

The Daily Examiner

FEBRUARY 7, 1885.

The Capes Route.

The Montreal Herald gives a true description of winter travel between Prince Edward Island and the mainland—a description evidently written by one who has had personal experience of it—and continues:

"It is evident that, if faith is to be kept with the people of Prince Edward Island, some better and safer means must be found of keeping up communication between the province and the continent during the winter time. It must be remembered that the Government of the Dominion is under precisely the same obligation to have that communication regular and constant as it is to build a railroad to British Columbia; and we all know how much it has done to fulfill its treaty obligations with the Pacific Province. The amount of money required to do all that can be done, short of cutting a tunnel under the Strait (which is seriously advocated by some Islanders) will take but a comparatively small sum of money. Those best acquainted with the winter condition of the Straits at its narrowest part—between Capes Traverse and Tormentine—say that if a steamer, not very large but strongly built, and propelled by powerful engines, were put on the route between these points, she could make her way through the loose ice and lolly, and when the Strait was so closely packed with ice as to prevent her crossing, the ice-boats—as they do now when the Straits is in that condition—could make the passage speedily and safely. It is this way communication could be constantly kept up with the minimum of danger and delay."

Mr Parnell's Silence.

COMMENTING on the silence of Mr. Parnell with respect to the dynamite outrages in London, the Montreal Gazette asks:—"Why should not Irishmen, equally with Americans, with Canadians, with Englishmen, and with all other people possessing a spark of manliness and humanity, repudiate and execrate this outrageous, this damnable attempt to destroy innocent lives? Mr. Parnell to the contrary, we do not believe that a frank, an unreserved denunciation of the recent attempts of dynamiters will expose his party or the Irish people to the suspicion of harboring sympathy with the perpetrators of the foul deed. We know that decent Irishmen the world over unhesitatingly and unreservedly denounce the work of Saturday; that in America, as in Ireland, the priests and the people have given vent to their feelings of execration of the authors of the foul deed, and that in this denunciation they feel and they know no distinction of race or nationality. This is not an Irish question, it will be well for Mr. Parnell to understand, but a question of our common humanity, of moral reason, of divine implanted instincts, and the man who hesitates to express his horror and his condemnation of the methods of these dynamiters is an enemy not only of the welfare of society at large, but of the particular nationality which he serves."

PARLIAMENTARY SUMMARY.

THE INLAND REVENUE REPORT,
for the fiscal year ending the 30th of June, 1884, shows the collections for 1884 to have been \$6,141,750, against \$6,878,222 in the preceding year, a decrease of \$736,509. This deficiency arises almost entirely on excise, which for 1884 was \$5,545,391, against \$5,282,796, for 1883, showing in excise alone a decrease of \$737,405. The decrease on tobacco duties is much less than was expected, owing, as claimed by the Minister, to the more effectual supervision of tobacco manufacturing. The spirits manufactured during the fiscal year amounted to 4,207,575 proof gallons, as against a production during the preceding year of 4,281,208 proof gallons. The quantity of spirits in bond at the close of the fiscal year was 2,201,034 gallons, being a little over 260,000 gallons in excess of the quantity held in bond at the beginning of the fiscal year. The Minister thinks a quantity of Canadian spirits supposed to be used for the production of methylated spirits, finds its ways to inferior groceries and suggests legislation on the subject. The revenue from malt and malt liquors is about the same as in 1878-79 when the duty was double the present rate. 232,922 pounds of Canadian tobacco has paid duty as against 178,213 in the year 1883 with 93,882 lbs. taken for use in manufactures against 198,764 in 1883. The Minister repeats his recommendation that the ports at which petroleum is imported should be restricted to place Canadians on the same footing as regards restrictions with foreign producers. The revenue from canal tolls increased during the year \$13,191, and that from minor public works \$12,112, while the revenue from slides and booms decreased \$10,401. The total revenue from the canals was \$356,443, as against \$343,252 in 1882-3, the principal increase being on the Welland canal from \$155,062 to \$179,642.

