

WINTER COMMUNICATION.

SIR.—What was the Petrel sent here for? I venture to say it was not for P. E. Island interests. If Davies was sincere to Island people, why did he not put in her a captain, officers and crew that had some experience in ice? If she was a powerful boat we could not have expected much from at the first with such a crew. Bati's tug is far superior to her in ice or water, so there was no occasion for bringing a boat from the lakes for P. E. Island communication. I think the Island should be patronized first.

And the Stanley, manned by a green crew, we may say, ever since the conservatives officers and crew were driven out and some discharged, has done nothing. Last winter she never got into Pictou; and this winter it looks as if she is not going to get to Georgetown. She arrived off Georgetown on Thursday the 3rd February and did not leave until Tuesday the 8th. It takes five days to load and discharge her, work that used to be done in 12 hours and often in two hours. Certainly she is so many miles off Georgetown wharf—say 5 miles. Pannure Island is 3 1/2 miles from wharf, and she can't be 3 1/2 more miles out. Her cargo has to be hauled this distance; but we know there are lots of horses in King's County, so there cannot be any excuse for being so long at it. When this boat arrives at Georgetown at 10 a. m., why doesn't she go back to Pictou right away, say give her one hour and a half to unload a full cargo. Why has she no 200 or 300 tons of coal in her? Simply because it is a piece of mismanagement all through. They say she must go across the Atlantic for repairs next summer. It only took three months from time of giving of contract at Glasgow until she was finished and on her way to Pictou, N. S. In the summer of 1896 it took about three months repairing her, and in summer of 1897 all summer. What did she do in winter of 1897 to cause six months repair? It is something new to the public if it takes twice as much time to repair this boat as to build her, that every six months, and even often wants three weeks laying-up, and in the winter wants more repairs? The day will arrive when all this will be exposed.

The public are made to believe by the action of the captain that she is not strong or powerful to run through ice. The Princess went through without a stoppage, and when the Princess reported that there was no ice worth speaking of, she reported rightly. The people of Wood Islands, Flat River and Point Prim have eyes as well as the people of the Stanley. Our mothers are disturbed in the night time to attend on their children, and why does this boat lie at the wharf day after day and night after night and allow the track in the harbor to get thicker? The distance across to Pictou is about fifty miles. The Stanley steams about 15 miles an hour, she lies out in the straits, and when the ice opens with the change of the tides, which is every six hours, the engineers get orders to get up steam. When they are ready a half hour is gone, which means seven miles lost; and very often when ready the ice is closed. The boat should be ready at all times if managed rightly. This is not the engine's fault, as he gets his orders from the captain. If they had about three hundred tons of coal in her they need not be frightened of a shortage of coal, and could keep steam up when a north-east gale is blowing and the pressure of the ice towards Pictou is strong. When the gale is over the pressure of the ice is over, and naturally the ice eases back, and with the changes of tide we can always get back or forward. If the command is given it must be done. Between the Stanley and Georgetown wharf the ice is often heavy and in some places is not heavy. And with all that heavy frost the ice did not increase much on account of snow being on it, and if the Stanley is not hurt by being on Pictou Island reef, she should have no trouble in getting into Georgetown wharf, providing there is lots of coal in her and they make up their mind to do it. But last year Pictou truckmen did well; now Georgetown truckmen must get something, after great promises. It is a sure thing we are never going to have summer here in winter time; and in winter time we want a man with plenty of grit, not frightened of a few dark clouds, snow flakes, or a little ice, and who will say "this must be done." Until we get such a man, it matters not if we get a boat that will go through twenty-five feet of ice, we shall never have proper communication. It is past the age to take four days unloading and loading about seven cars of freight. If the captain was paid by the trip, instead of by the month, we would probably have more trips. The Stanley has time and again gone to Pictou in 3 1/2 hours with only three miles of ice outside Pictou Lighthouse and remained in Pictou that day and several more days with clean, clear water to Georgetown

