

Local and Other Items.

RICHARD HUNT Esq., is in the city.

The Scott Act cases come up again to-morrow.

The market to-day was small, prices unchanged.

The horsemen of the city and county are busy, and ere long we hope to see a number of good contests.

AYER'S CHERRY PECTORAL is acknowledged the best of all preparations for the cure of pulmonary complaints. [Feb 18 1w wky]

The members of the Methodist Choir intend giving a Grand Concert on Easter Monday evening, in the Y. M. C. A. Hall.

It was J. R. Larkin who met with the accident while working in his mill on Tuesday last. Instead of the head being injured, Mr. Larkin's arm was broken.

Base—John Frazer of our town shipped from Westmoreland Co., 8 tons of base. They were accidentally caught in a smelt net, and valued nett in New York \$3,200.—Chatham World.

BROWNED.—Information has been received of the drowning of Florence Donovan, a former resident of Irishtown, Moncton, who had been working in Pennsylvania with his brother. Donovan is a young man, unmarried, son of Michael Donovan.

DR. MACLEOD left to-day to attend the New York Polytechnic. He will be absent about two months. By enquiring at his residence, his patients may learn what arrangements he has made regarding them during his absence. Feb 19—Lins dy & wky

The ice on the Hillsborough affords splendid opportunities for driving. In the evenings the track between Southport and the city is literally all white with grades of trotters. "Lily," "Hernando," "Young Ham," and "Belle Bunting," are among the most attractive animals.

The Moncton Transcript under the heading "Who's in Bachelordom?" has commenced to publish the names and descriptions of all the marriageable young men of Moncton. If a committee of young ladies prepares a similar reliable list for Charlottetown, we shall give it space in the EXAMINER, and without a murmur submit to the consequent cowhiding.

A MEETING of the promoters of the Society for Prevention of Cruelty to Animals will be held in the City Council Chamber on Thursday next, at four o'clock, to receive the report of the committee appointed to prepare by-laws, and to formally organize the society and appoint its officers. Ladies and gentlemen desirous of becoming members are requested to attend.

WHAT DOES NOT VERY OFTEN HAPPEN.—Died at Lookhartville, King's Co., N. S., on Friday night, February 1st, Mrs. E. Chandler, widow, aged 69; also, at the same house, on Sunday morning, the 3rd, John Hutchison, aged 61, leaving a large family to mourn their loss. Sister and brother were buried at the same time and place. So says the Hants Journal.

PERSONAL.—R. Hutchison, Esq., of Richibucto, returns from Ottawa to-day, where he has been urging the claims of the St. Louis Railway and the proposed steam communication with P. E. Island to subsidies. He and Mr. Brown will go back in a few days armed with documentary evidence of the value of the Kent Northern as a feeder of the Intercolonial and of the feasibility of the Richibucto winter route to the Island.—Chatham World, Feb. 16.

We contracted to insert Mack's Magnetic Medicine because we were assured that the firm was composed of reliable and honorable gentlemen, and also, because the medicine was recommended as being all and more than the advertisement claimed. We are informed by druggists that it is the best selling article they have, and that it gives satisfaction to their customers. Sold in Charlottetown at Apothecaries' Hall. See advertisement in another column. [Feb 18 1w wky]

OLD-FASHIONED people in England complain of the new style which the Marquis of Kildare's and other weddings have recently started. The bride and her maids, instead of appearing in pure white, are arrayed in yellow, red, or terry velvet, as it is technically called, and the party looks like a gathering of canaries. In Paris, where the season is already in full activity, hostesses have adopted the plan of assuming a different nationality, and if they dress as a Spaniard, or Pole or Italian, the costumes of the other guests must correspond, and likewise the dances and music.

THE FLYING YANKEE.—It is proposed to put on the Flying Yankee, the fast train from St. John to Boston, earlier this year than last. The train was popular and largely patronized last season. The journey from Halifax to Boston can be made in 27 hours. A passenger leaving Halifax by the night train arrives in Boston the next night. But much better time than this ought to be made, and if the Intercolonial authorities could be induced to make connections with the "Flying Yankee" with a fast express, the trip to Boston, 736 miles, will be made within twenty-four hours next summer.

