

Local and Other Items.

RICHARD HUNT, Esq., is at the Bank.

GLADSTONE is enjoying excellent health.

OTHER dynamite outrages are threatened.

ITALY has abandoned the idea of annexing Tripoli.

ITALY is equipping two expeditions to found colonies in Africa.

THE Rev. W. C. Wilson and wife have returned to Halifax.

WE are pleased to see that Mr. James A. Fraser is very much improved.

THIRTY-ONE millions of gold were obtained from the mines of the United States last year.

GORDON & KEITH, of Halifax, have secured the contract for seating the Moncton opera house.

THE Canada Pacific Railway Company has declared the semi-annual dividend payable on February 15th.

Go to Orchestral Concert No. 2 to-morrow night, and be entertained to a rich treat of classical music.

OUR readers will see that the date has been changed in Mrs. Jarley's advertisement to Monday, Feb. 16th.

THE members of Victoria Lodge, No. 2, will meet this (Monday) evening, at 7.50 p. m., sharp.—Instructions.

THE exports of the United States exceeded the imports in value last year by one hundred and twenty millions.

A SPLENDID training sleigh, American make, light, strong and comfortable, for sale cheap at R. K. Braco's.

THE new commercial treaty between England and Spain is based upon the "most favored nation clauses."

A BUMPER HOUSE is expected at Orchestral Concert No. 2, at the Y. M. C. A. Hall to-morrow night. Come early.

NOVA SCOTIA has 265 lawyers, 298 doctors, and 488 clergymen. That is, one clergyman to every two hundred male adults.

I. O. O. F.—Last year the Order in America and Great Britain distributed \$4,000,000—or about \$11,000 a day.

MEACHAM'S ATLAS—Five copies—the last of the issue—still for sale at \$8.00. Apply at once.—Norton Bros. Feb 2

CUSTOMS frauds by which the United States Government has been defrauded of three million dollars have been discovered.

Two young men, who became enamoured of the same lady, fought a duel with pistols and knives, near Quebec. Both were wounded.

THE North German Gazette relates the statement that the West African Conference has recognized England's claims to the Niger Delta.

THE Dominion and Quebec Governments demand that their claims against the Exchange Bank take preference of those of ordinary creditors.

BAPTISM.—At Sackville, N. B., Rev. D. G. Macdonald baptized five on the 25th Jan., and upwards of twenty others of all classes and ages, from the child of nine to the man of hoary hairs, have arisen for prayer.

A GRAND fancy dress Carnival will be held in Summerside on Wednesday. Great preparation is being made for the affair. The energetic committee who have it in hand will spare no pains to make it a complete success.

THE Rev. George W. Hodgson began a course of lectures on "Belief and Unbelief," in St. Peter's Church, last evening. The Church was crowded, and the lecture (which was the introductory one) was very interesting.

THE Oddfellows' Hall, on the South side of Queen's Square, is well nigh completed, and will be ready for occupancy in a few days. The Lodge Room is one of the finest and best arranged in the Dominion, and is justly a source of pride to the members.

THE demand for THE EXAMINER on Saturday was so great, that, notwithstanding, we issued a double edition, we were compelled to issue a large number half sheets. Subscribers and customers who received those, will please overlook their failure to furnish them with complete copies.

PERSONAL.—Senator Montgomery of P. E. Island, is staying at the Windsor. He leaves for Ottawa to-day. This gentleman is perhaps the oldest legislator in the Dominion, as he has been a member of some legislative body for nearly fifty years continuously.—*Montreal Herald, Tuesday.*

CORRECTION.—By reason of a typographical error, we were made to say on Saturday that boats should not leave Cape Traverse when the wind is blowing from the east or north-west. The last word should have been north-east. A moderate north-west wind is most favorable for leaving Cape Traverse.

How long will Pennsylvania iron manufacturers make iron at sixteen or eighteen dollars a ton when they can make it in Alabama for nine or ten, with inexhaustible beds of the best ore, coal and limestone close to each other? And how long will northern capital spin cotton five hundred or a thousand miles from the cotton fields, with costly transportation, when they can spin it much cheaper and without transportation, on any of the many streams in the cotton states which furnish the best water power that winter never interrupts?—*Philadelphia Times.*

What is it?

