

THE DAILY EXAMINER.

NOVEMBER 30, 1888.

A Canadian Voice in Australia.

DR. GRANT, the large minded Principal of Queen's University, has been lecturing to the people of Australia, telling them what he knows about Canada and giving them good advice.

"In Canada nature suspended operation for half the year, but here she went on all the year round, so that they could often raise several crops in the year. This abundance of natural advantages was not, however, without its drawbacks, as physical advantages were not always for the best.

There are truth and wisdom in these words, besides much of hope for the future of our country. Then the future of Australia was considered by the learned Principal, who said:—

"The quickening of national sentiment was a matter of great importance, which meant, in the first place, a United Australia; in this matter they were somewhat ahead in Canada. Another Wentworth ought to rise up here to-day and form a united Australia on the lines which Canada had adopted. In the old days the Canadian provinces spent a good deal of time in carrying out tariffs against each other; but they had at length emerged from this state, and the effect had been good in widening the national character, and it had also made them more modest, for while they tell it was good to be a Canadian, still the special glory was that they were and must be, at the same time, British. (Applause.) Australia, too, must unite, for it was impossible without union to have common action, and he would invite them to seek for union at the earliest possible moment. From no quarter of Australia could the proposal more fittingly come than from this colony, and from the men whom he now saw around him. The great secret of the American and Canadian strength was their internal union; for no matter how much they might differ with regard to external relations, no one ever dreamed of attempting to interfere with the union between the different States. Canada had succeeded in securing the union of her provinces in spite of many difficulties, and it was a matter of the greatest importance that in view, not only of their own interests, but of the relations between the colonies, that Australia should unite and form one nation."

Continuing, he declared that,— "It would not be wise to break off their relations with the Mother Country, as they were too small to form a nation of their own; and besides, no nation had ever risen to greatness which had not respected its past, and the nation which subordinated sentiment to money-making was doomed. Every colonial statesman he had met was averse to separation; but he wished to put the matter on a higher ground than either interest or the fear of aggression, as the grip of honor should be binding on the nation. "They were members of the greatest commonwealth ever known, yet were asked to become instead mere Canadians or Australians!"

Principal Grant's remarks as to the closer relationship of Australia and Canada, were eminently practical and to the point. He said:—

"There should be the closest possible intercourse between the countries, and the first thing he would advocate would be a cable between New Zealand and Vancouver, which would not be open to the same chances of interruption as the present line. This seemed to him to be a most natural and proper measure from every point of view, but especially from the social point of view, as telegrams at the present rate cost far too much. It was pleasant for a man to be able to keep up communications with his relations, but the tariff now was simply prohibitive. He hoped they would push this through, and he hoped also to see steamship communication between Australia and Vancouver. It was one of the first duties of a Government to see to the matter of despatch and telegraphic communication. In the next place, trade relations should be cultivated between Canada and Australia, for trade was life, and he hoped that the proposed conference between Australia and the colonies would come off."

The Sackville Matter.

THOSE who condemn Lord Salisbury because he did not at once recall Lord Sackville and thus prevent the snub administered by Mr. Cleveland, will not have their opinion strengthened on a perusal of the official papers. It appears the American Minister was unable to specify the offence with which Lord Sackville was charged until after the Minister was dismissed. The request for his recall, as conveyed to the Premier by Mr. Phelps, was based, not on the reply to the Murchison letter, but on a letter to Lord Sackville, dated Oct. 27, the Premier said that he was glad that there was "no truth in the rumor that diplomatic representations was to be made in regard to the private letter which had become public only by a betrayal of confidence!" showing that he did not understand that the reply to the Murchison letter was a reason for demanding Lord Sackville's recall. So late as November 2, the American minister was unable to give the precise words which his Government considered objectionable. It was not till two days later (November 4) that Lord Salisbury received a copy of the "Murchison" letter, and Lord Sackville's reply, in a communication from that gentleman himself. Therefore, as the Montreal Gazette remarks, "Lord Salisbury had no cognizance whatever of the gravamen of the charge on which the recall was asked for until the whole unpleasant business was over; and as he declined to admit the possibility of any action founded on the publication of a private letter, he had really, therefore, no data for the formation of a judgment."

ST. ANDREW'S DAY.

Dinner at the Osborne House. A Very Pleasant Entertainment.

