

# The Daily Examiner.

TERMS:—FIVE DOLLARS A YEAR.

This is true Liberty, when Free-born Men, having to advise the Public, may speak free.—EURIPIDES.

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NEW SERIES.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, WEDNESDAY, MARCH 11, 1885.

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Advertising at most moderate rates.  
Contracts may be made for monthly,  
quarterly, half-yearly or yearly advertise-  
ments, on application.

## Perkins & Sterns.

**White Cottons,  
Grey Cottons,  
Print Cottons,  
SHEETING COTTONS, PILLOW COTTONS, FLEECY COTTONS AND ALL OTHER  
COTTON GOODS, WOOLEN GOODS, SILK GOODS, &C.,  
AT VERY LOWEST PRICES.**

PERKINS & STERNS.

Ch'town, Feb. 20, 1885.

## Great Bargains!

For the next 30 days we offer the balance of our Dry  
Goods at a  
**LARGE DISCOUNT!**  
as we are shortly to make a change in the business.

Special Lines of Goods are MARKED DOWN to Prices that are Bound to Sell Them.

Don't Fail to Call Early if You Want Bargains.

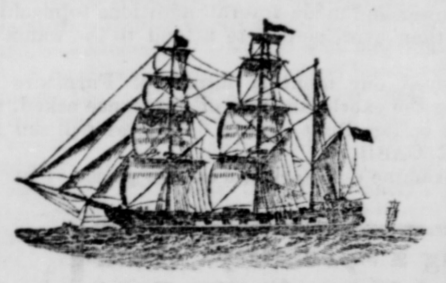
We require a Prompt Settlement of all Accounts due up to date.

Remember the place: Desbrisay's old stand, opposite the Market House.

W. & A. BROWN & CO.

Charlottetown, Feb. 7, 1885

### REGULAR TRADER.



1885. SPRING TRIP. 1885.  
THE CLIPPER BARK

### "MOSELLE,"

500 Tons Register, Classed 10 years A1  
in English Lloyds.  
Alexander McLeod, Commander,  
WILL SAIL FROM  
Liverpool for Charlottetown,  
On or about the 1st APRIL next, carry-  
ing Freight at through rates to

Pictou, Georgetown, Souris and  
Summerside.

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

**PEAKE BROS. & CO.**  
Ch'town, Feb. 3, 1885.

### LONDON HOUSE

Custom Tailoring Department!

A SPLENDID RANGE OF CLOTHS IN  
**Broadcloths,  
Worstedes,  
Meltons,  
Suitsings &  
Light Overcoatings.**

Work done with Promptness and in the  
Best Styles, at the Lowest Prices.

**GEO. DAVIES & CO.**

Ch'town, Feb. 5, 1885—2 aw wkly

### CHARLOTTETOWN BOOT AND SHOE FACTORY!

MR. R. C. GOFF, of the firm of Dorsey, Goff & Co., has just returned, after visiting  
number of the leading Boot and Shoe Factories abroad. The CHARLOTTETOWN  
BOOT & SHOE FACTORY, which has been stopped during his absence, will open with the  
latest improvements, which will enable us to give our customers better satisfaction than ever.  
Spring Orders will receive our best attention.  
Our Traveller, Mr. Dennis, will have the pleasure of calling on our customers through-  
out the Island, some time in March.

**DORSEY, GOFF & CO.**  
Ch'town, Feb. 26, 1885.

### ADAM BEDE.

CHAPTER XXX.  
(Continued.)

What little child ever refused to be com-  
forted by that glorious sense of being  
seized strongly and swung upward? I  
don't believe Ganymede cried when the  
eagle carried him away, and perhaps de-  
posited him on Jove's shoulder at the end.  
Totty smiled down complacently from her  
secure height and pleasant was the sight to  
the mother's eyes, as she stood at the  
house door and saw Adam coming with his  
small burden.

'Bless your sweet face, my pet,' she said,  
the mother's strong love filling her keen  
eyes with mildness, as Totty leaned for-  
ward and put out her arms. She had no  
eyes for Hetty at that moment, and only  
said, without looking at her, 'You go and  
draw some ale, Hetty; the gells are both at  
the cheese.'