SIR,—I see by advertisement and large posters, that Hon. L. H. Davies will deliver an address before the Juneville Liberal (I) Association this evening. May I ask you, Mr. Editor, who this distinguished stranger is, and when he arrived; as no such celebrity exists amongst us. The Grits, with characteristic hypocrisy, profess an antipathy towards titles, even when legitimately borne, but do not hesitate to use the prefix "Honorable," as in the case above cited. But we probably would be cruel to deny them the pleasure, although they themselves know it is inappropriate. It is in keeping, however, with the "Organized Hypocrisy."

COSMOPOLITAN.
Charlottetown, Feb. 1st, 1885.

DROWNED AND FROZEN.

WRECK OF THE SCHOONER ARCAEA ON QUACO REEF—NINE OF THE CREW PERISH—THREE FROZEN TO DEATH AFTER REACHING SHORE—A P. E. ISLANDER AMONG THE VICTIMS—A SINGLE SURVIVOR RELATES THE HARROWING TALE.

(St. John Telegraph.)

Early yesterday morning intelligence reached St. John by telephone from Martins, that an American schooner had gone ashore on the Quaco Reef, and that all hands had perished. During the day, further particulars were forwarded by Coroner Gillmor, who had visited the scene of the wreck as soon as possible after news of the disaster reached the village. The Quaco reef is one of the most dangerous in the Bay of Fundy, and has been the occasion of several disasters during the past four years. Jutting out from the shore in a curve extending in a southeasterly direction, it is immediately in the track of easterly or vessels sailing by the land as they naturally would in thick weather. There is

NO FOG ALARM AT THE REEF.

The reef is especially dangerous to navigators in foggy weather, when the light on the mainland cannot be seen nor the location of the spar-buoy making the outward point of the reef discovered. In southerly gales, with which mariners in the Bay have to contend, tremendous seas dash over the entire length of the reef. At low water the reef is entirely bare, but at high water no portion of it except the highest pitch of rocks near the centre is visible. No fog whistle or other alarm has been provided and the place is literally a terror to coasters in thick weather. Even if they give the reef a wide berth, Quaco ledge, only nine miles distant in mid bay, presents another formidable barrier.

CAST ON THE ROCKS.

During Wednesday, with the temperature at 12 deg. below zero, a heavy gale from the eastward piled the water over the reef and a blinding snowstorm prevailed. Shortly after 2 p. m. it appears that the three-masted schooner Arcæa, of Portland, Maine, Holmes, master, bound for Bear River, N. S., struck on the reef. She had been blown out of her course and been battering about the head of the bay for ten days previously. She was in ballast, the intention being to load the vessel at Bear River with lumber for the West Indies. On striking

THE SEAS DASHED WITH TERRIFIC FORCE

over the schooner, and in a few hours she went to pieces and the crew were thrown into the water. The crew consisted of ten men, of whom nine, including the captain, perished, the only survivor being a sailor named Patrick Lyons, belonging to St. Stephens. As far as Lyons is able to give them, the list of missing men is as follows:

- Captain Holmes.
- First mate (name unknown).
- Second mate, O'Neill.
- The pilot (name unknown).
- The cook (name unknown).
- John Wild, of Nova Scotia.
- Lewis Gain, Portland, Me.
- A Dane named Peter.
- A Frenchman named Charley.

The pilot belonged to Portland, Maine. On being thrown into the water Lyons and three others gained the reef, the others being drowned at the first plunge. Lyons states that his companions, after remaining for hours on the reef, perished of cold, the party being unable to reach the mainland as the tide covered the intervening rocks. Lyons states that he was not thrown into the water, but reached the reef by jumping from the rigging. He was not frost bitten and made his way ashore when the tide fell. Unfortunately the tide soon covered the way to the mainland and assistance was impossible. Besides the three men who died on the reef the bodies of two others have been recovered.