THE dinner annually given by the Caledonian Society of this Province on the festival of St. Andrew, took place at the Osborne House last evening. Lt.-Col. Irving, President of the Society, occupied the chair, while the croupier's place was well filled by the Treasurer, J. W. Morrison, Esq. On the right of the chairman sat His Honor the Lieutenant-Governor and Senator Howlan; on the left Hon. Donald Ferguson and Rev. James Carruthers. Among other gentlemen who were present were Major Moore and Captain Weeks, of the Militia force, D. O'M. Reddin, jr., Vice-President of the Benevolent Irish Society, E. McDonald, Private Secretary of the Lieutenant-Governor, A. McNeill, Esq., ex-President of the Caledonian Club, Captain R. M. McMillan, Dr. Lockie, V. S., Messrs. James H. Reddin, Charles Webster, John P. Wickham, John A. Mc Laren, Francis Curran, Duncan McNeill, Duncan McKee, Jr., Peter Ferguson, Alexander Patterson, D. C. McLennan, R. J. Campbell, Robert Lawson, S. D. Fraser, James Peebles, John M. Campbell, John McPhee, J. B. Macdonald, John Cameron, George Macdonald, David Small, George Caulder, Alexander McGregor, M. Doherty, W. C. DesBrisay, W. L. Cotton, J. McIsaac, F. Nash, Charles Lawson.

A beautifully printed "Bill of Fare" presented the following

- MENU: SOUP. Consomme, with Scotch Broth. Puree of Celery. Fish. Boiled Halibut. Salmon—Port Wine Sauce. ESTREES. Carried Lobster. Clam Pie. Beef—a la mode. WAST. Tenderloin of Beef, Horse Radish and Brown Gravy. Goose, Chicken, Giblet Gravy and Apple Sauce. Sparerib of pork, Tomato Sauce. BOILED. Turkey—Oyster Dressing. Fowl—Parsley Sauce and Onion Dressing. Corned Beef in Ambush and Cabbage. Leg of Mutton, a la Anglaise, Pontiff Sauce. GAME. Mallard Duck. Partridge, with Currant Jelly. COLD DISHES. Ham. Ox Tongue. VEGETABLES. Mashed Potatoes. Lima Beans. Parsnips, a la Creme. SCOTCH HAGGIS. French Mustard. Tomato Catsup. Worcester Sauce. Mixed Pickles. Chow Chow. Sweet Pickled Plums. PUDDINGS. Plum Pudding, Brandy Sauce. Nottingham Pudding, Madeira Sauce. PASTRY. Lemon Pie. Coconut Pie. Cranberry Pie. Scotch Cake. Snowflake Cake. Raspberry Tarts. FRUITS. Gravenstein Apples. Oranges. Concord and Green Grapes. DESSERT. Walnuts. Filberts. Almonds. Raisins. Assorted Cakes. Sea Foam Cream. Corn-wall Cheese. Celery. Crackers. TEA AND COFFEE.

After these good things were satisfactorily disposed of, the chairman read letters from Mr. George, United States Consul, Hon. T. H. Haviland, Mayor of Charlotte town, and other gentlemen, in which they expressed regret that they could not attend and their sympathy with the patriotic aims of the Society; and Mr. McNeill afterwards read a letter from Alexander Beaton, Esq., of East Point, who was unfortunately unable to attend according to his wont. The toasts on the list were as follow:—

- TOASTS. "The Queen."—National anthem. "The President of the United States of America."—Responded to by Hon. Senator Howlan. "The Day and all who honor it."—Responded to by A. McNeill, Esq. "The Governor General and the Parliament of Canada."—Responded to by Hon. Senator Howlan. "Lieut.-Governor Macdonald, our Most Worthy Chief."—Responded to by the Lieut.-Governor. "Scotland and the Scotch."—Responded to by Rev. James Carruthers. "Our Island Home and its Legislature."—Responded to by Hon. D. Ferguson. "The Military and Naval Forces of the Empire."—Responded to by Major Moore and Capt. Weeks. "Our Sister Societies."—Responded to by J. H. Reddin and D. O'M. Reddin, Esqs. "Islanders abroad."—Responded to by J. McIsaac, Esq. "The Press."—Responded to by W. L. Cotton, W. C. DesBrisay and F. C. Nash. "The Ladies."—Responded to by Mr. Wickham, Principal of Queen Square School. Volunteer toasts were heartily drunk in honor of Lt.-Col. Irving, Alexander Beaton (absent member) the Secretary and other working officers of the Club, and "mine host" of the Osborne, and songs—most of them Scotch songs—were sung by Mr. Goldie, Dr. Lockie, and our venerable friend, Robert Lawson, Esq., of Little York. Altogether the dinner was certainly one of the most enjoyable ever given by the Club. The speeches were of a high order—good without exception—and the patriotic fervor of all present seemed to be just as high, and the enthusiasm just as great as if the toasts had been drunk in wine or even whiskey, while the harmony of the company remained undisturbed in the end.