PENITENTIARY STATISTICS.
The report of the Inspector of Penitentiaries, submitted to Parliament, shows that there were as prisoners on the 30th June last:

In Kingston Penitentiary	474
In St. Vincent de Paul	265
In Dorchester	138
In Manitoba	97
In British Columbia	93

Total number in the Penitentiaries... 1067
Or seventy less than at the same time last year.

The Inspector thinks this very gratifying, and assuming the total population to be, in round numbers, 5,000,000, says that it speaks forcibly in favor of the law-abiding character of the people of Canada, and of the general prosperity of the country at large, there being only one criminal undergoing penal sentence to every 4,687, nearly.

It may be questioned whether the criminal statistics of any other country in the civilized world can show an equally favorable result. The small number of female convicts—thirty-four—supplied from Ontario, Quebec and the Maritime Provinces—Manitoba and British Columbia having none—is very remarkable, and goes to prove that comparatively few women commit crime of a serious nature. With respect to Dorchester penitentiary, Inspector Moylan says the prospect of the new wing being ready for occupancy earlier than next summer is not very good. The increased accommodation which it will afford is needed, the present wing being over-crowded. As in the Manitoba and British Columbia penitentiaries, many of the convicts are without cells, and are obliged to sleep in the passages. The affairs of this penitentiary—the idleness of many of the convicts during the winter months excepted—have been conducted in a satisfactory manner during the year. The officers have behaved themselves in a becoming manner, and have discharged their duties in such way as to meet the Warden's approval. Mr. Moylan adds: "I have instructed the Warden, pursuant to our directions, to have due regard to the respective claims of the three Maritime Provinces to their proportionate share of the appointments, which he is authorized by the law to make."

PUBLIC WORKS REVENUE.
The gross revenue of the Intercolonial Railway in the last fiscal year was \$2,353,647, and operating expenses \$2,344,579, leaving a net revenue of \$9,068. The expenditure was nearly \$300,000 less than estimated. The Prince Edward Island Railway yielded a revenue of \$144,504 and entailed an expenditure of \$236,428, the deficit being \$91,924. The canals cost \$508,594 to operate and yielded a revenue of \$383,645, while government telegraphy cost \$80,000 and produced \$33,352.

PUBLIC REVENUE AND EXPENDITURE.
The revenue of the government in the last fiscal year reached \$31,861,961, a sum, as has been remarked, considerably less than the collection in the two preceding years, but far in advance of that received up to 1882. The comparison with last year and the year in which the National Policy came into operation runs as follows:—

	1879.	1883.	1884.
Customs	\$12,900,659	\$23,069,582	\$20,623,890
Excise	5,390,763	6,260,116	5,459,309
Bill et'ps.	185,190		
P. Office	1,172,418	1,800,391	1,755,674
P. Works	1,863,149	3,101,138	3,055,792
Miscellaneous	1,005,203	1,623,421	1,577,291
Total	\$22,517,382	\$35,794,649	\$31,861,961

The total expenditure of the last fiscal year, on account of the consolidated fund, reached \$31,107,706, or within \$754,255 of the revenue. The principal items making up this total with comparison for the preceding year, are:—

	1883.	1884.
Debt and subsidies	\$12,853,531	\$12,937,633
Civil government	96,721	1,084,417
Justice	615,588	615,641
Legislation	749,768	692,767
Immigration	437,734	575,336
Pensions	98,446	95,542
Superannuation	186,296	192,692
Militia	734,354	929,498
Public works	1,859,799	3,112,941
Lighthouse and coast service	491,546	520,524
Fisheries	168,977	286,700
Indian grants	1,105,961	1,116,153
Mounted police	477,825	485,983
Collection of revenue	6,622,755	6,875,727

DOMINION POLICE.
The number of men in the Dominion police is 25, and the cost of the force during the past year was \$14,094.

Children's Carnival.