wharf, with the exception of three miles of broken ice outside of Pictou harbour. How did she get in, and why could she not get out? Because it was not tried. Would any ship-owner put up with the like? I say no. The Halifax has been running here for a good many summers and she always was on time; and she had the foggiest coast, and the most dangerous currents and snowstorms in the world to contend with, in crossing the Bay of Fundy and the Nova Scotia shore. It is done because it has to be done. What kind of communication would the Fall River boat make if they were not to leave Pier 20, North River, New York at 5 p. m. thick or thin, go through Hell gate and sound and where there are hundreds of ships and thirty days of thick weather to every two days that we have it thick here, and there with about two hundred miles here with about forty;—and it can't be made because you can't see five or six miles ahead of you. What is the good of compass and lead? You can see Pictou from the Island in clear weather and any lobster boatman could take a vessel to Pictou if the law allowed him. Sextants, chronometers and charts are not wanted and never used, and there is no employment for a navigator. In the month of April there is less trouble in getting to Charlottetown than to Georgetown. Say from last March the prevailing winds are N. E. We have seen the coast from Cariboo to St. Peter's Island clear of ice, and the Stanley on the Georgetown route making disgusting communication. We have seen one spring especially good for Charlottetown, and the Stanley would not try it, after being told it was clear, until a heavy S. W. storm came on which caused the ice to block between Point Prim and St. Peter's Island with Bay Verte ice. Was it good judgement on the part of the Captain not to try Charlottetown until after a S. W. storm with a moderate south gale blowing? Georgetown is hardest to make with a south-east gale, Pictou with a north-east gale, and Charlottetown with a south-west gale which any mariner ought to know. We don't expect shore folks to know; but they are made to believe wrongly. In the first part of the winter it is dangerous running to Charlottetown. One reason is the shortness of the days, and another increase in the ice, slow shifting of lights and ice rafting with S. W. wind and you cannot use the lead, and cannot tell where you are drifting or going but that you are more apt to be in danger than out of it. But the boat could run to Charlottetown a few trips later. In the month of April running from Pictou to Georgetown is ridiculous. Long days, north-east winds all that is wanted, except one thing. Any sea-faring man knows it is easier to make Charlottetown than Georgetown and the day will come when all the public will know it, and all this past work will be exposed. And the people have a perfect right to complain when the boat is not running to Charlottetown from the last of March until the summer boats run. Although the distance is fifty miles it is fifty shorter if managed and pushed. The ice in Hillsborough is stationary but it begins to decay underneath at the last of March and the sun does the top part and the Stanley can go through it any time from the 20th of March. In the next place Cariboo Island won't be so clear, but is twice as easy as to the east of Pictou light towards Pictou Island on Georgetown route.

Mr. Davies is going to start a navy now. If his navy is like his winter communication has been, the enemy need not fear it. Communication has been on the mend slowly until Davies took hold of it; and since, as his reign rolls by, it is on the downward track. Would the Cunards, the owners of the Campania and the Laucania discharge all their officers and crew at the same time and replace them by a green crew? If they would, they would have their boats running without a passenger or any freight, and the captain that would not have the grit to kick against such treatment, would not have the grit to overcome any difficulties. Those new officers, and some of the men on the Stanley are good and capable (we are alluding to the ice business.) When Davies was in opposition, he howled; but since he has the handling, is it statesmanship, bungling or boodling? Davies is the first P. E. Islander who has had the handling of the business with this exception of a short time when Pope had it twenty years ago. We have to thank Capt. McEhenehy, for the good discipline he made at the Cape, although he was only there a short time. If he had been longer with us, the Georgetown route would have been improved also. The sooner the public knows that the Pictou and Georgetown route is the best for January, February and up to 20th to 25th March the sooner the public will be satisfied. The next best place at that time is the Cape Tormentine and Summerside, not Cape Traverse route. From 20th March until summer boats run the Charlottetown-Pictou route is the best. There is lots of water in Summerside. The Stanley is only twenty-three feet from keel to top of deck, at the deepest part. Draft in ice is 18 1/2 feet, in water 15 1/2 feet, so it will be seen there is lots of water in Summerside for her unless she goes in the style of a torpedo boat. A steamer can be built the style of the Stanley but stronger and heavier that can keep up daily communication, and it matters not about these dark clouds. The change of tide does the business. A heavy snow storm of any duration would be a big obstacle on account of the snow, but that could be got over. But a snow storm of a few hours duration is not so bad as you would be made to believe it is, and in the future we think all this nonsense will vanish that a boat can't run to Charlottetown at the last of the winter. We shall see. There are people today, living not far from here, that have sailed schooners into Charlottetown on the 15th of March from Halifax, and they could not lock at Georgetown.