A. C. McDONALD delivered a lecture on "History" at Summerside, on Friday last, under the auspices of St. Charles' Temperance Society. The lecturer showed the many advantages to be derived from the study of History. The lecture was interesting and instructive throughout, and at the close a hearty vote of thanks was tendered the lecturer, to which he appropriately replied. Mr. McD. is a gentleman of sound literary attainments, and a strong advocate of temperance principles. We hope he will again favor our Society with such an able lecture as that delivered on Friday night.—Com.

We are in receipt of the Carnival Number of the Montreal Herald, with its magnificent four-color illustrations of the Ice Palace and the Snowshoers' Arch, two artistic gems which alone are worth the twenty-five cents paid for the entire number. Then we have full-page illustrations of Dominion Square, Montreal, showing the Palace from another point of view, the Windsor Hotel and other fine buildings; and skating, tobogganing and curling scenes, all beautifully done; the whole number of finely executed pictures, being not less than twenty-five. This is not all that the Carnival Number contains, since it includes the most complete, reliable and graphic description of the Carnival games, scenes, balls, etc., that was given to the public by any Canadian newspaper. This description makes twenty-two pages, or one hundred columns each sixteen inches in length, and a model of successful newspaper reporting, covering every event and incident of importance which transpired during Carnival week. The Herald's Carnival number can be purchased of all booksellers and news agents. Price 25 cents.

LETTERS TO THE EDITOR.

Letter from Hon. D. Davies.

Sir,—I have read Dr. Jenkins' able letter on Winter Communication, published in your issue of the 10th instant, with a great deal of interest. I cannot agree with some of the Doctor's conclusions, and desire space in your columns for a few remarks.

Now that the time has arrived when we may reasonably expect the Liberal-Conservative Government to do something more towards carrying out the Terms of Union with respect to winter communication, it is quite desirable, before a further outlay of public money is made for this service, that the matter should be fully discussed and proceeded with intelligently. I shall premise my remarks by a brief history of what has been done since Confederation for winter service, as I am sure it will prove interesting to many of your readers who are not aware of the facts.

When the Mackenzie Government was formed in 1873, with Mr. Laird as your Minister, "one of their first acts was to advertise for tenders for a powerful ice-going wooden steamer to perform the winter service for a term of years, according to plans and specifications to be seen at the Office of the Minister of Public Works, the steamer to be ready for the winter of 1874-5.

The P. E. Island Steam Navigation Company naturally felt anxious to take hold of this service if they could see their way clear to making moderate profits. They sent, at very considerable expense, an engineer and one of the shareholders of the company to England during the winter of 1874 to make inquiry as to the cost of a suitable steamer and how soon she could be got ready.

The agent of the Company went to Glasgow and Peterhead and upon enquiry found that the cost of such a vessel would be about \$80,000, and as the shipyards had large orders for ships, she could not be built and got ready for service under eighteen months, so that she could not possibly be placed on the route before the winter of 1876-7. The Company did not tender, because it was not possible to get a boat built in time, and many of the shareholders objected to going hurriedly into so large an outlay for a new and most difficult service in which the earnings, outside the Government subsidy, were certain to be small. They thought that, probably, no tenders would be sent in to supply a boat, according to the specifications, and that they might have an opportunity of competing, if new tenders were called for. Without calling for new tenders, and without consulting their supporters, however, a contract was given to a Mr. King for a term of years, and the old wood boat "Albert" was placed on the route. For this "our Minister" was clearly responsible. In his extreme anxiety to carry out the terms of union in respect to winter communication, "he was badly taken in." Mr. King may be described as a skilful angler. His hook was baited with the promise that if the Government would only accept the old "Albert" for two years service, allowing a small subsidy, at the end of the third year he would put a powerful steamer on the line. The bait took and Mr. King landed his fish. I do not believe that he had the slightest idea of building a suitable steamer. He had no means and no credit—everything to gain and nothing to lose—but his object was accomplished. He got the old "Albert" into profitable employment for two years, and I think the Department found it hard to get rid of him when the House was in session in 1877. I presume that he had given no security for the performance of his contract, or the penalty would have been exacted.