A Children's Carnival was held at Summerside on Friday evening. The little ones enjoyed themselves to their heart's content, while parents witnessed the pleasing spectacle of their children gliding to and fro in gay masquerade. The Cornet Band was in attendance. The following is a list of costumes:—

- MISSES.**
Cecilia Warren, }—Sisters of the Emerald
Sadie Clark, }
Fannie Craig—Grandmother.
Maggie Milligan—Lady of the Lake.
Dot Laforgue—Napoleon Fisherman.
Nellie Bearisto—French Peasant.
Nellie Gourlie—Alsatian Beau.
Eva Graves—Red Rose.
Els Schurman—Highland Girl.
Leona Reid—Butterfly.
Florence Kelly—Snowshoe.
Lelia Renouf—Mayflower.
Lillie Reid—Fairy Queen.

- MASTERS.**
Edgar Hunter—Paddy Miles.
Albert Saunders—A Baker.
Charlie Farant—A Plasterer.
Wm Gould—Servant Boy.
Allie LeFurgue—Major.
Ally Henry—Maidie.
Gerald Jarvis—Snowshoe.
Wylie Clark—Sailor Boy.
James Doyle—Nigger Jack.
Gothard Baker—Nigger Jim.
George Mutch—Old Farmer.
Leslie Herring—Scotchman.
Frank Bearisto—Cheffonier.
George Ellis—Bootblack.
Dan McKinnon—Paddy from Cork.
Willie Jarvis—Snowshoe.
Mort Hueston—Gymnast.
Henry Holman—E.H.
Eph Letarney—Middle.
Henry Price—Housemaid.

The annual statement of the Summerside Bank shows that institution to be in a condition that must be gratifying to all concerned. The operations of the past year yielded a good profit, and the business is now, more than ever, in a position to command the confidence of the public. It is most pleasing to see a home institution of this kind flourishing, and it is in the public interest that it should be so. With so much competition from outside banks with almost unlimited strength, it is not very easy to successfully direct the affairs of a local one, with a comparatively small capital, and the showing of the Summerside Bank this year reflects great credit upon the management. It is a pity that there should be room in this country for banks from other Provinces to make large profits; we should be able to do our own banking; and we sincerely hope that our local banking institutions may continue to grow and flourish as they ought.—Journal.

A MONCTON correspondent of the St. John Sea, writing on the 4th inst., says: Prince Edward Island mails, two weeks en route, were delivered here yesterday.

PERILS OF THE GULF.

MR. GLIDDEN'S STATEMENT—HE IS UNCOMFORTABLY SEATED AT THE HUT ENTRANCE, AND PASSES THE NIGHT IN A PERISHING DRAFT—MR. FRASER'S STATEMENT CORROBORATED.

MR. GLIDDEN, who is one of the greatest sufferers of the recent iceboat disaster, was yesterday visited at the Grey Nun's Hospital by a representative of THE EXAMINER. He was able to sit up, was in good spirits, and did not appear to suffer much pain, though his feet and hands are badly frozen, and he only hopes to save a portion of each finger and the thumb of the right hand. Part of his feet may possibly be saved, but the greater portion of the left hand will require to be amputated. Mr. Glidden said:—