LOCAL AND OTHER ITEMS

THE WEATHER.—Moderate winds, fair and continued fine and mild.

THE MAILS.—There was crossing from both sides at the Capes today and the mail arrived in town at 2 30 p. m.

THE STANLEY.—The Stanley left Pictou early this morning, and arrived at Souris just before noon.

OPENED UP AGAIN.—The McKay Wollen Company's Store re-opened again this morning. Their advt. will be found on our first page.

EVERYONE who is interested in Klondike, next Tuesday evening, come to Kindergarten Hall and see the route illustrated by 50 choice views. Mr. McCready has kindly consented to describe the views.

ENTERTAINMENT AT SOURIS.—Under the auspices of the B. I. Society of Souris the play entitled "The Women We'd" will be performed in their Hall on the evening of St. Patrick's day.

CHANGE OF MANAGEMENT.—Mr. William T. Lefurgey, the former manager of the Pioneer Pub. Co., has severed his connection with the said company, and Mr. Louis Taylor, who formerly acted as mechanical foreman, has been temporarily appointed to act as business manager.

O. Y. B.—The Young Britons' Lodge desire to thank the members of Mount Joy Lodge, held at Commercial Cross, for the sum of \$2, a donation for their band fund; also to Bro W. J. McPherson, D. G. M., for \$1. They would like to have a reply from the other lodges.

CONCERT AT FORT AUGUSTUS.—A concert and basket social is to be held at Fort Augustus on the evening of St. Patrick's day. The proceeds to be given in aid of the Fort Augustus Chapel. A fine programme has been arranged and an evening of enjoyment may be looked for.

ST. PATRICK'S DAY AT EMERALD.—There will be a special train from Charlottetown and one from Cape Traverse to Emerald in connection with the St. Patrick's celebration there on St. Patrick's Day. The St. Dunstan's Dramatic Club is to play the beautiful drama entitled "Paul the Cripple" or Love at Last, and the Rev. Father Johnston is to give the oration.

THE NEW PACKING ESTABLISHMENT.—A meeting was held in the Market Hall in Summerside yesterday of the shareholders of the Pork Packing Establishment. There was a large attendance and the following were appointed directors: A. C. Rogers, Summerside; John M. Clarke, Summerside; Edward Staver, Summerside; H. A. Darby, Egmont Bay; Jas. McNeill, Alberton; Wm. T. Andrews, St. Eleanor's; Wm. Moyses, Springfield; Walter Simpson, Bay View; Clement Parry, Miscouche; Jas. McLeod, Summerside, auditor; Robert Lord, Tyrone, and Robt. Crozier, Hamilton, were appointed supernumerary directors. It is reported that a large number of farmers have promised their assistance to the new company.

THINGS TO MAKE A NOTE OF.

Illustrated lecture on "Lights and Shadows of New York" at the Baptist schoolroom Friday evening at 7.30. A fine series of views. Admission, children, 5c adults, 10c.

Attention is directed to the announcement of a grand sacred concert, to be held in the Y. M. C. A. hall on Friday evening, 18th inst. Keep this date free from all other engagements.

About 75 magnificent views of New York at the Baptist schoolroom tonight. Come and hear Mr. Gillis on "The Lights and Shadows of New York." Admission, adults, 10c; children, 5c.

The ladies of St. James' Church intend having their annual fancy sale and tea on Thursday, April 14th.

Spring humors, boils, pimples, eruptions, sores, may be completely cured by purifying the blood with Hood's Sarsaparilla.

If You're Going to Dye

any clothes this spring, you cannot do better than dye with Diamond Dyes. We have lately received a shipment of these dyes, including almost every color used. This is fresh from the makers.

Johnson & Johnson
THE DRUGGISTS.