A number of the graduates of Kingston Military College, who have taken commissions in the British army, have distinguished themselves by their military bearing and the superiority of their training. "From the first," it is said "the Canadians have fulfilled their duties with credit to their college and to their country, in away to entirely remove the prejudice against things 'colonial,' that in the army has peculiar strength. Now they are admittedly the equals, if not the superiors, of their British-trained comrades, and are occupied, special considerations, &c."

Terrible Times at Sea.

THE WORCESTER ARRIVES AT HALIFAX AFTER A TEMPESTUOUS VOYAGE, AND THE CARROLL REACHES BOSTON AFTER A FEARFUL EXPERIENCE, DURING WHICH SHE LOST HER FIRST MATE AND A SAILOR AND IS BADLY DAMAGED.

(Halifax Chronicle, 29th.)

Much anxiety has been manifested during the past two days over the safety of the steamer Worcester, which left Boston for Halifax on Saturday last. But shortly before ten o'clock, almost before anybody was aware of it, the Worcester steamed into port and docked at her wharf. When the old familiar whistle was heard there was a general feeling of relief, and crowds hurried to the wharf to meet friends or get a view of the long and anxiously looked-for vessel. Captain Nickerson reports as follows:—"We left Boston at 2 p. m., Saturday. At 2 o'clock Sunday morning it was blowing a moderate gale, which gradually increased in strength, and at 6 o'clock it had developed into a heavy gale from east-north-east, with squalls of rain. The ship was then hoisted to, and remained so until 10 o'clock Tuesday morning, when she started ahead slowly, the sea having gone down somewhat. At 9.30 o'clock on Tuesday night we made Seal Island light. Fearing that the coal would run short the engines were reduced to two-thirds speed. The heavy fog which prevailed retarded progress considerably. At 4 p. m. yesterday we made Peatty's Island, and at dark was off the entrance of the harbor." The captain states that he has been going to sea 26 years; but never before did he encounter such terrific wind and sea as prevailed during the storm, the sea washing over the ship in perfect torrents. The steamer, however, received no serious damage. While the gale was at its height, the captain, who was standing in the pilot house, observed two tremendous seas rolling down on the vessel, and he thought sure that the house he was in would be smashed to atoms, but just as she appeared to be plunging into it she bobbed over it like a duck, receiving no damage and only a slight flooding. The passengers, of which there were 90 on board, took a good many tumbles at times, it being with the greatest difficulty that they could keep in their bunks, and numbers of them were heard to thank their stars that they had reached terra firma.

THE CARROLL'S TERRIBLE PASSAGE.

The Chronicle's Boston correspondent telegraphed the subjoined report last night: Following the Cunarder Scythia came the steamship Carroll from Halifax, and her battered appearance told the story of her terrible struggle with the sea. Her colors, which were half-masted, caused a sensation, and as soon as she was docked the story of her disastrous trip was learned. Her commander, Capt. Brown, reports that this trip was the worse he ever experienced in his 50 years of service, and the craft herself bore stronger testimony than words that he spoke the truth. In fact her arrival at all seems to have been due to magnificent seamanship on the part of her officers and crew. Capt. Brown reports that on Nov. 26th, at 12.30 a. m., when 35 miles east-south-east from Thatcher's Island, a tremendous sea struck the vessel on the port bow, and breaking on board carried away the pilot house and steering gear, and also flooded the forward cabin. There were seven men in the pilot house when the sea struck, including Capt. Brown and Mate Wright. The mate was swept overboard and lost. Martin Haley, the lookout on deck at the time, was also swept overboard, and although a line was hoisted to him, which he grasped, he was also lost. Captain Brown had his head badly cut by being knocked down. Pursuer Nickerson, who was also in the pilot house at the time, had his leg badly injured. Mr. C. D. Wright, the mate, who perished, was 62 years of age, and belonged at Wareham, Mass., where he leaves a widow. Seaman Haley was a native of St. John, Nfld., and was about 30 years of age.

