

THE DAILY EXAMINER.

FEBRUARY 19, 1884.

Our Marine and Fisheries.

The expenditures of the Marine and Fisheries Department during the fiscal year ending 30th June last amounted to \$1,054,267.01. For this amount all the lighthouses and beacons, the Dominion steamers, the establishments for the propagation of fish, etc., were maintained.

The lighthouses number 484, and the lights shown 578. There are 32 steam fog whistles and automatic fog horns; and the light-keepers, engineers of fog whistles, etc., number 638. In the P. E. Island Division which is under the care of Mr. Artemas Lord, there are 41 lights, and 32 lighthouse-keepers. A new lighthouse was, during the year, established at Carligan River, and another at Big Tignish River. The lighthouse at Cape Egmont is approaching completion, and it is probable that the light will be shown on the opening of navigation next spring. The total cost of maintaining the lights in this Province last year was \$16,907.27, and the expenditure for construction was \$1,934.49.

As to the "Northern Light" it is reported that "she commenced on her trips on the 10th of December, 1882, and made seventeen round trips between Georgetown and Picton during the month of December. She succeeded in making only four round trips in January, and after several attempts to cross, was obliged to return to winter quarters on the 17th of January, where she remained until the 5th of March, when another attempt was made to cross, but without avail. On the 25th March she got clear and arrived at Picton Landing, and from that date until 25th April, when the summer boats commenced to run, made regular trips. In the month of November last, this vessel, in the interests of the public, on the withdrawal of the boats of the Prince Edward Island Steam Navigation Company, was put on the route to carry passengers and freight between Georgetown and Picton. The earnings of this vessel for the last fiscal year amounted to \$7,303.26."

For sick mariners, the disbursements of the year were \$618,839.86; and the amount paid into the sick mariners fund \$597,096.33, leaving a balance to the credit of the fund of \$21,743.53. In this Province the payments on account of sick mariners amounted to \$1,624.29, and the receipts from sick mariners dues to \$537.12.

The total number of steamboats in the Dominion is 843, having a gross tonnage of 152,216 tons. Of this number 222 steamers belonged to the Western Ontario, Huron and Lake Superior division; 111 to East Ontario; 140 to Montreal division; 137 to Quebec division; 127 to Maritime Provinces; 46 to Manitoba; and 60 to the British Columbia division. Sixteen steamers of the forty-six given as belonging to Manitoba, have not yet been measured so their tonnage has not been included in the return given. Last year the number of steamers added to the list was 100, while 33 were lost or put out of service. So that the gain of the year in steamers is 69. The amount paid for steamboat inspection during the year was \$16,209.02; the inspection fees collected amounted to \$12,577.36.

The total number of casualties to British, Canadian and foreign sea-going vessels reported to the Department as having occurred in Canadian waters and to Canadian sea-going vessels in waters other than those of Canada during the year ended the 31st December, 1883, was 248, representing a tonnage of 118,504 tons register, and the amount of loss, both partial and total to vessel and cargoes, so far as ascertained, was \$1,448,741. The number of lives lost in connection with those casualties was 199, viz., 157 in Canadian waters and 42 in waters other than those of Canada. The disasters reported as having occurred to vessels on the inland waters of Canada and to Canadian vessels in American inland waters during the last calendar year, were 40, and the tonnage involved was 11,716 tons register. The number of lives lost was 10. The amount of loss and damage in connection with the vessels and cargoes is estimated at \$1,304,389.

The number of sailing vessels now belonging to Canada is not given, but will shortly appear in the list of shipping for 1883.

The value of the produce of the fisheries is approximately reckoned as follows:

Nova Scotia.....	\$7,621,500
New Brunswick.....	3,155,675
Quebec.....	2,550,000
Prince Edward Island.....	1,258,500
British Columbia.....	2,000,000
Ontario.....	800,000

Or, exclusive of Manitoba and the Northwest Territories, a total value of \$17,215,675. Respecting the fisheries of this Island the report says that, as compared with the preceding year, the statistics show a falling off in value of some \$600,000. This deficiency it says "is chargeable to the item of lobsters alone; herring, cod and hake having been abundant. The short catch of lobsters was due more to the scarcity of fish than to the severity of the weather. Several factories had to close for want of material before the time of fishing expired. Contrary to expectation, this year's catch of mackerel did not exceed that of the previous year, although the fish were of good quality. Upwards of fifty United States vessels were off the

coast during the greater part of the season, and they are reported to have all done well."