A CORONER'S INQUEST

was commenced yesterday afternoon, the particulars being forwarded to the Telegraph by telephone from St. Martins.

FOLLOWING IS THE EVIDENCE OF THE SURVIVOR,

PATRICK LYONS: I stepped on board the schooner Arcæa, of Portland, Me., bound to Annapolis, for lumber for the West Indies. We took a pilot, anchored in the tide and then came up the north side of Grand Mann; also the north side of the Wolves. Keeping right on up the bay our next anchorage was at Grindstone Island. There we remained five or six days, being

CARRIED AROUND BY THE ICE

and making several anchorages. On Wednesday, 25th inst., we left the head of the bay to find a good harbor. Coming down the bay we heard a whistle, and supposed it was at Cape Enrage. A blinding snow-storm prevailed, and we could see nothing. We shortened sail and the next thing that occurred was the sighting of land and a lighthouse, and immediately we went broadside on the rocks, about 2.30 p. m. yesterday. I remained on board about 45 minutes, changed my clothes, watched my chance and sprang over the side by the top mast rigging, gaining the rocks all right. The second mate, O'Neill, tried to follow me, but fell under the bilge of the vessel and is supposed to have broken his leg. I helped him up the rocks to a safer place and then called to the remainder of the crew to throw me a rope so that I could help them ashore, but they seemed to be dazed and paid no attention. There was no liquor on board that I know of and I cannot imagine why they made no effort to throw a rope to save themselves. I then went up to the lighthouse for help. The light-keeper went down to the wreck and I proceeded for more help, but when I returned there was too much water in the race to pass over to the island. I went back to the lighthouse. This (Thursday) morning at 2 o'clock there were

NO SIGNS OF THE VESSEL

to be seen nor even of the ship's wheel. On going down again we found three of the crew, the first mate, the man named Louis Gain, and Peter, a Dane, frozen stiff. Owing to the darkness we were not sure who the men were at that time. I think the second mate and all hands were drowned. Probably the crush of the vessel against the second mate did not kill him, but he also drowned. We did not find his body. I know of no one to blame for the accident, that is for the loss of the vessel.

THE LIGHTKEEPER'S STATEMENT

agreed with the evidence of the sailor. He went alone to the wreck at 4 p. m., on the

28th; took a life-buoy and line; saw the vessel but no living person; shouted, but got no answer; could not get aboard, and had to return quickly on account of the tide cutting me off. I reported the wreck next morning. The men came to their death by accident.

THE CORONER'S JURY,

empanelled by Dr. Gillmor, was composed of Henry Colpitts, foreman; Capt. Robert Carson, J. S. Titus, D. Majoribanks, Capt. George Marr, Capt. Norris, Capt. John LeFurgey.

They rendered the following verdict:—We, the coroner's jury, in the case of the five men of the schooner Arcæa, on the 29th of Jan., 1885, have arrived at the conclusion that two of the men, the pilot, and Charley the Frenchman, came to their death by drowning, and that three of them, the first mate, Peter the Dane and Louis Gain, came to their death from exposure while on the old lighthouse wharf.

We recommend that some shelter be provided on said wharf for like emergencies, and we consider that the accident is altogether attributable to the want of a steam whistle in connection with the present light.

LATEST FROM THE WRECK.

The anchor and chain of the vessel can now be seen and a piece of the deck. The balance of the vessel is all gone. A combination thermometer and the wheel has been found. The scene of the wreck is two and a half miles from St. Martins. At low tide one can walk from where the vessel struck, which is never all covered with water, to the lighthouse. Where she struck is called Old Lighthouse Rock. Four were lost, five found dead, and one saved. Lyons is not injured in the slightest, and what is very remarkable he got on the rocks without even wetting his feet. The bodies are now in a building near the lighthouse under the care of the light-keeper, awaiting word from the American relatives. If they are not to be forwarded to the States the coroner will inter them here. They are very little, if any, disfigured. Hopes are entertained that the other bodies will be washed ashore.

