

be faithfully and efficiently performed by the Dominion Government, it is left to tender to the lowest bidder. The contractors receive a mere pittance—I believe only \$10 for each trip. Of course, there is competition—they cut prices low; but they are not sufficiently recompensed, and such accommodation for passengers is not provided as would be provided if the men were sufficiently compensated for their labor. But, notwithstanding the poor equipment of the boats, and the fact that the crew in question was out for 36 hours, exposed to all the cold and blasts of the Gulf of St. Lawrence at that inclement season, it is a proud boast to be able to say that not one bag of the mails was lost. While the men were struggling with their lives, while they were battling with terrible cold, and in a state of despair, so that they were almost ready to lie down and die, they clung to their work with the greatest energy and tenacity, and although some of them were badly frozen and almost dead, Her Majesty's mails were saved. That is something of which our people should be proud—that these heroes of this ice fight should never waver or flinch from the duty they had to perform, and I consider this one of the most heroic actions of these days. But these men will not get one dollar for their courage and the hardships they endured. They did not make the round trip, and consequently they are not entitled to receive any remuneration. I hope, however, that the Postmaster General will overlook this circumstance and see that these men not only receive the compensation for what they did or were expected to do, but will receive a suitable gratuity for performing a noble service, by which some of them have been crippled for life, and although they have families dependent on them, they will be unable to earn a dollar; and I hope the gratuity will be such as will remunerate them for all their labors and sufferings. The hon. member for Westmoreland (Mr. Wood) has referred to the railway from Sackville to Cape Tormentine. I should much prefer seeing that railway in the hands of the Government, because I believe it will be in the interests of the whole service that the same control should be had over that line as is had over the Government railway in Prince Edward Island and the Intercolonial. But it we cannot have that, I hope he will get such assistance as will enable him to energetically prosecute the work so as to complete it as early a date as possible, and have it ready for next year's service at least. What I also desire to see, is that the \$150,000 voted by Parliament last year for the construction of a pier at Cape Tormentine should be expended next summer. I should like to see advertisements issued, calling for tenders for the construction of the work. Everyone knows that in the Maritime Provinces, where works are mostly constructed of wood, it is of great advantage to the contractors and the Government that the timber should be got out in winter, and I hope the matter is in such an advanced state that we will, at a very early date, see advertisements issued in this connection. When we have the two piers completed, the railway running down to the wharves, and an improved service, with a sufficient number of iceboats and with a small steamer to assist them, and the whole service placed under one man, whom the Government can hold responsible, I think we shall be able to keep up communication with the island, and hon. members will not hear annual complaints from island representatives, as they hear them now.

DR. JENKINS' SPEECH.

MR. JENKINS—Recent experience with the boats on this service has caused a great deal of excitement among the people of Prince Edward Island, and has brought this question very prominently before them. It is now nearly twelve years since Prince Edward Island entered the Union. It is well known that a very large majority of the people of the island were averse to the Union with the other Provinces. They were desirous of maintaining their independence, of preserving the freedom of their government and the control of their revenues, but they felt it was the wish of the British Government that they should join the Union, and partly because they thought the terms of Confederation offered to them were likely to conduce to their benefits, they accepted the terms of Confederation and entered the Union. Sir, one of the principal inducements to the people of Prince Edward Island to enter the Union, was the promise on the part of the Dominion Government, that continuous communication, winter and summer, should be kept up with the mainland. Now, I ask this House, how has this communication been kept up? The members of this Parliament who live on Prince Edward Island have been obliged, for the last ten years, to cross the straits that divide it from the mainland at the risk of their lives. Lately we have seen that twenty-two men were exposed to all the horrors of cold and hunger and exposure, and that they escaped with their lives almost by a miracle. That is the risk that hon. members of this House have been obliged to run for ten years, and I think it is time that Parliament should consider some better and more effectual means of giving us continuous communication between the island and the mainland. The agreement which was made before Prince Edward Island entered the Confederation, to give us this communication, has not been carried out, and we are now no better off than we were twenty years ago, before we entered the Union. The people of P. E. Island feel that a wrong has been done them; that the Government is not taking that interest in the matter which they should take; that they have not performed the promise which was made, with regard to winter communication; that, in short, the island is at as great a loss now as it ever was in this respect. It is impossible that any country can thrive unless it has continuous communication with other countries. We have a very fertile province; we are able to grow food largely, but we have no opportunity, except for a few weeks in the fall for disposing of our produce. Now there are many ways in which I believe the Government could assist us. We have a very short season; our harbors are closed early in the fall, so that our farmers are unable to attend to the work of developing their farms, because they are forced to bring their crops to market before the ice forms. I believe it is quite possible to keep the harbors of the island open for five or six weeks longer in the year than is the case at present, and that time would be of vast advantage to the people of the island, by enabling them to work on their farms, and to leave the shipping of their produce until the frost came,