The disbursements on account of the fisheries in this Island were as follows:

Fishery Officers' salaries, etc.....	\$2,766,64
Fish breeding at Dunk River.....	807.32
	\$3,573.96

The Fishery License fees and fines amount of \$21,337.16, of which only \$80 was paid in this Province.

The vivified eggs laid down at the various hatcheries of the Dominion were as follows:

Salmon eggs.....	\$ 588,000
Salmon trout eggs.....	6,900,000
Whitefish eggs.....	55,000,000
Speckled trout eggs.....	160,000
Total.....	\$5,588,000

The Dunk River hatchery is credited with 1,120,000 salmon eggs.

Fishing bounties were distributed among the fishermen of the Maritime Provinces as follow:

Nova Scotia.....	\$106,098.72
New Brunswick.....	16,397.00
Prince Edward Island.....	16,137.00
Quebec.....	39,052.75
Total.....	\$172,185.47

The bounties received by the fishermen of this Province were thus distributed among the Counties:

King's.....	\$5,376.00
Prince.....	7,025.00
Queen's.....	3,853.00

The Quebec Ministry.

Two members of the new Ministry of Quebec have been returned unopposed, and the remaining members will, no doubt, be sustained at the polls. They have a very difficult task to perform. The situation in Quebec and the policy of the new administration are succinctly stated by Mr. Treasurer Robertson in the following words,—

"We are incurring annual deficits of some \$400,000 more than our ordinary revenue can meet. If our receipts are not increased by drawing money by some means or other from the people we must stop our expenditure or become bankrupt. This latter alternative must not, cannot and will not be thought of, and it therefore remains for the Government to initiate and carry out a system of retrenchment to the fullest extent, or tax the people, as they (the people) may choose. If the Government is supported by the country, I am in hopes within a very few years, by following the course indicated, to bring down the expenditure within our ordinary receipts."

Variation of the Compass.

A REPORTER of the Boston Herald recently interviewed Capt. Brown, of the steamship "Carroll," who said that the "Carroll" and "Worcester," each about 822 tons, ran in summer, alternate weeks, from Boston to Halifax, Canso, Picton, and Charlottetown, and in winter either one or the other ran to Halifax. The "Carroll," which he commanded, was on the route this winter. Capt. Brown said he often had trouble with his seamen, as he found that when the ship was ready to sail out, two or three of them were missing, they having met friends on shore, and stopped over to have a good time. It is not always easy to get good men at short notice, and he was often compelled to take the best ones he could get. The Halifax trip in winter is not a very agreeable one. The "Carroll" is provided with seven boats—four metallic ones and two wooden, and a life raft. The boats can be lowered quickly, but there is great danger in a heavy sea of having them staved to pieces against the side of the ship when lowering them. The crew in summer were practiced once a week, in lowering the boats, and in winter season, not more than once a month. The practice was in dock, as they did not get time at sea. The crew are practical, at fire drill very thorough, and the ship has good facilities for fighting fire, as she has a steam pump and two deck pumps, one fore and the other aft, and lines of hose run around the steamer. From the steam donkey they can force six streams of water, and one from each deck pump. The crew have fire drill every trip, which sometimes frighten the passengers who sometimes cannot be persuaded that the ship is not on fire.

When asked if he knew Captain Wright, Capt. Brown said, in his characteristic way:—"Know Capt. Wright! I should say I did. I was with him eleven years, and I know there is not a more efficient captain or a man of better judgment than Capt. Wright, on a steamer's deck. I do not care how much a man may know of navigation, if he is deficient in judgment he is not fit to command a ship. He is a man of good judgment, but he was a man of good judgment. I know whereof I affirm, for I served under him as mate. He was on duty all the time. He has made many a trip to Halifax without taking off his clothes. Often I have said to him: 'turn in, captain, I'll look after things!' But no; he wouldn't do it; I have seen him take a pillow and lie down on the floor in a half recumbent position, when he ought to have been in his bunk. I wouldn't believe a word against Capt. Wright if the whole world was against him. Capt. Wright was no more to blame for the disaster to the 'City of Columbus' than I am. Don't ask me who is to blame. I don't know; I give it up; it is one of those unaccountable things which sometimes occur, and which may never be explained."