THE PILOT'S STATEMENT.

The pilot, Capt. J. A. Briggs, who was in the pilot house when that frail structure was carried away, was found in one of the staterooms changing his clothes for a brand new suit, for all his clothes had gone overboard. He said: "Well, it was a tough time. We came out of Halifax at 4 p. m. on Saturday, with the wind south, rather light. About 8 o'clock Sunday morning the wind came round into the east-north-east and began to blow. At 11.40 a. m. the same day, but the ship's head to the wind and sea, which was running then very high. The vessel worked first-class all the time. We must have then been almost 50 miles off Thatcher's Island, when we headed her in to it. Things went along all right until about midnight, Monday, when the captain, mate, pursuer, the pilot at the wheel and myself were in the pilot house, when we saw a terrific sea coming. "Look at that fellow," called the captain. The mate, poor Mr. Wright, had his head out of the starboard window just as the captain spoke. Well, in all my time at sea, I never saw anything like it. It must have been a tidal wave. It seemed to tower above the bows of the vessel, and then it broke aboard. That was the last that I knew until I found myself with both hands fast hold of the pipes of the radiator and felt some one struggling beneath me. It was the captain, who was trying to regain his feet, calling all the while for Mr. Wright, the mate. As soon as we could

GET THE SALT WATER OUT OF OUR EYES we found ourselves in a terrible plight. The pilot house, all but a small portion of the port side, was gone, and with it the wheel and steering gear. The forward or forecastle hatch was washed away, and the water was pouring down into the forward cabin. A blow that the captain had received on the head made him for a time unable to do much, and finding that I was not hurt badly I mustered the crew and started to rig a 'make-shift' steering gear. We were fortunate in having among the passengers a number of sailors and old sea captains, who knew just how to take hold, and in about an hour's time we had the vessel under control. The ship behaved well. She fell off a little, but not another sea boarded her. At daylight on Tuesday morning we headed for land and a L030 made the Isles of Shoals and then felt our way up to Boston light, which was passed at 2 o'clock, and we made fast to the dock at 4 o'clock, after the worst four days I ever spent at sea." As may be supposed, at the time of the disaster all was consternation below decks, and had it

not been for the presence of mind and courage of the stewardess, Mrs. Mary McQuade, there would have been a panic. That lady went about among the passengers quieting their fears, and by her own actions showed that the danger had passed. The forward deckhouse is nearly all gone, and all the state-rooms in the forward part of the vessel are washed out and it will be some time before the Carroll can resume her place on the line.

The Y. M. C. A. Bazaar.

THE bazaar in aid of the Y. M. C. Association took place in the Market Hall yesterday. The attendance was very good, when the muddy streets and the threatening weather is taken into consideration. But all who girded on their rubbers to battle with the mud between their homes and the bazaar were rewarded when they reached their journey's end. The old Market Hall was very tastefully decorated. The adornment of the different booths is especially that which contained the fancy articles is worthy of special mention, and was deserving of all the praise it called forth last night. Immediately on entering one was met by pretty flower-sellers with pretty flowers, who successfully button-holed the majority of the gentlemen present. Tables well stocked with useful and fancy articles were placed on each side of the Hall, and were presided over by busy and enthusiastic saleswomen, who felt no compunction whatever in asking a puzzled newspaper man if he did not want to buy "this dear little rolling-pin," said rolling-pin being wondrously made and utterly unlike the substantial utensil with which his erring youth is so painfully familiar. The tea-tables were the most prominent feature, and were bountifully supplied, carefully attended, and—as they deserved to be—liberally patronized. Hungry boys, eye and old folks too, sat down, partook, and arose, feeling kindly towards the promoters of the bazaar. At 8.30 oysters were served and discussed with evident appreciation. St. Peter's Boy's Band was in attendance and played several selections. Altogether, the bazaar was most enjoyable, and, financially, a success, the amount realized being about \$350. The only drawback was the defective ventilation. We hope that on the occasion of the next bazaar within the same building, the committee in charge will take the hint, and by lowering the temperature, enable some poor fellow-creature, who is buying something he doesn't want, to "keep cool."

