defence of the Crews.

SIR,—After the vigorous letter of His Grace the Archbishop, along with your own editorial thereon, I do not think one word more is called for on the imperative need of improved means of communication between P. E. Island and the mainland. Indeed, the appalling events of last week seem to me so powerfully charged with monition for the future that I shall only ask they be allowed to speak for themselves. I do, however, desire to make a comment on the report which your enterprising correspondent telegraphs from Charlottetown. The report consists mainly of a conversation with Jas. A. Fraser, one of the passengers of the ill-starred ice-boat; and it leaves the impression on a reader that Mr. Fraser deemed that the accident, or at least the lamentable consequences of it, were due to mismanagement. There were no provisions, no fuel, only two machines, &c., &c. Now any one who has ever crossed the straits by an ice-boat knows it is impossible to carry supplies, as the boat, which has to be dragged by the men, must be kept as light as possible. The plan, therefore, is never to start when there is any doubt that the crossing cannot be made without supplies of any kind. And that no accident has occurred for thirty years shows the wonderful sagacity and caution of Captain Irving and his men. I regret, therefore, that Mr. Fraser, (at whose safety I drew a breath of relief) should have been made to say that if the boat had started early in the morning "There would have been no difficulty in crossing." I am confident that before the event no passenger could have formed as reliable a judgment of the prospects of the weather as Captain Irving; and if the event once in thirty years did not accord with his forecast, surely no shadow of blame should be thrown on such mortal fallibility. For my own part I feel constrained to attest that though I have travelled a good deal in the old world and in the new, I never felt such confidence in any commander nor such admiration for any men, as I felt for the captain and crew of the iceboats, when, some winters ago, under very inauspicious circumstances, I was obliged to cross the Straits of Northumberland.  
J. G. SCHURMAN.  
Halifax, February 2nd, 1885.

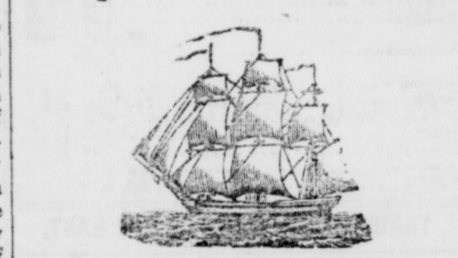
Temperance at Springfield.

SIR,—I was present at a public meeting which took place at Springfield on Friday, the 30th ult., under the auspices of Union Division, Sons of Temperance. This Division is one of the oldest and best conducted on the Island, is doing and has done excellent work in the temperance cause. It is composed of the leading and influential men of the surrounding settlements, who are determined to carry out their temperance principle in its entirety. The programme at the meeting which I attended consisted of singing, speeches, reading, recitations, dialogues, etc. All were performed in a very creditable manner. Many of the very ladies and gentlemen deserve special mention, but, being a stranger, I cannot name them all. Most worthy of mention were the speeches of Messrs. Christopher Munroe, of Forest Home Division, and Archibald Ferguson, of Union Division. Mr. Munroe's address was a powerful appeal to temperance workers to increase their endeavors in the cause. Mr. Ferguson's speech kept the attention of the house, while he proved the position of the advocates of the liquor sellers untenable and absurd.  
Yours, etc., MALACHY.

DIED.

At Clyde River, Dec. 7th, 1884, Catherine, relict of the late John Darrach, aged 73 years.

Liverpool to Charlottetown



1885. SPRING TRIP. 1885.

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Ch'town, Dec. 17, 1884.

NOTICE.

As we are about making a change in our business we request an Immediate Payment of all accounts due up to this date.

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Jan. 1st, 1885.—ja 6

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JOHN NEWSON.

Ch'town, Dec. 19, 1884.—Bmos

LECTURE.

REV. GREGORY MACDONALD

Will deliver a Lecture on

"The Church in Council,"

Under the auspices of the

CATHOLIC LITERARY UNION,

—IN—

Benevolent Irish Society's Hall,

(PRINCE STREET),

On Monday, Feb. 9th, 1885.

Doors open at 7.30. Lecture at 8 p. m.

Admission 10 cents.

A. EDMUNDS,

Asst. Secretary.

Ch'town, Jan. 31, 1885.—tt

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Ch'town, Jan. 28, 1885.—6w wky