I am a native of Newcastle, Me. I have been on this Island, in the employ of J. H. Myrick, Esq., for seven years. I was on my way home to spend a short vacation with my friends, when I met with the accident in the Gulf. I have read the statement of Mr. James A. Fraser, published in the EXAMINER. It is substantially correct. Mr. Fraser had not the same experience I had. He was outside the hut all night with Mr. James A. Morrison. I remained outside in the storm until eleven o'clock. Getting in then, I took a seat on a piece of board, at the entrance of the hut alongside of Dr. McIntyre. The boatmen were all crowded between us and the fire. It was terribly disagreeable and cold, as the draft carried the smoke through the entrance and almost stifled me, while the snow drifted in on top of me. When it commenced to drift too hard, I took my coat out of my trunk which was outside the hut, and put it under me to make my seat more comfortable. My ulster coat was by the fire, and I called to a boatman to pass it over. He asked if a mail bag would do instead. I said "all right," hesitatingly, and he passed the mail bag over, and kept my coat. During the night the stock of fuel was consumed several times, but the boatmen refused to bring in more. They would sooner hold their places around the smouldering coals than go out, fearing some one would take their place near the fire. Several times I went out for wood, and three of the men followed and helped me to take it in. There were two fires in the hut, and eight or ten of the boatmen held positions around them during the night, and it was almost impossible for anyone else to get near them. Whether sick or not they did not move from the fire during the night. However, on one occasion Dr. McIntyre and myself got near enough to warm our feet. I feel sure that had the men not been so selfish all hands could have spent the night comfortably in the hut by getting a seat occasionally near the fire, but the boatmen would not agree to this. I did not know there were so few matches in the crowd, but when the fire would be burning out and no one seemed anxious to go outside, for some fuel, a boatman would remark: "All right; if this fire goes out there will be no chance to light another, as the last match has been burned." Then some one would go out for wood. This left me under the impression there were no more matches. I was under the impression the stock of provisions was small. On Thursday morning each one was served with a small cracker or an apple—me or the other, as they chose. The cracker might weigh half an ounce. I saw no more food, and was under the impression there was no more than I have mentioned. On Thursday before land was sighted the lid blew off my trunk and some of the boatmen helped themselves to my clothing, some taking pants, vests, etc. One asked for my ulster, I gave it to him and he kept it until he got ashore, and I am informed, then reported he only had a light tweed suit on during the passage. I did not feel myself freezing until we got sight of land. Then, as we dragged the boats along I felt that my hands were freezing. When we got to the board ice I left for the shore in company with Capt. Newton Nuttall. He was very kind and helped me along. We had a terrible experience getting through the swamp as it was wet and the snow was deep. At last we reached the barn in the field and I remained there and told him to go ahead and send help for me. In about an hour I saw a light coming towards me. It was some of the McPhails who carried it. I sang out, and they came to the barn and found me kicking my heels against a beam. They helped me to the house of Anzous McPhail, where I was treated very kindly. I did not know my feet were frozen when I was taken to McPhail's. The McPhails did all they could for me, and have my heartfelt thanks. With reference to the starting of the boats, I may here state that at 7.30 on Wednesday morning, the 28th ult., the opposition boat was ready to start, and Mr. Fraser and myself wanted to go, but we were advised by Mr. Strang to wait for the other boats, as they were the most reliable. I am satisfied that had we started an hour sooner the disaster would have been averted.

LETTERS TO THE EDITOR.
Mr. Fraser's Statement Corroborated.
SIR,—I had no intention of saying anything at present about our recent trouble in the Straits; but I notice that the statements of Mr. Fraser, which have been published in the newspapers, have been called in question. I beg to say that I find nothing therein inconsistent with the facts. I have not seen Mr. Fraser since we parted at Arcyle Shore last Saturday, and I am prohibited by my medical adviser from attempting to give an extended statement for the present.
J. A. MORRISON.
Ch'town, Feb. 6, 1885.

P. E. I. BOARD OF FIRE UNDERWRITERS,
CHARLOTTETOWN, P. E. I., Feb. 7, '85.
SIR,—From the remarks and correspondence in your issue of yesterday, on the resolution recently passed by Board of Fire Underwriters, reducing the rates of insurance in the city, added in June last, it might be inferred that the action of the Board was instigated by the Mayor's communication on the subject. Such was not the case, and I wish to correct any such impression. The Board moved in the matter and passed the resolution referred to before the Mayor's letter came before it.
Yours respectfully,
A. UZQUEZART, Sec'y.

JAMES SHAND

WILL SELL THE BALANCE OF HIS STOCK OF COMFORTS & BLANKETS

Reduction to Clear!

A Lot of Ladies' MANTLES and WOOL GOODS

HALF PRICE.

Ch'town, Jan. 30, 1885.

1885. JANUARY 1885.

J. B. MACDONALD,

In order to make a speedy reduction before Stock-taking will give great bargains in Clothing in Overcoats, Ulsters, Reefing Jackets and Suits.

FUR CAPS! FUR CAPS!