The "Northern Light" was then being built by the late Mr. Sewell at Levis. He had successfully opened a winter ferry between Levis and Quebec. The "Northern Light" was specially designed by him for service on the Lower St. Lawrence, among field, pack and floe ice. Mr. James Yeo and myself, being ship-builders and interested in steamers, were supposed by the Island representatives to be the best qualified to select a boat suitable for the service, if one could be got. After an examination of the model, plans, specifications, etc., of the "Northern Light," and getting all the information we could from persons who had some experience in "Ice Navigation," we recommended the Minister of Marine and Fisheries to purchase her, and our recommendation was acted upon. She was not such a boat as we would have selected if there had been any choice. We would have preferred having had one built on the Clyde to special order for the service, but that would have taken two years, and the people of our native Province were crying out for something better than the old "Albert." No boat has been better abused than the "Northern Light," and her officers and crew have shared in the abuse. I say that as an experiment she has been a success, but we want something better now.

Let me briefly revert to the work she has done. She did her work as well as could reasonably be expected the first and second winters after she was put on, but was a good deal shattered by her encounters with the ice. She was thoroughly overhauled and repaired during the summer of 1879. The Liberal-Conservative Party came into power that year and she was ordered early in the winter to proceed to Pugwash, the idea being, I think, to run her between Pugwash and Crapaud. She was terribly smashed up and disabled in the attempt to reach Pugwash, and had to return to Georgetown and was laid up there all winter, though it was the mildest winter we have had since her advent. Since then she has done her work "fairly well." The Minister of Marine and Fisheries has prudently laid her up during mid-winter, when her services would have been of very little advantage, and reserves her for early spring work.

I come now to Dr. Jenkins' letter. I do not agree with him that "the power of human energy and ingenuity will overcome the obstacles to the winter navigation of the straits." I mean during mid-winter, when the "Frost King" reigns supreme. Now, experience has proved that the "Northern Light" does well in moveable ice—that is in floe, berg and pack ice—that whenever she can force an entrance into disjointed ice she will work her way through, from her shape and great power she can break through small ice-fields. In heavy field and fixed harbor ice she is not much good; because she jams. She is narrower forward than aft, and when charging fixed harbor ice—say a foot thick—the pressure on the after sides of the ship brings her up, and she has to back astern and make a fresh charge upon the ice, so that she can only make slow progress. The doctor says she is useless in progress. The ice field and pack ice. I quite agree with him in regard to heavy field ice. The last time I crossed from Pictou to White Sands, about ten years since, with my friends W. Welsh and J. C. Pope, we crossed numerous fields of ice, speaking within bounds, of fifty acres in extent and from twenty to fifty feet thick. It would be impossible for any steamer to break through such fields closely wedged together. With regard to "pack ice," I am told she can get through it fairly well, when not cemented together by extremely cold weather.

The "Northern Light" draws eighteen feet of water aft and only four feet forward, and her lines are so fine that when nipped in the ice she cannot be crushed but is raised upon it. By having a deep draft of water aft the

flanges of the propeller are submerged below the floe and driftice, and are thus protected, the light draft forward enables her to run upon the ice. It is quite true as Doctor Jenkins says, that she sometimes runs upon field ice, cannot break through it, and has to be hooked off with jackscrews. I feel quite sure that no steamer could possibly burst through a fifty-acre field of heavy ice with the aid of dynamite or some other powerful explosive.

Before dismissing the "Northern Light" I may observe that I have been told that steamers plying on rivers covered with ice in the United States have a contrivance over the bows, something like a pile-driver, operated by steam, by which the ice is smashed in front of the vessel, and she is enabled to go on. Such a plan has not been tried here, but it must be manifest that it would be of great service to a boat like the "Northern Light" when leaving and entering harbors after severe frost. I am afraid that I have already exceeded the space you can give me in a single issue of your paper, and as I have much to say on the subject of winter communication, I shall have to ask you for space for another letter.

Your obedient servant, DANIEL DAVIES.

DIED.

At Carleton, Lot 27, Jan. 28th, after a short attack of inflammation of the lungs, David Lowther, in the 73rd year of his age.

[Mr. Lowther emigrated from England to this country in 1820. In life he bore an honorable name, and his death is lamented, not only by a sorrowful widow and family, but by a very large circle of friends.]

CHALLENGE!

To the Owners of Trotting Stallions on P. E. Island:

I hereby offer to match an unknown against any Trotting Stallion on P. E. Island, with or without pedigrees, scrubs or not scrubs, including "Dartmouth," "Sir William Wallace," "Island Chief" and "Young Ham," for a race on Hillsborough ice, mile heats to harness, best three in five, for any sum above \$50 a side.

On behalf of Owner, GEORGE THORNE. Ch'town, Feb. 18, 1884.