After the ale had been drawn and her  
uncle's pipe lighted, there was Totty to be  
taken to bed, and brought down again in  
her night-gown, because she would cry  
instead of going to sleep. Then there was  
supper to be got ready, and Hetty must be  
continually in the way to give help. Adam  
stayed till he knew Mrs. Poyser expected  
him to go, engaging her and her husband  
in talk as constantly as he could, for the  
sake of leaving Hetty more at ease. He  
lingered, because he wanted to see her  
safely through that evening, and he was  
delighted to see how much self-command  
she showed. He knew she had not had  
time to read the letter, but he did not  
know she was buoyed up by a secret hope  
that the letter would contradict every-  
thing he had said. It was hard work for  
him to leave her—hard to think that he  
should not know for days how she  
was bearing her trouble. But he  
must go at last, and all he could  
do was to press her hand gently as he said,  
'Good bye,' and hope she would take that  
as a sign that if his love could ever be a  
refuge for her, it was there the same as ever.  
How busy his thoughts were, as he walked  
home, in devising pitying excuses for her  
folly; in uttering all her weakness to the  
sweet loveliness of her nature; in blaming  
Arthur, with less and less inclination to  
admit that his conduct might be extenuat-  
ed too! His exasperation at Hetty's suffer-  
ing—and also at the sense that she was  
possibly thrust forever out of his own reach  
—defended him to any plea for the miscall-  
ed friend who had wrought this misery.  
Adam was a clear-sighted, fair-minded man  
—a fine fellow indeed, morally as well as  
physically. But if Ariadnes the Just was  
ever in love and jealous, he was at that  
moment not perfectly magnanimous. And  
I cannot pretend that Adam, in these pain-  
ful days, felt nothing but righteous indig-  
nation and loving pity. He was bitterly  
jealous; and in proportion as his love made  
him indulgent in his judgment of Hetty,  
the bitterness found a vent in his feeling  
toward Arthur.

'Her head was allays likely to be turned,'  
he thought, 'when a gentleman, with his  
fine manners and fine clothes, and his white  
hands, and that way o' talking gentlefolks  
have, came about her, making up to her in  
a bold way, as a man couldn't do that was  
only her equal; and it's much if she'll ever  
like a common man now.' He could not  
help drawing his own hands out of his  
pocket and looking at them—at the hard  
palms and broken finger nails. 'I'm a  
roughish fellow, altogether; I don't know,  
now I come to think on't, what there is  
much for a woman to like about me; and  
yet I might ha' got another wife easy  
enough, if I hadn't set my heart on her.  
But it's little matter what other women  
think about me, if she can't love me. She  
might ha' loved me, perhaps, as likely as  
any other man—there's nobody hereabouts  
as I'm afraid of, if he hadn't come between  
us; but now I shall be like to be hateful  
to her because I'm so different to him. And  
yet there's no telling—she may turn round  
the other way, when she finds he's made  
light of her all the while. She may come  
to feel the vally of a man as 'ud be thank-  
ful to be bound to her all his life. But I  
must put up with it whichever  
way it is—I've only to be thankful  
it's been no worse; I'm not th' only  
man that's got to do without much happi-  
ness 't'his life. There's many a good bit  
o' work done with a sad heart. It's God's  
will, and that's enough for us; we should  
not know better how things ought to be than  
He does, I reckon, if we were to spend our  
lives 't' puzzling. But it 'ud ha' gone near  
to spoil my work for me, if I'd seen her  
brought to sorrow and shame, and through  
the man as I've always been proud to think  
on. Since as I've been spared that, I've no  
right to grumble. When a man's got his  
limbs whole he can bear a smart cut or  
two.'

As Adam was getting over a stile at this  
point in his reflections, he perceived a man  
walking along the field before him. He  
knew it was Seth, returning from an even-  
ing preaching, and made haste to overtake  
him.

'I thought the'd be at home before  
me,' he said, as Seth turned round to wait  
for him, 'for I'm later than usual to-night.'

'Well, I'm later too, for I got into talk,  
after meeting with John Barnes, who has  
lately expressed himself in a state of per-  
fection, and I'd a question to ask him about  
his experience. It's one o' them subjects  
that lead you further than y' expect—they  
don't lie along the straight road.'