Features of the Markets.

MONTREAL PRICES. Nov. 24.—Owing to the weak western markets, and the quiet advices from abroad, there was an easier feeling in the grain market, but prices were nominally unchanged in the absence of business. The flour market has continued quiet and steady. The demand was slow and little business was transacted. We quote:—Patent winter, \$6.50 to \$6.75; Patent spring, \$6.50 to \$6.75; Straight roller, \$5.90 to \$6.10; Extra, \$5.60 to \$5.75; Superfine, \$4.90 to \$5.25; Oatmeal, standard, per brl., \$5.70; do., granulated, per brl., \$4.50 to \$5.

LIVERPOOL PRICES. Nov. 24.—Prices are as follows:—Spring wheat, 8 2/3; Red winter, 8 2/3; No. 1 Cal, 8 3/4; Pork, 82 6/8; Lard, 45 3/4; Bacon, 45 to 47; Tallow, 30.

NEW YORK PRICES. Nov. 24.—Flour dull. Wheat sales as follows:—No 2 red, November and December, \$1 2/4; January, \$1 0/4; February, \$1 0/8; May, \$1 1/8; June, \$1 0/8. Oats, sales, 210,000 bushels futures and 149,000 bushels spot; spot a trifle weaker; options steady, quiet and 1/2 higher; November, 32c; December, 32 1/2c; January, 33 1/2c; spot No 2, 32 to 32 1/2c; mixed western, 31 1/2 to 33c; white do, 35 to 42c.

TORONTO PRICES. Nov. 24.—Market very dull. Sales, oats at 36 to 37c. Quotations are: Wheat, fall, No. 2, \$1.10 to \$1.12; Spring, No. 2, \$1.10 to \$1.12; red winter, No. 2, \$1.11 to \$1.12; barley, No. 1, 71c.; No. 2, 69c.; No. 3, extra, 67c.; No. 3, 63c.; No. 2, 35 to 37c. Flour, extra, \$5 to \$5.10.

Our Advertisers To-day.

The Wesley Mission Band will hold a fancy sale in the Market Hall on 13th December. A. McNeill sells apples, lemons, onions, etc., on Saturday at 10.30. Mrs. McKenna offers to dispose of a portion of her property on Malpeque Road, near Spring Park. Goff Bros. advertise boots and overshoes, a large stock, wholesale to merchants.

MARRIED.

At the residence of the bride's brother, Sydney Street, on the 28th Nov., by Rev. Mr. Whitman. Mr. W. R. Waterman to Miss Sarah B. Higgins, both of this city. "When, from any cause, the digestive and secretory organs become disordered, they may be stimulated to healthy action by the use of Ayer's Cathartic Pills. These pills are prescribed by the best physicians, and are for sale at all the drug stores."

WESLEY MISSION BAND.

THE WESLEY MISSION BAND, in connection with the FIRST METHODIST CHURCH, will hold a

Sale of Useful and Fancy Articles, Suitable for Xmas Presents.

—IN THE— MARKET HALL, —ON—

THURSDAY, DECEMBER 13th.

There will also be a Xmas Tree, and a well supplied Refreshment Table. Doors open at 2 p. m. Admission, 10 cents. nov30—21 law

FOR SALE.

Land at Spring Park. FOR SALE, about 1 1/2 Acres of Land, and also a Building Lot, being part of the land lately occupied by James B. McKenna, Esq., deceased, on Malpeque Road, near Spring Park. Apply on the premises to nov30—21 law MRS. MCKENNA.

WHOLESALE.

To Merchants!

THIS IS THE MONTH FOR SELLING BOOTS, and you require them at once! Do not wait and let some one else take your trade. Orders filled in twenty-four hours' notice.

We have received 3,000 Pairs of Mens' and Womens' RUBBERS; 700 Pairs of Mens' and Womens' OVERSHOES; 4,269 Sides SOLE LEATHER.

Also, in our own manufacture, we have about 600 Pairs Mens' and Boys' LONG BOOTS; 4,000 Pairs Womens', Misses' and Childrens' BOOTS. We are selling these at low prices.