and they could no longer attend to their ploughing. This is not a question which affects Prince Edward Island alone, for I take it that what affects one portion of this Dominion affects all; and I think the representatives from the Upper Provinces take as much interest in the matter as those more directly concerned. The Northern Light has been alluded to, but I have always considered that she was not adapted to the service. She is not modeled on the proper plan for such work, and there is no doubt that she has been a failure. I came over in her the other day, when she ran into a piece of ice not more than six inches in thickness and stuck there; and she would have been there until now but that fortunately there was a sheet of water open which enabled us to avoid the ice and reach Pictou harbor. I was aboard on the last trip she made; she was out a week, and would probably have been out until the spring, but the captain adopted a suggestion I made on the first day the Northern Light went out of Charlottetown harbor, which was that he should turn her stern foremost. He did so, with the result that he made his way through sixteen or eighteen miles of field ice at the rate of two and a half miles an hour. That is sufficient to show that this boat, which was not built for this service, is not adapted for it; and I can tell you, she does better stern foremost than stem foremost. I can assure this House that the people of Prince Edward Island will not rest contented until they have a boat thoroughly adapted for the service. This is not a matter of a day. We know that there are other countries in which ice has to be combated. In some of the countries of Northern Europe, in polar expeditions, and in Newfoundland, people use steamers built specially for contending with ice; and we should have a steamer constructed on similar principles. My opinion is that there need not be twenty days in the whole year when a steamer may not navigate the channel between the island and the mainland. It is true that occasionally, between Georgetown and Pictou, a north-east gale causes a heavy flow of ice. On these occasions I believe no steamer can run; but I am quite satisfied that at the capes there are very few days when a steamer cannot run from one side to the other, because the distance is so short that the sailors can see from the masthead the condition of the straits from one side to the other, and if they find that they are not able to run a steamer they can run ice-boats. But I believe this problem of winter navigation will be solved by the running of a moderate-sized steamer at the capes in connection with the ice-boats. If it is found that the steamer cannot contend with the ice, she can land the ice-boats, and they can take the mails and passengers to the other side. Now, Sir, this question is a burning one with the people of Prince Edward Island—I am sorry to say it has been a freezing question with some. But it is a question in which the people of Prince Edward Island are deeply interested; they are agitated from one end of the country to the other on the subject, because it is impossible for them to engage in manufactures unless they can carry their products to market continuously. At present there are three or four months in the year during which we are not able to get our products to market. We possess a fertile soil; we have cheap food, cheap horses and land, and cheap fuel, and we have a climate which is as invigorating as any on this continent; and there is no reason why Prince Edward Island should not have manufactures, except the one reason, that we have not continuous communication with the Mainland. Now, Sir, the very sad disaster which has happened will, I trust, show the Government that it is necessary that there should be some supervision over the boats. The contractors are obliged, owing to competition, to place their rates down at the lowest possible point; they are not properly paid, and they are afraid to step more, for fear that some one else would step in and take the contract from them. Now, I think the Government should take this matter in hand. The service should be in the hands of the Postmaster-General, conducted by him and under his control; he should employ the men, and should see that the boats are properly equipped and are never allowed to go to sea, as the boats now are, without a scrap of provisions, and with no comforts necessary to provide against such a disaster as has occurred. I trust that this will all be changed, and that the Government will see that no boats are allowed to go out without proper supervision. If that were done, disasters of this kind would be almost impossible.