THE WRECKED VESSEL.

The Arcæa was a St. Martins built schooner and had a crew of ten men all told, including the pilot. Captain Holmes belonged to Portland, Me. The first mate's name is O'Neill. Lyons did not know the name of the pilot. The steward was an Irishman, John Wild, a Nova Scotian, Charley, a Frenchman of P. E. Island, Louis Gain of Portland, Me., Peter, a Dane, and the man saved, Patrick Lyons, of St. Stephen, who shipped in Calais, Me., comprised the remainder. The bodies recovered were those of Charley, the pilot, Louis Gain, the Dane and the first mate.

Montreal's Winter Carnival.

The enthusiasm over the Montreal winter carnival exercises gives no sign of flagging as the week draws to a close. On the contrary, the biggest demonstration occurred on Thursday afternoon. Montreal has by reputation the best cab system in the world. To a stranger witnessing the immense cavalcade of private teams, mostly tandems and four-in-hands, that assembled at Dominion Square, and paraded in the grand drive around the whole city, the very common opinion of Montreal's family teams closely rivaling those of London and New York, was well substantiated. It is no easy matter to estimate the number of miles occupied by the turnout, but there must have been thousands of teams in the parade, and many of them were special novelties for the occasion, hired teams not being admitted. The affair was in charge of the Tandem Driving Club.

Thursday was a very fine civic holiday, and was so observed in every way. Besides the grand drive, the other days attractions were a promenade concert at Victoria Skating Rink.

In the evening the magnificent ice course, surmounted by a snowshoer in costume, on the Champs de Mars, was inaugurated with brilliant festivity. Thousands of people were present, and the snowshoers surrounded the ice steps of the pedestal, which is itself as high as any two story house.

A rather fancy dress carnival was held at the Victoria Rink, on Thursday evening, and there was a special illumination of the Lansdowne tobogganists.

There were two thousand couples at the ball in the Windsor dining hall last year. The fancy dress ball on Friday was the great social event of the year. The Maritime Province team of McGill students was a striking feature of Thursday's sleigh parade. It contained thirty students whose names and places of residence are as follows:—F J Desmond, Newcastle, N B; R J Kincaid, Fredericton, N B; O H Long, do; S W Boone, do; J Owens, do; H D Fritz, St John, N B; F L Kenney, do; F H Westmore, New Brunswick; A D McDonald, do; Colin H Livingston, St John, N B; Hedley V Edgecombe, Fredericton, N B; R Shepard, Barabodes; F P Calkin, Kentville, N S; H V Thompson, Oxford, N S; G W Bages, Wolfville, N S; E A Kirkpatrick, Kentville, N S; Hector Mackay, Pictou, N S; J P Ball, Charlottetown, P E I; R E Palmer, P E I; W Dixon, Charlottetown, P E I; J A Nicholson, Eton, P E I; Chas Swabey, Charlottetown, P E I; W Y Clay, Summerside, P E I; M J McLeod, Valleyfield, P E I; H E Randall, Cape Breton; G A Thompson, Newfoundland; Fred J White, do; E Thompson, do; P L Thurbert, do; A W Pitts, do.

THE British Vice-Consul in the Cameroons territory has been subjected to great indignities at the hands of a German force engaged in making reprisals on the natives.

DIED.

In Chelsea, 38 Vale Street, after three weeks' illness, on Jan. 17, 1885, Annie J., eldest daughter of G. H. and Eliza Callbeck, aged 20 years, formerly of Scarlettown, P. E. Island. (Other papers please copy.)

Lobster Factory for Sale

THE undersigned offer for Sale the Lobster Factory situate at Tracadie Beach. There are about 800 Traps (mostly new), seven Boat 30 lbs Bait and 40 cords Wood. Will be sold at a bargain.

MORRIS & HYNDMAN.

Ch'town, Jan. 12, 1885—5

NOTICE.

As we are about making a change in our business we request an Immediate Payment of all accounts due up to this date.