They walked along together in silence  
two or three minutes. Adam was not  
inclined to enter into the subtleties of reli-  
gious experience, but he was inclined to  
interchange a word or two of brotherly  
affection and confidence with Seth. 'That  
was a rare impulse in him, much as the  
brothers loved each other. They hardly  
ever spoke of personal matters, or uttered  
more than an allusion to their family  
troubles. Adam was by nature reserved

in all matters of feeling, and Seth felt a  
certain timidity towards his more practical  
brother.

(To be continued.)

### LETTERS TO THE EDITOR.

#### The Wood Islands Route.

LETTER FROM ONE OF THE FORMER COURIERS.

SIR,—In looking over the Island periodi-  
cals of the day, and seeing the manner in  
which the Capes disaster is handled by them,  
as well as their several correspondents, in  
the eyes of a discerning and intelligent pub-  
lic is in itself most ridiculous.

But in looking over the columns of THE  
EXAMINER of the 13th inst., my attention  
was arrested by an interview a representa-  
tive of your paper had with Captain Irving,  
at the Rankin House in Charlottetown, in  
reference to the mail carrying by the Capes  
or any other route. After some prelimi-  
nary remarks with regard to the dates and  
mode of carrying the mails previously, the  
question was asked, "Were the mails ever  
carried, Captain, by any other route than  
the Capes during the winter season?"  
"Yes, by Wood Islands. That was the  
Capes route safer and more expeditious, and  
therefore changed the mails to Cape Traver-  
se. However, for several seasons after-  
wards, mails were sent by Wood Islands,  
but after the loss of many valuable lives  
that route was abandoned."

Now, Sir, far be it from me, or any of the  
people of Wood Islands, to cast any reflec-  
tions on the brave and gallant officers and  
crews of the iceboats at the Capes, but  
instead thereof they have our heartfelt  
sympathies, not only in the late but in their  
several disasters on the Capes' route.

But whatever the reasons were for chang-  
ing the mail route from Wood Islands to  
the Capes, it could not have been for that  
reason, as there never was any life or limb  
lost in the Wood Islands route by any of  
the couriers or their passengers, carrying  
mails over the ice in the season in which it  
devolved upon them.

Again the interviewer queried: "Do  
you remember any particulars of the disas-  
ters on the Wood Islands route?" "I have  
a faint recollection. Judge Peters, I think,  
in the year 1845 went to Wood Islands en  
route to the mainland. The weather was  
stormy, and the craft on the route did not  
appear seaworthy. The Judge returned  
home, but the couriers attempted to cross.  
Shortly afterwards their boat was found  
bottom up. All hands were lost."

Surely our worthy and respected friend  
must have been mis-informed or else vainly  
dreaming, as no doubt the Honorable Judge  
Peters recollects the above circumstances as  
well as we do, and let it be remembered  
that these unfortunate men who were lost  
at the time referred to were two McDon-  
alds, Pilots, and Captain Grant, their  
brother-in-law, all belonging to Nova  
Scotia. They came to Wood Islands with  
some parties who engaged them to send  
them across, having only a small narrow  
pilot boat which was not at all likely to  
cross the Straits the day that they started  
to go home, but they could not be persua-  
ded to wait for a better day, and it seems  
they had to meet their fate. But let it be  
borne in mind they were no couriers, nor  
had they anything to do with carrying the  
mails, neither any ice to contend with.  
And it is further stated: "In the next dis-  
aster which occurred in 1865, when Mr.  
Roberts, of London, Capt. Campbell, of  
Belfast," and it seems he has forgotten our  
worthy and lamented friend, Capt. Han-  
derson, of Wood Islands, and other sea-  
men. These unfortunates were not  
couriers, nor had they anything to do with  
carrying mails, besides they did not have  
any ice to contend with, but stormy weath-  
er, with open water. But it was not  
"Pictou Island they left for Woodville,  
but Cariboo for Wood Islands." And  
later, that "Capt. William Welsh, Esq.,  
Hon. Daniel Davies and Hon. J. C. Pope,  
attempted to cross from Pictou to Wood  
Islands, but after spending two days and  
nights in the Gulf, they were rescued by  
some farmers who saw their perilous  
position."