"Did you ever notice any variation of the compass in going round Gay Head?"

"No; I never have. Some people think that the fog and snow will cause the compass to vary, but that seems nonsensical to me."

"Do you not think that there is a variation of the compass on iron steamships?"

"Certainly I do. I wouldn't run an iron steamer to Prince Edward Island for all the wealth of the world. I would resign my commission before I would take passengers on an iron steamer on this route."

"Why particularly on this route?"

"Because the fogs are so frequent and dense. The local attractions on an iron steamship are enough to vary the compass."

"If this is so, why isn't it plausible that the variation of the compass is responsible for the wreck of the 'City of Columbus'?"

"Oh, I cannot believe that. Capt. Wright

was too sound a navigator, and his judgment was excellent. As I have said, I do not attempt to explain that disaster. It was a moonlight night, and how and why it occurred is the deepest mystery that ever puzzled my head. I see that one of the papers states that Capt. Wright had drunk some wine. I know that is false; he is not that kind of a man, sir."

"Do accidents often occur from the variation of the compass?"

"Yes; I think that many of the disasters near Halifax are from this cause. The fogs are heavy, and when the sole reliance is on the compass, and the several compasses on the ship do not agree, it is rather risky navigating. For that reason I wouldn't sail in an iron steamship in that direction. You may remember, perhaps, the loss of the steamers 'Washington' and 'Cromwell,' from New York to Newfoundland via Halifax, some six or seven years ago. Then, some time after, the 'Cortez' was lost near Halifax. These disasters must be traceable to the fog and variation of the compass. Capt. Farquhar of the 'Canima' of that line, which was wrecked, told me that the variation of the compass was from four to six points all along the coast. I asked him: 'Then, some time after, the 'Cortez' was lost near Halifax. These disasters must be traceable to the fog and variation of the compass. Capt. Farquhar of the 'Canima' of that line, which was wrecked, told me that the variation of the compass was from four to six points all along the coast. I asked him: 'Why do you sail the ship, then?' 'God only knows; I don't,' he said. The 'Brantford City,' you remember, went ashore near Lockport, eighty miles from Halifax, last fall. She was twenty miles out of her course, if there wasn't a variation of the compass."

"But the 'City of Columbus' was out of her course. Why isn't that chargeable to the variation of the compass?"

"I do not believe it was, my faith in Capt. Wright is so strong."

Our Advertisers.

Geo. Davies & Co. are offering great inducements to cash customers, as the stock now on hand must be cleared out to make room for that which their Mr. Harris has gone to select.

Charles Palmer, Esq., lectures in St. Paul's Schoolroom this evening. His subject is "Primeval Man." Admission free.

TELEGRAPHIC NEWS.

[SPECIAL DESPATCHES TO THE EXAMINER.]

Ready for a Night Attack.

SAKIM, Feb. 18.

The leader of the friendly tribes reports that Osman Digma received the guns recently captured from Baker Pasha. He will attack Suakim. A friendly Arab warns the garrison here to prepare for a night attack. Spies have brought a letter from the commander at Tokar saying that the rebel guns kill some of the garrison daily. He asks that two men-of-war be sent to Trinkital to make a demonstration in his support until the troops arrive. The rebels have summoned the Tokar garrison to surrender, promising that if they do so their lives will be spared.

Debate on Sir Stafford Northcote's Motion.

LONDON, Feb. 18.

In the debate in the House of Commons this evening on Sir Stafford Northcote's motion concurring the Government, W. T. Marriot, Liberal member for Brighton, made a violent attack against the Government, accusing it of vacillation and inconsistency. He declared that the Government had lost the confidence of the country and of the Liberal party. The truth of this he would test by voting for Northcote's motion, and then resigning his seat in the House, and offering himself for re-election. Mr. Marriot's speech was received with loud cheers by the Opposition.

The Irish Vote.