Piano Tuning.

D. M. REID announces that he is prepared to tune and repair Pianos of all kinds. Broken or defective wires replaced. Pianos tuned by the year. Orders may be left at the store of Miller Bros., Queen Street, or at his own residence, Kent Street. Feb. 18, 1884.—dy 4i wky 2i pd

A LITERARY AND MUSICAL ENTERTAINMENT

WILL BE HELD IN St. James' Hall, THURSDAY, the 6th MARCH. By order of Committee. Ch'town, Feb. 18, 1884.

To the Travelling Public.

THE Subscriber, in returning his sincere thanks to the travelling public for the very liberal patronage heretofore received, begs to intimate that he is now prepared, with increased facilities, to accommodate travellers on the temperance principle.

JOHN FINLAY, Proprietor. Vernon River Bridge, Feb. 15, 1884.—wky

DR. MACKAY, Physician and Surgeon

OFFICE: ROCKLIN HOUSE, Kent Street, Charlottetown, P. E. I. Feb. 16, 1883.—Saw if

SALT! SALT!

FOR SALE ex WAREHOUSE, 5,000 bags Liverpool Salt, 1,200 bags Coarse Fishery Salt. PFAKE BROS. & CO. Ch'town Feb. 14, 1884.—if

The Ladies of St. James' Kirk

Good Old Time TEA AND FANCY TABLE, EARLY IN MARCH. Further particulars will be given.

To be Sold or Let.

THE COTTAGE and GARDEN situated on the corner of Hillsboro' and Fitzroy Streets. Apply to J. MACKIESON. Ch'town, Feb. 18, 1884.

ADVERTISE in the DAILY EXAMINER

WANTS, LOST, FOUND, &c.

WANTED TO RENT—About the 1st of May, a convenient dwelling, centrally situated, in a desirable part of the town. Address, "Tenant," EXAMINER OFFICE. [Feb 18 3in]

TO LET—The Union House Barber Shop, on Queen Street, including Furniture, etc. Immediate possession will be given. Terms moderate. Apply at this office. [Feb 18]

WANTED.—A Housemaid in a small family. References required. [Jan 28]

Perkins & Sterns

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Flannels and Blankets,

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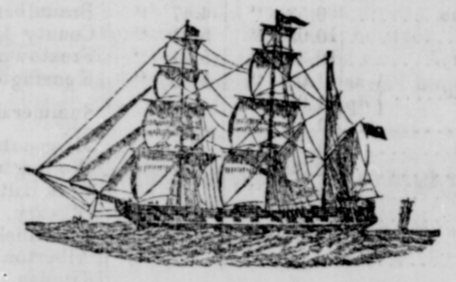
VELVETS, VELVETEENS AND PLUSH,

Winter Goods, of every description, Good and Cheap, at

PERKINS & STERNS.

Ch'town, Nov. 19, 1883.

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REGULAR TRADERS

THE CLIPPER BARK

"MOSELLE," 500 tons Register, classed ten years A1 at English Lloyd's, Alex. McLeod, Commander, WILL

Sail from Liverpool for Charlottetown,

ABOUT THE 25th MARCH.

Followed by the well-known fast-sailing barkentine

"ETHEL BLANCHE,"

400 tons Register, classed ten years A1 at Lloyd's,

John Graham, Commander, (NOW ON THE BERTH)

Sailing about the 1st April.

Also, the clipper Barkentine

"EREMA,"

300 tons Register, classed nine years A1 at Lloyd's,

R. RENDLE, Commander, (NOW ON THE BERTH)

Will Sail from London for Charlottetown

ABOUT THE 1st APRIL.

The above vessels will carry Freight at through rates to Pictou, Georgetown, Souris, Summerside and Shediac.

For Freight or Passage apply in London to John Pitcairn & Sons, 16 Great Winchester Street; in Liverpool to Pitcairn Brothers, 51 South John Street, or here to the owners,

PEAKE BROS. & CO. Ch'town, Feb. 14, 1884.—cod

SHIP AND HOUSE BUILDERS,

Will find every requisite for the trade at

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Always on hand, a complete stock of

Ship's Blocks, Deadeyes,

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Mouldings, in great variety, Cornice, Base Panel, Door and Window Finish, Spouting, Conductor and Handrail, Nevel Posts, Balusters and every description of Turning.

Free Circular and Dig Sawing, Planing and Moulding turned out neatly and with despatch.