The Newest Creation OF THE French and American WEAVERS IN Wash Dress Fabrics

- Merrimac Wash Dress Fabrics, fast colors, every piece is perfect, all the new shades and patterns. **9c YARD**
- American Organdies' 29 inches wide, beautiful quality lace insertion, very fine, newest shades and patterns. **15c YARD**
- Bishop's Lawn 28 inches wide, lace insertion, light and dark colorings, choicest patterns, and the price only. **18c YARD**
- Fine French Organdies. The latest creation of the weavers art, sheer in finish, beautiful in design and colorings. **29c YARD**
- Fancy American Dimities 27 inches wide, tinted and white grounds, handsome floral designs, the price. **11c YARD**
- Bedford Cords a new cotton material, 29 inches wide, fast dye, such goods and patterns are in demand. **18c YARD**
- Lappet Mulls another new material, in the most fashionable weavers, new and novel effects. **17c YARD**
- Canvas Eiamine 27 inches wide, new material for summer wear dark colors, shot effects, correct for style. **16c YARD**

Always somethins new to show.

STANLEY BROS.

The Always Busy Store.

50 YARDS

Tyke Serge

Which we will make up in our usual high class style. Also

BLENHEIM SERCES

Scotch, English, Irish and Canadian tweeds and worsteds, at lowest prices

D. A. BRUCE.

SKATE

HOCKEY and Genuine Acme Club

at 20 per cent. off. Hockey Sticks at same discount.

SIMON W CRABBE

Walker's Corner STOVES & HARDWARE

Did It Ever

Occur to You

That the Sewing Machine in your own house would live several years longer, make less noise and do much better work, if it was thoroughly cleaned and adjusted. We have a first class repair shop in our new premises, Connolly Building, Queen Street, and an expert man who thoroughly understands his business. All work fully warranted, or no pay.

MILLER BROS.

THE PRINCE EDWARD ISLAND MUSIC STORE

Connolly Building, Queen Street

We specially request a payment of all accounts sent out by us. December 31, '97

Haszard & Co., Sunnyside.

Come and See E. & D.

98

Bicycles

The

Very best

W. E. DAWSON

TENDERS

TENDERS will be received by the undersigned until March 26th, at noon for the construction and interior completion of a church at Tracadia, P. E. I. Foundation being built. Tenders will also be received for exterior completion of same—all the material being supplied.

Lowest tender not necessarily accepted. Plans and specifications can be seen at the Parochial House, at Tracadia. P. J. HOGAN, P.P.

Extensive Sale of Dry Goods and General Merchandise

The undersigned having taken possession of a Bill of Sale, from the McKay Woolen Company to them of all the tweeds, ready-made clothing goods and all general merchandise of the said Company contained in its store on the corner of Queen and Grafton Streets, in Charlottetown, and in the mill of the said company on the Malpeque Road, hereby give notice that they will receive sealed tenders for the purchase of the whole of the said goods and merchandise, up to Monday, twenty-eighth day of February, instant, at the hour of two o'clock, p. m.

Lists of stock to be tendered for can be seen on application to Mr. Daniel Gordon, at the store of Messrs. Gordon & McLellan, Queen Street. The goods can be examined any day on application to Mr. Gordon.

Tenders marked "McKay Woolen Co. Tender," can be addressed and handed in or mailed to Mr. Daniel Gordon, Charlottetown.

On the acceptance of any tender, cash for the full amount tendered will be required.

The undersigned do not bind themselves to accept the highest or any tender.

JAMES A. LEAMAN, ROBERT H. EDWARDS

By W. S. Stewart, their Solicitor. Charlottetown, Feb 14—

Y. M. C. A.

The baths in the Association Building have been refitted, and are now in strictly first class condition. They will be open Tuesdays, Thursdays and Saturdays, from 2 to 10 p. m. Members are invited to patronise them; non members will be charged a small fee for their use.

The Assembly Hall is now in good order, and will be let at reasonable figures. Apply to the Secretary.

FOR SALE.—The subscriber will sell at a bargain the schooner "Hattie" 18 tons register now lying at McCannlay's wharf. Finette. The vessel is well found with new sails, fishing cable, 2 anchors and chains etc. etc. She was new topped last spring. A. A. McLean, Solicitor, Charlottetown. 19 dy 11 w 11

WANTED TO BORROW.—\$200 for 5 per cent. Security, 2 1/2 yrs on Lot 33, Value \$600 cash. X. Y., Box 335. 19 31 pd

A Slumber



However sweet, has little effect upon the tired brain worker and nervous student. Upon those who suffer insomnia from other causes it may prove ineffectual.

Sovereign Cocoa Wine

will achieve what the song cannot do. For all above ills this remedy will be found remarkably beneficial.

Manufactured by

SIMSON BROS. & CO.

HALIFAX

ISLANDER.