A Big Reduction in price of Men and Boy's Fur Caps to clear. Balance of stock of Ladies Mantles, balance of stock of Shawls, balance of stock of Knitted Woollens, Squares, Scarfs, Vests, Jackets, &c.; Ladies Plush Felt and Velvet, 26 cents (half price). Blankets, in white and grey, very cheap. Buffalo and Goat Robes, Coats and Bear Coats, Ladies Astracan Jackets, Ladies Fur and Plush Caps and Muffs.—Must be cleared.

Come and get Real Bargains to J. B. MACDONALD, Queen Street.
Charlottetown, Jan. 3, 1885—wky her pres

CHARLOTTETOWN BOOT AND SHOE FACTORY!

The rush for ROOTS and SHOES is to Dorsey, Goff & Co. People say they sell cheap. Their own make of Solid Leather Boots takes the lead.

DORSEY, GOFF & CO.

Charlottetown, Jan. 12, 1885.

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Charlottetown, Jan. 10, 85.
Merchants Bank of Halifax

LECTURE. COFFEE. COFFEE.

REV. GREGORY MACDONALD
Will deliver a Lecture on "The Church in Council,"
Under the auspices of the

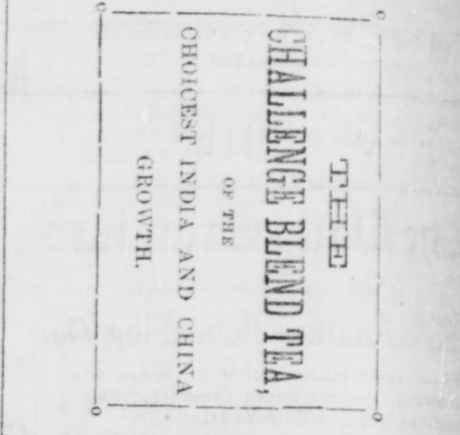
CATHOLIC LITERARY UNION,

Benevolent Irish Society's Hall, (PRINCE STREET),
On Monday, Feb. 9th, 1885.

Doors open at 7.30. Lecture at 8 p. m.
Admission 10 cents.

A. EDMUNDS,
Ass't. Secretary.
Ch'town, Jan. 31, 1885—tr

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L. C. OWEN.
Ch'town, Feb. 3, 1885—tu th sat

TEA AND BAZAAR

WILL BE HELD In Aid of the P. E. Island Hospital, —ON—

Thursday, February 12, 1885.

Donations will be thankfully received by the undersigned ladies:

- Mrs. C. Palmer, President.
Aitken, Mrs. W. H. Kennedy, Mrs. W.
Anderson, Mrs. Prof. Laird, Mrs.
Burwash, Mrs. Lewis, Mrs.
Bartlett, Mrs. Matheson, Mrs. J. A.
Blanchard, Mrs. Dr. McSween, Mrs.
Ball, Mrs. McLeod, Mrs. G.
Beer, Mrs. F. McNeill, Mrs. D.
Beer, Mrs. J. McLeod, Mrs. J.
Brown, Miss G. McKinlay, Mrs. J.
Beales, Mrs. McGowan, Mrs. John
Coleman, Mrs. Mitchell, Mrs. F.
Cooke, Mrs. G. Moore, Mrs. F. W.
Cundall, Miss P. McEwen, Mrs.
Coffin, Mrs. Miller, Mrs. W.
Davies, Mrs. B. Nicholson, Mrs. D.
DesBrisay, Mrs. Jas. Palmer, Miss Ethel
DeBlois, Mrs. Perkins, Mrs. F.
Distin, Mrs. Poole, Mrs.
Dodd, Mrs. Pope, Mrs. P.
Fitzgerald, Mrs. Rice, Mrs.
Findley, Mrs. Rankin, Mrs.
Gray, Mrs. Col. Sterling, Mrs.
Hensley, Mrs. Snaddon, Miss
Hawthorn, Mrs. Unsworth, Mrs.
Ings, Miss Weeks, Mrs. R.
Johnson, Mrs. R. Worthy, Mrs.

Doors open at 2 p. m.
Admission 10 cents; tea 25 cents.
Hot oysters and soup served at 9 o'clock.

MILLIE BEER,
Secretary.

July 16, 1884.—lan.