W. & A. BROWN & CO.

Jan. 1st, 1885.—ja 6

Perkins & Sterns'

HAVING made an addition to their premises, they are now the Largest Exclusively DRY GOODS HOUSE in this Province. Giving their whole attention to this branch, they are in a position to give the very Best Value.

COMPLETE PREMISES. - LARGE STOCK. - CHEAP GOODS.

Previous to Stock-taking they will Sell the balance of their

- Fur-lined CLOAKS at a big reduction,
- Ladies' ULSTERS at a big reduction,
- Wool Scarfs & Squares at a big reduction,
- MANTLES and JACKETS at a big reduction,
- Men's Fur CAPS at a big reduction,
- Knitted Wool JACKETS at a big reduction.

Always Cheap and prices Reliable, without doubt this is the place to buy your

Blankets, Comforts, Counterpanes, Flannels, Wincey, Cloths, Linens, &c., &c.

TIP-TOP VALUES IN DRESS GOODS & VELVETEENS.

- Gents' GLOVES and MITTS,
- Silk HANDKERCHIEFS,
- SCARFS and TIES,
- COLLARS and CUFFS,
- Gents' UNDERCLOTHING,

- Ladies' GLOVES and MITTS,
- Fur CAPS and MUFFS,
- Real Lace SCARFS,
- HOSIERY and CORSETS,
- Newest CORSETS.

SLIPPER PATTERNS, CUSHION PATTERNS, BRACKET PATTERNS.

Cotton Goods of Every Description we Guarantee to be as Cheap as any to be found.

PERKINS & STERNS.

Ch'town, Dec. 17, 1884.

GIFTS!

CHILDREN'S FANCY CHAIRS, CRADLES, COTTS, SLEIGHS, &c., CHEAPEST.

Mirrors & Looking Glasses, English and German, very Low.

Our stock of Gilt and Walnut Picture-frame Mouldings is the largest in the Lower Provinces, unrivalled in quality and variety, and made to suit all kind of pictures—the Cheapest in the city.

PARLOR & CHAMBER SUITS.

Examine our Magnificent Parlor and Chamber Suits, which we are Selling at Cost.

CHAIRS—Parlor, Chamber, Office, Children's and Kitchen Chairs, cheap. All kinds of Upholstering Work, Painting, Varnishing and Gilding.

BEDDING AND MATTRESS—Feather, Hair, Flock, Fibre, Excelsior, Wool, Straw—Cheapest in the city.

Bedsteads, Lounges, Tables, Sideboards, Bookcases, Scheffioneers, Washstands, &c.—Cheapest.

JOHN NEWSON.

Ch'town, Dec. 19, 1884—3mos

Charlottetown Cemetery Co'y.

THE Annual Meeting of the Shareholders of the above Company will be held at 4 o'clock on Tuesday afternoon, the 3rd day of February next, at the office of the Steam Navigation Co., corner of Great George and Lower Water Streets.

By order of the President,
F. W. HALES,
Secretary Cemetery Co.
Ch'town, Jan. 19, 1885—26 and 2nd feb

PHOTOS
For the Holiday Season!

LEWIS' Photographs are now known as the most Genuine and Artistic productions in the Provinces. Landscape and Portrait Work are made by men who have real practical ability and known renown in their respective lines. The public never regret calling on LEWIS, Grafton Street, Ch'town, P. E. Island.

dec10-3w wklly3mos

NOTICE.

THE Subscriber, being about to leave the Province for the winter, requests all persons indebted to him to pay their several amounts to Jas. DesBrisay, at the office of DesBrisay & Angus, in my premises, Queen Street, whose receipts will be a sufficient discharge, and who will also attend to the disposal of any Bank Stock or Real Estate for me during my absence.

WILLIAM DODD.
Ch'town, Dec. 8, 1884.—2mo 2aw wklly 2

VOICE TRAINING.

MR. REID wishes four additional pupils to complete his class in the mechanical formation of the voice. Persons desirous of obtaining a knowledge of the correct method of singing would do well to call at once.
Ch'town, Jan. 8, 1885—6i wklly