Satisfaction guaranteed. Don't forget the place, Beer's Wharf near McMillan's Coal Depot.

Albert Duchemin. Ch'town, Jan. 2, 1884.—wky 6i.

J. MURRAY McNEIL, LONDON, ONTARIO, gives written guarantee that his MOUSTACHE GROWER will produce heavy moustache inside of TEN WEEKS, or money refunded. Price of receipt, \$1. Address Box 264, London, Ont. [Jan 20]

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NEWEST AND BEST GOODS,

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NEW MERINOES,

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Wedding Millinery & Outfits

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Ch'town, Jan. 22, 1884.—cod wky.

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Solicitors in Chancery, NOTARIES PUBLIC, &c.

OFFICES—O'Halloran's Building, Great George Street, Charlottetown.

Money to Loan, W. W. SULLIVAN, Q. C. | CHESTER E. MACNEILL Jan. 16, '83.

Inland Steam Navigation Company

—OF—

Prince Edward Island.

THE Annual Meeting of the Shareholders of the above Company will be held at the Company's Office, King Street, on Wednesday, the 27th day of February, instant, at three o'clock p. m., for the election of Directors, and the transaction of other business.

By order of the President and Directors. JOHN HUGHES, Secretary.

Ch'town, Feb. 12, 1884.—law tu pat

"KENSINGTON FARM."

NOTICE is hereby given, that whereas trees have lately been cut down and others wantonly injured, and fences destroyed on the "Kensington Property," near this city, the subscriber, who is the owner of the said property, will cause to be sued all persons found in any way trespassing thereon.

The part of this property fronting on the Hillsborough River will be leased for farming purposes for a term of years.

MICHAEL BEAZELEY, By his Attorney G. W. DUBLOIS. Ch'town, Jan. 28, 1884.—if

TENDERS FOR CHURCH.

TENDERS will be received until the 25th of February, for building and finishing the outside of a Presbyterian Church, near Head of St. Peter's Bay, according to Plans and Specification to be seen at the store of Messrs. Davidson & Co., Charlottetown, and at the store of L. Anderson, St. Peter's Bay.

Tenders will be addressed to John A. McLaine, Esq., Head St. Peter's Bay. Each Tender to be accompanied with the names of two good and solvent persons willing to become surety for the faithful performance of work.

Scantling for frame and foundation will be provided by committee.

Committee do not bind themselves to accept the lowest or any Tender.

L. ANDERSON, Chairman of Com. Jan. 23, '84.—2aw wky 4i.

Scholarship Examination.

AN examination for the "Daniel Hodgson A Scholarship," for King's College, Windsor, will be held in Charlottetown, in June next. Candidates must be natives of and residents in P. E. Island, under 20 years of age, and not already matriculated members of any University.

The subjects of examination will be as follows: Homer Iliad I, or Xenophon Anab II; Cicero pro lege, Manilia, and Horace Odes I; Latin Composition; The ordinary Rules of Arithmetic; Vulgar and Decimal Fractions; The four Elementary Rules in Algebra; Euclid I and II.

In English—Orthography, Writing from Dictation, the Grammatical Structure of the Language, Outline of History of England, and General Geography.

The Scholarship is of the annual value of \$125, and will be tenable for three years.

For further particulars apply to

GEORGE W. HODGSON, Hon'y Sec'y, Trustees. Jan. 25, 1884.—wly dly saw 1m pat 3i.

PATENTS

MUNN & CO., of the SCIENTIFIC AMERICAN, can be consulted as Solicitors for Patents, Caveats, Trade Marks, Copyrights, for the United States, Canada, England, France, Germany, etc. Hand Book about Patents sent free. Thirty-seven years' experience. The four Elementary Rules in Algebra; Euclid I and II. In English—Orthography, Writing from Dictation, the Grammatical Structure of the Language, Outline of History of England, and General Geography.

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GEORGE W. HODGSON, Hon'y Sec'y, Trustees. Jan. 25, 1884.—wly dly saw 1m pat 3i.

P. E. Island Pottery.

WE are Agents for the P. E. Island Pottery. Orders sent to us will receive prompt attention. Jars, Jugs, Bean Pots, Mugs, Flower Pots, Spoons, Stone Stones, etc., etc., in stock.

BEER & GOFF

AGENTS

Ch'town, Oct. 20, '83.