GOFF BROS.

Charlottetown, Nov. 30, 1888—cod & wky

TO FARMERS AND OTHERS, WHO INTEND BUYING

Ready-made Reefers, Overcoats or Suits.

VISIT PATON & CO'S NEW CLOTHING ROOMS,

They are Filled with New Reefers and Overcoats.

DON'T BUY WITHOUT FIRST PAYING US A VISIT.

We Guarantee Good Goods and Low Prices.

PATON & CO'S. POPULAR STORE,

MARKET SQUARE. Charlottetown, Nov. 24, 1888—dv & wky

HARRIS & STEWART, LONDON HOUSE.

Blankets, Blankets, Flannels, Flannels, Bed Spreads, Bed Spreads, Knit Woolen Goods, Mens' Wool Underclothing, Ladies' Wool Underclothing, Boys' Wool Underclothing.

Mens' Fur Coats, Mens' Fur Caps, Boys' Fur Caps, Ladies' Fur Jackets, Ladies' Fur Muffs, Ladies' Fur Boas.

Apples, Lemons, Oranges, Onions, &c.

BY AUCTION, on SATURDAY, December 1st, at 10.30 o'clock, a. m.: 75 barrels AMERICAN BALDWIN'S, ex "Worcester." 100 barrels N. S. APPLES, in all the best kinds, 5 boxes LEMONS, 5 " ORANGES, 10 " ONIONS, &c. nov30 A. McNEILL, Auctioneer.

FOR THE SUPPLY OF— 60,000 Hemlock Sleepers, as per specification. 34 sets sawn Hemlock Switch Sleepers, price per 1,000 superficial feet. 535 pieces sawn Hemlock, from 8 feet to 14 feet long, and from 6x8 inches to 1x14 inches, price per 1,000 superficial feet. 6,500 Cedar Fence Posts, 7 feet 6 inches long, 6 inches at small end. 16,000 Cedar Fence Posts, 5 feet long, 6 inches at small end. 3,0 Cedar Gate Posts, 8 feet long, 8 inches at small end. 240 Cedar Snow Fence Posts, 12 feet long, 8 inches at small end. 9,000 Cedar Braces, 3 feet long, 4 inches at small end. 24,000 superficial feet Spruce Scantling, 30 feet long, 2x4 inches, price per 1,000 feet on cars. 4 0 pieces r and straight Hemlock, with bark or, 25 feet long, not less than 10 inches at the small end, price per ton, loaded on cars. 24 tons h-w-m Hemlock Timber, price per ton loaded on cars. Forms of tender for Sleepers, with specification enclosed in return, may be had at all Booking Stations. No tender for Sleepers will be considered unless made in accordance with and upon the printed form supplied; nor will a tender for a less number of Sleepers than 50 be entertained. No tender will be considered unless accompanied by a deposit equal to five per cent of the value of the material tendered for, which deposit may be either cash or a certified bank cheque. Uncertified cheques will not be accepted. Should a tender be accepted, the deposit will be retained until the satisfactory completion of the contract. Should a tender not be accepted, the deposit will be returned by registered letter, at the tenderer's risk. The arrangement does not bind itself to accept the lowest or any tender. J. N. SWORTH, superintendant. Railway Office, Ch'town, Nov. 28, 1888. nov28—cod & wky pat wky pat 21

SEALED TENDERS, addressed to the undersigned, and marked "Tender," will be received until Saturday, December 8, prox.,

Tenders for Sleepers, Fence Material, Timber, &c.

WATERWORKS. M. STEVENSON. Hereby desires to inform the public that he is prepared to attend to all

GASFITTING WORK, —AND THE— Fixing of Hot and Cold Water Pipes in Houses, and Plumbing of all descriptions.

All work done by him will be first-class. ALSO, IN STORE—A large supply of TIN, WARE, STOVE-PIPE, COAL HOODS, &c. All orders carefully and promptly attended to. M. STEVENSON, Queen Street. nov29—21 law then cod fm

DRIVING PARK. SUBSCRIBERS to the Driving Park and Provisional Exhibition Association, who have not already paid their calls, will oblige by paying the money to A. B. WARBURTON, secretary, at the office of Warburton & Smallwood, Cameron Block. nov29—21 law