Our friend's memory seems to be getting  
languid in this instance, as he gives us no  
dates as to when these gentlemen made  
such an attempt, but the people of this  
section of the Island remember it  
quite well. The three hon. gentle-  
men left Pictou on a Saturday  
for Pictou Island, arrived there same  
evening, and remained over night. Left  
Pictou Island Sunday morning for Wood  
Islands, and landed safely at Duncan  
Munn's, Little Sands, early on Sunday  
afternoon, without any assistance whatever  
from farmers or anybody else, and were  
driven a distance of 24 miles on their way  
towards Charlottetown same night.

But finally he says: "These are only a  
few instances of the many disasters and  
hazardous passages made between Wood  
Islands and the mainland. It is therefore  
no wonder that route was abandoned."

Now what were the other instances of  
disasters on this route that he alludes to,  
I would ask? None whatever, I say.  
There never was any disaster or calamity  
happened the mail couriers on this route,  
and it would be as likely to attribute the  
loss of the Fairy Queen, or any other ac-  
cident that ever happened in the Straits to  
this route as those already mentioned.

By inserting the above in your very  
valuable paper, you will very much oblige  
yours truly,  
DONALD McMILLAN,  
One of the late Couriers,  
Wood Islands, Feb. 27, 1885.

MR. R. C. GOFF, of the firm of Dorsey,  
Goff & Co., has returned from a visit abroad,  
where he has bought at a low cash price a  
large Spring Stock (Latest Styles) of Boots,  
Shoes and Slippers.—Dorsey, Goff & Co.  
Feb 25

### THE RAILWAY TIME TABLE.

(Charlottetown Time.)

GOING WEST.	A. M.	P. M.
Charlottetown	8 02	3 02
Royal Junction	8 25	3 25
North Wiltshire	8 47	3 47
Hunter River	9 32	4 32
Brasidane	10 10	5 09
County Line	10 19	5 19
Freestone	10 35	5 34
Kensington	10 57	5 57
Summerside	11 32	6 23
Summerside	depart	1 47
Micoche	2 04	
Wellington	2 27	
Port Hill	3 22	
O'Leary	4 42	
Alberton	5 47	
Tignish	6 47	
FROM WEST.	A. M.	P. M.
Tignish	6 47	
Alberton	7 47	
O'Leary	9 02	
Port Hill	10 22	
Wellington	11 07	
Micoche	11 34	
Summerside	arrive	11 57
Summerside	depart	2 02
Kensington	2 37	7 32
Freestone	3 07	8 07
County Line	3 17	8 30
Brasidane	3 27	8 45
Hunter River	3 27	8 55
North Wiltshire	4 02	9 32
Royal Junction	4 17	9 47
Charlottetown	5 09	10 39
Charlottetown	5 32	11 02
GOING EAST.	P. M.	
Charlottetown	3 17	
Royal Junction	3 40	
Bedford	4 17	
Mount Stewart	4 52	
Bedford	4 57	
Cardigan	6 17	
Georgetown	6 42	
Mount Stewart	6 47	
St. Peter's	7 37	
St. Peter's	8 26	
Morell	8 57	
Mount Stewart	9 37	
Georgetown	9 47	
Cardigan	10 12	
Mount Stewart	9 32	
Bedford	9 42	
Bedford	10 17	
Royal Junction	10 54	
Charlottetown	11 17	

McLeod, Morson & McQuarrie,  
BARRISTERS

### ATTORNEYS-AT-LAW.

Office in Brown's Block, Queen Square  
(UP STAIRS).  
Ch'town, Feb. 12, 1885.

### SULLIVAN & MACNEILL,

### ATTORNEYS-AT-LAW

Solicitors in Chancery,  
NOTARIES PUBLIC, &c.

OFFICES—O'Halloran's Building, Great  
George Street, Charlottetown.  
Money to Loan.  
W. W. SULLIVAN, Q. C. | CHESTER H. MACNEILL  
February 16, 1885.

ADVERTISE IN THE DAILY EXAMI-  
NER, the best advertising medium in  
the Province.