Motion agreed to.

THE usual meeting of the Prince of Wales College Debating Club and Literary Institute was held yesterday afternoon. Quite a large number of students were present. The Question Box was for the first time introduced by the managing committee—Messrs. Matheson, McDonald and Mellish. The following questions were read in order by the President, and introduced for discussion by some one of the committee:—"What is an Essay?" "Was the execution of Mary Queen of Scots justifiable?" "Which is the correct form: I drink only water, or I only drink water?" "Would the introduction of waterworks benefit Charlottetown?"—also questions bearing on mathematics and etiquette. The questions were well discussed by Messrs. Matheson, Mellish, Thompson, McDonald, Dennis, Puntain, Clerk, and others. The main question for debate, "Who gains the more knowledge, the Reader or the Traveller?" was then opened by Mr. J. A. McDonald in favor of the reader. Messrs. Gordon, Thompson, Campbell and Matheson also maintained that one would gain much more knowledge by reading; while Messrs. Mellish, Judson and Clerk argued in favor of the traveller. At six o'clock the question was put for decision, when it was decided in favor of the reader by a large majority. The meeting then quietly dispersed after singing "Auld Lang Syne."

SPECIAL attention is directed to the advertisement in another column of the lecture to be delivered Tuesday evening, in Y. M. C. A. Hall, by Serjt. John Allan. This promises to be something new in the lecture line, as the Serjt. will appear in the uniform of his Regiment, and relate reminiscences of battles in which he himself was actively engaged. Col. Beer will occupy the chair, dressed in his regimentals, and officers of the Militia are invited to seats on the platform.

GREY and White Cottons, the very best value will be found at J. B. McDonald's. (Feb 21)

COUNTRY dealers supplied with Books and Stationery at bottom prices at the Diamond Bookstore.

The Militia Report.

MILITIA DISTRICT No. 12, has the first claim upon our attention; and we therefore turn at once to the official report about it.

Deputy Adjutant-General Taylor reports that the members of active militia in this Province authorized to drill last year was 400, together with the garrison artillery, numbering 168 non-commissioned officers and men, and 17 officers; the garrison artillery, 42 men and 5 officers; infantry—Queen's County (82nd Battalion) 272 men and 25 officers; King's County Prov. Battery, 1 company, 42 men and 3 officers; and Prince County Prov. Battery, 2 companies, 84 men and 6 officers.

As to the Camp at Hunter River, the Deputy Adjutant-General reports:—

"A Camp consisting of two Batteries Artillery, one Company of Engineers, and six Companies of Infantry, assembled at Camp on Hunter River, and performed Annual Drill commencing 7th July for twelve days. As I was called away on other duties, the actual management of the Camp devolved upon Lt.-Col. Freeland, Brigade Major, under whose superintendence the duties were carried out. He reports that the Camp was, as far as possible, made a School of Instruction, and was very useful in teaching the officers their duties on service, and that all ranks showed a great desire to perfect themselves in drill and Camp duties, very fair progress being made in drill, the men being also silent and steady in the ranks, and having learned how to clean their accoutrements, and to put them on properly."

"None of the Corps which were warned for drill failed to attend; but certain officers who had been duly notified, having set a bad example to their men by absenting themselves, their names were removed from the list of Officers of the Militia, which I trust will have a good effect in future."