LONDON, Feb. 18.

The Irish parliamentary party had a meeting this evening, for the purpose of deciding how to vote in to-morrow's division in the House of Commons, on the motion concerning the Government's Egyptian policy. Sexton made a motion to vote against the Government, which was carried. The defection of the Irish vote has increased discontent and disruption in the Liberal party, and will probably reduce the Government's majority to 20. The Conservative whips are beginning to hope for a Government defeat.

A Terrible Explosion.

LONDON, Feb. 18.

A terrible explosion occurred here this afternoon whereby one man was killed and two others probably fatally injured. It appears a clerk in the employ of Hobbs, Osborne & Hobbs, went into the loft of their building to enjoy a quiet smoke and somehow he ignited twenty pounds of gun powder, blowing the building to pieces, setting it on fire, also firing the buildings of Robinson, Little & Co., and Burns & Lewis. The firemen were quickly on hand, but the buildings could not be saved.

Haulan Sails for Australia.

SAN FRANCISCO, Cal., Feb. 18.

Haulan sailed for Australia last night. He said he would row any or all of the Australian oarsmen, and if successful in defeating them would, on his return home, offer to row any man in the world before retiring.

Reported Capture of Tokar.

SAKIM, Feb. 18.

Unconfirmed rumors have reached Suakim through scouts from Triketal, to the effect that the rebels carried Tokar by assault last night, and massacred the garrison. This report lacks confirmation.

Slavery.

KHARTOUM, Feb. 18.

General Gordon's proclamation has been sent to all the tribes, as regards slavery. It states his present mission has nothing to do with the slaves, and that he does not desire to encourage slavery.

Uneasiness at Jeddah.

JEDDAH, Feb. 18.

The natives are displaying great uneasiness, as they are apprehensive that the British contemplate total suppression of the slave trade. The fanaticism of the musulmans is increasing in intensity.

The Mahdi Fears Assassins.

CAIRO, Feb. 18.

From fear of assassins Mahdi has surrounded himself with a life guard. Visitors are permitted to approach him only on all fours, and even then must remain at some distance from his sacred person.

Murder in Digby.

DIGBY, N. S., Feb. 18.

A mulatto named Bradley was murdered in a row at a house near the Little Joggin Bridge on Saturday night. He had been cut in six places with an axe. Four persons are under arrest.

A Massacre Feared.

PARIS, Feb. 18.

The French Government have called the attention of the English cabinet to the danger of an uprising and massacre at Cairo if the English garrison is reduced.

The Egyptian Army to be Disbanded.

LONDON, Feb. 18.

The "Standard's" Cairo correspondent says there is the best reason to believe that the disbandment of the Egyptian army is virtually settled.

The British Expedition.

LONDON, Feb. 18.

Mr. Gladstone stated to-day in the House of Commons that England would defray the expenses of the British expedition to the Soudan.

Untrustworthy Troops.

SAKIM, Feb. 17.

The enemy are mustering for an attack. Three thousand of Baker Pasha's troops are ready to fall in, but nobody trusts them.

"No Egyptians Need Apply."

CAIRO, Feb. 18.

An order was received from London to-day that no officers of the Egyptian army were to be employed in the present expedition.

Dominion Political Notes.

OTTAWA, Feb. 18.

The House met at 3.15.

Several petitions were presented; one for the better observance of the Sabbath, and one for the Factory Act.

In answer to a question whether the Government intended to make provision for paying the Inspectors appointed under the Liquor License Act of 1883, in counties which have adopted the Canada Temperance Act or the Dunkin Act, and whether by salary or otherwise, Sir John stated that it was the intention to make provision, and that it would be by allowance.

Sir Leonard Tilley stated in answer to a question put by a member that it was the intention of the Government to provide, during the session, legislation affecting Benefit Insurance Societies now doing business in Canada.

The House then resumed adjourned debate on Sir Charles Tupper's resolutions respecting the Canadian Pacific Railway.

Lester, Opposition, spoke for some time, but made no new points, and was followed by Orton, who spoke in favor of the loan.

After recess, Cameron, of Huron, attacked the resolutions, and took up the time of the House, but advanced nothing new.

Weather Bulletin.