Concerning the armouries, Lieut.-Colonel Freeland reports that he inspected the several armouries in the District at different times during the year, when he counted over every article, and deducted the value of deficiencies from the Government allowance for care of arms. The Captains are now taking a pride in keeping their armouries in good order, and a great improvement is evident.

Colonel Taylor notices the fact that the "Prince Edward Island Brigade of Artillery has upheld its reputation for efficiency during the year, it having sent a team to the Artillery competition in Quebec, where they were first in the "A" shift, and second in the firing competition with the 40-pounder Armstrong."

Lieut.-Colonel Freeland says that he hopes to be able to forward applications for many Officers and Non-Commissioned Officers to join the Infantry School at Fredericton for a course of instruction, as he finds the want of competent Officers and Non-Commissioned Officers the weakest point in the Militia in Prince Edward Island.

The Provincial and County Rifle Associations have held their regular meetings, and the competition has been above the average. The whole Force in the District is fully armed and equipped, including knapsacks. The clothing is in good order; all the rifles have been repaired and browned at the Militia Stores in Halifax, except those of two Companies, which are now in the armourer's hands for this purpose; and on the whole, says Colonel Taylor, "I am glad to be able to report a great improvement in the Militia in this District, as compared with what it was three years ago, which is, I believe, chiefly owing to the exertions and attention given by the Brigade Major, and to the Annual Drill having been performed in Camp the last two years."

Regarding the Charlottetown engineers, Major Rabon says:

"This Company was in camp at Hunter's River, Prince Edward Island, from 1st to 12th July. I arrived at the camp on 7th July, and remained till 12th, superintending the instruction. The company came into camp very weak, having a strength, on the first day of only 2 officers and 20 N. C. O's and sappers. This was, I believe, mainly due to the fact that 1st July, the day of going into camp, was also the day for re-enrollment. With a city corps, like the Charlottetown Engineers, I think there should have been no difficulty in ascertaining beforehand the number of vacancies there were likely to be and in making proper arrangements for filling them in due time. On the day of my arrival in camp the strength was 3 officers, and 28 N. C. O's and sappers; and on inspection parade, on the 11th, the strength was 3 officers and 33 N. C. O's and sappers. Major Dogherty and Lieut. Macdougall were present throughout the training; Lieut. Horne only part of the time. Most of the sappers were recruits, and among them were several quite young boys unfit to bear arms or to do any hard, continuous work. But on the other hand, the standard of intelligence was very high, and the utmost interest and willingness to work were shown. On the whole, there was a good out-turn of practical work. It would be better were there a larger proportion of good mechanics in the ranks, and as the P. E. I. Railway workshops are at Charlottetown, there should be no difficulty in obtaining suitable men. I was disappointed to find that the company had not done any work since the previous training. The Charlottetown Engineers possess greater advantages than any other Engineer company. Being a city corps, they have all the opportunities for carrying on drill and instruction all the year round, and they have the further advantage of going into camp for continuous work. With these advantages they should be second to no other Engineer Company. One N. C. O. and one sapper of the Corps went through an Engineer short course at Kingston during the early part of the year. They were of much use in camp. I hope more men will come next year. I was much pleased with the N. C. O's of the Company, who showed zeal and intelligence. Lieut.-Col. Freeland, Brigade-Major, P. E. I., who was present at the Infantry Inspection, will report on it. The turn-out was fair, but the Infantry drill poor, due to the number of recruits who had not received any previous training. I hope the instruction I had an opportunity of giving, and the practical work that was done in Camp this year, will have cleared away many difficulties connected with Engineer work, and that the Company will now begin a regular course of drill, both Engineer and Infantry, to continue all the year round.

I am glad to be able again to bring to

notice the name of Lieut. Macdougall, for his very excellent work in camp, and for the great interest he takes in the Company. This officer has already been through a course of elementary engineering at Kingston, and I am in hopes he will be able to come again for the engineer course next spring. Gentleman Cadet Sloggett, R. M. College, who was attached to one of the batteries in camp, was of material assistance to me in carrying on instruction. I regret to say the company is still very deficient in engineering equipment, and a difficulty was consequently experienced in carrying on work."

As to the Garrison Artillery commanded by Major Irving (G. S. Ist), Lieut.-Col. Cotton reports:

"Inspected at Charlottetown on the 7th November, 1884, in command of Capt. Passmore and Moore (G. S. Ist), respectively. Lieut. Macneil was absent on sick leave, and the Adjutant, Lieut. Morson, was then at Royal School of Artillery, Quebec. These Batteries are in a very efficient state. The arms, clothing and accoutrements in good order. Company drill and manual and firing exercise good. The gun drill was very good. The interior economy and system of keeping returns, accounts, &c., is very creditable. These Batteries were represented at the Artillery competitions, Island of Orleans, Quebec, in September."

Why Gordon's Mission Failed.

Our exchanges give the following particulars:—

After his arrival at Khartoum Gordon proposed that Zobeir Pacha should be made governor-general of the Sudan. This proposal was viewed unfavorably by the British Government. Gordon insisted that Zobeir was the only man to carry out his programme, and informed his government that if he were not appointed a pacific solution of the question would be impossible. But the Anti Slavery Society objected to Zobeir on account of his record as a great slave dealer, and the British government would not sanction his appointment. This proved fatal to Gordon's plans. The Mahdi, seeing that Gordon was taking no active measures, made hostile demonstrations. Gen. Gordon then telegraphed that he could not evacuate the Sudan without a small force of British troops. He asked only for 100 men, and if that very modest demand had been granted, Gen. Gordon would in all probability have fulfilled his mission. But the government which had refused him Zobeir for Governor, also declined to send him troops, though their moral effect would have been great. On the first of March Gordon began to feel that his chances of success were diminishing rapidly. He sent a despatch asking why Gen. Wood and his forces were not utilized to move on to Dongola and thence to Berber. At last he offered to resign his commission. His despatches were met with the reply that the government were not prepared to send troops to the Sudan. The reason for this was based on the misconception that the employment of British troops to aid in the evacuation would be equivalent to their employment for the reconquest of the Sudan for Egypt. The last messages which passed between Gordon and the government showed the bravery and determination of the general. He refused to leave Khartoum in a state of anarchy to fall a prey to the Mahdi, announced his intention of never being taken alive, and told the Government that they would eventually have to smash up the Mahdi at the cost of much money and many lives. Notwithstanding his apparent desertion, he held his own for nearly a year, attacking the enemy frequently and resisting all attempts to capture his position. His steamers were sent up and down the Nile gathering provisions and shelling the positions of the enemy, and there is a seeming possibility that their absence, at his orders, to meet the advance of his countrymen to his relief, may have been taken advantage of by the foe without and the traitors within, to effect their purpose."

Our Advertisers.

Perkins & Sterns offer great bargains in every description of cottons.

Alex. Strang announces a meeting at Cape Traverse for discussing local improvements.

DIED.

At New Haven, on the 10th January, Cuthbert G., infant son of Angus and Mary A. Darrach, aged 10 days.

NOTICE.

A PUBLIC Meeting will be held at Cape Traverse, on Monday, the 2nd March, at 2 o'clock p. m., for the purpose of considering the necessity of building a breakwater and dredging the channel; also, other matters. The Commissioner of Public Works is invited to attend; also our local representatives. By order of the committee. ALEX. STRANG, Secretary. Ch'town, Feb. 21, 1885.

REMOVAL.

E. W. TAYLOR, WATCHMAKER & JEWELER, BEGS to inform his customers that he expects to remove to his New Store, CAMERON BLOCK, CN OR ABOUT Tuesday, 24th inst., Where he will have greater facilities for showing goods and also for attending to the working department. He wishes also to thank those, both in town and country, who have assisted him with their custom during the past year. Ch'town, Feb. 14—3 sat to sat

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