Probabilities for the next 24 hours for the Maritime Provinces.

TORONTO, February 19—10 a. m.

Northwest veering to south winds, cloudy weather, with light snow followed by rain.

METEOROLOGICAL OFFICE, Charlottetown, 19th Feb. 1884.

Highest temperature yesterday.....	33.9
Lowest temperature (read at midnight).....	9.1
Lowest temperature this morning.....	3.3
Temperature this morning, at 8 o'clock.....	4.9
Temperature this afternoon, at 1 o'clock.....	11.0

Mr. Harris left yesterday, to purchase Spring Stock for the London House, and in order to make room for the new importation, G. Davies & Co. are offering special inducements to their cash customers in town and country.

Feb. 19, 1884.—4w eod

St. Paul's Church Association.

OPENING LECTURE THIS EVENING,

AT ST. PAUL'S SCHOOL ROOM,

AT EIGHT O'CLOCK.

Subject: "PRIMEVAL MAN."

Lecturer: C. PALMER, ESQ.

Chairman: PRINCIPAL ANDERSON.

Admission free. Charlottetown, Feb. 19, 1884.

GREAT SALE OF New Cottons.

We have just opened a large Stock of

ENGLISH AND AMERICAN PRINTS, NEW SPRING STYLES,

Received Before the Advance in Duty.

We have an immense stock of

GREY AND WHITE COTTONS,

Purchased when the Cotton market was at the lowest point of depression.

Fleecy Cottons, sheeting Cottons, Pillow Cottons,

TABLE LINEN AND NAPKINS,

Towels and Towelling,

TAPESTRY, SCOTCH AND BRUSSELS CARPETS,

And other House Furnishing Goods.

WHOLESALE AND RETAIL.

GEO. DAVIES & CO.

Ch'town, Feb. 11, 1884.

Our Store Closes Every Evening at Six o'clock (Saturday Excepted). 1884. For the Winter Months. 1884.

W. & A. BROWN & CO. are selling the following lines of Dry Goods, at very low prices, to clear before stock-taking 1st April:

Jackets, Dolmans and Ulsters, Promenade Scarfs, Wool Jackets and Ulsters, Mantle and Ulster Cloths, Overcoatings, Scotch and Canadian Tweeds, Colored and White Shirts.

Also a special line of Dress Goods, of excellent value, and suitable for the season, reduced to twenty-two c. n.s.

A large stock of Carpets, Oilcloths, Hearth Rugs, Mats, White and Grey Cottons, Sheetings, Pillow Cottons and Linens, Fancy Shirtings, etc., bought very low, and now opened, ready for the early Spring Trade.

WHOLESALE & RETAIL.

W. & A. BROWN & CO.

Ch'town, Jan. 5, 1884.—dy wkly'

THE CHARLOTTETOWN

FLOUR, FEED AND PROVISION, STORE,

South Side Queen Square, near Queen Street,

HAVE to announce that they have on hand the following goods, which they are prepared to sell at reasonable prices and in quantities to suit purchasers:

Flour (Superior Extra, Strong Bakers' and Patent)

OATMEAL, CORNMEAL, BRAN, SHORTS, OATS,

CRUSHED FEED, either Oats and Barley or Oats, Barley and Corn. APPLES, which will be sold by the barrel or by the pound, at rates very little over barrel prices.

Ch'town, Dec. 18, 1883.

1884. **JANUARY.** 1884.

Annual Clearance Sale At

J. B. MACDONALD'S.

I AM now having my Annual Clearance Sale, and will CLEAR OUT Wool Goods in

Scarfs, Clouds, Wool Squares, Heavy Winter Cloths, Winter Dress stuffs, Ladies' Fur Caps and Muffs, Ladies' Fur Tippets, Ladies' Felt and Fur Hats, Men's Fur and Cloth Caps, Men's and Boys' Ulsters, Overcoats and Reefing Jackets, Also Remnants in Cloths, Remnants in Dress stuffs, Remnants in Prints, and Remnants in Canton Flannels.

These goods must be cleared out and Bargains Extraordinary will be given.

J. B. MACDONALD'S,

Ch'town, Jan. 12, 1884.—2aw wkly.

Queen Street.