

The Mails.

We have been without a foreign mail nearly a week; and the public will, therefore, learn with satisfaction that communication by way of the Capes is to be re-opened to-night.

The *Northern Light* has done well this season. In the transport of passengers and freight, after the ordinary routes were closed by ice, she has rendered good service; and her performances have shown that her officers have profited by the experience they have had.

Yet we cannot, with truth, say that the forwarding of the mails by her has given satisfaction. Several times, nearly a week of comparatively fine weather elapsed, and no mails were sent or received; and since the *St. Lawrence* and *Princess of Wales* stopped running, have we received mails oftener than ever other day. After the past experience of receiving mails daily (with few exceptions) by way of the Capes, this did not, of course, satisfy the people.

The *Patriot* attacks the Government because the *Northern Light* was not placed at the Capes at the beginning of the season. It would have the Government desert the eastern end of the Island, take the steamer far away from railway depots, leave freight on both sides without any means of transporting it, make passengers travel some sixty or seventy miles in sleighs—subject to exposure to the weather and to largely increased cost—all that we might have a daily mail by the Capes. There is no need to refute this proposition. It needs only to be stated to show its utter senselessness. While we are as much in favor of a daily mail as the *Patriot*, while we are as deeply interested in having a daily mail as the *Patriot*, yet we think the Government was fully justified in yielding to public opinion, and acting in this matter as they have done. If the reception of a daily mail involves the stopping of communication where navigation is longest open, and where there exist the advantages of railways, then we say it is better to let the *Northern Light* ply where she is as long as she can, and only after that carry the mails by way of the Capes.

But we do not think it necessary to desert the Eastern end of the Island, which nature and science now combine to make the best and most convenient outlet for freight and passengers, in order to secure daily mails by way of the Capes during winter. If a good, strong steamer were employed to take the route of the late steamer *Albert* during the summer months—between Picton and Magdalen Islands, touching at Georgetown and Souris—and to ply as long as possible between the Eastern part of the Island and Picton or Cape George in the winter and early spring months, a fair trade would soon be developed, King's County would receive much better satisfaction than she has under the present arrangement; and there would be a winter outlet for freight and passenger as late in the season as there is now. Then if a small, strong steamer were placed at the Capes in connection with the ice-boats, and if the mails were sent that way immediately after Charlottetown harbor closes, we could have our daily mail "right along."

If this plan were adopted, the receipts of the Government on account of the service, would undoubtedly be larger than they are now; and the expenditure would not, we think, be any larger, if as large. In 1878, the maintenance of the *Northern Light* cost \$25,704, while the service at the Capes cost \$3,318, or altogether over \$23,000! The two services we have indicated could, we believe, be obtained for much less than this amount per year; while satisfaction would be given to all concerned, and the terms of Confederation would, in this regard, as nearly as possible, be carried out.

By a curious coincidence the following letter was sent into this office just as the above was going to press:—

Mr. Editor.—A great deal has appeared in our local press the past two years both in favor of and against the "Northern Light," and routes on which she should be placed, between various points, have been suggested. Now, as it is impossible that she can ply between the numerous points proposed, it would seem that if the present route is maintained for the accommodation of passengers and freight, and the Capes route for transportation of mails this would be in accordance with the terms agreed upon when we entered Confederation, and satisfy the requirements of every one who is not a confirmed grumbler. Yours truly,
MERCHANT.

We take the liberty to append the following letters on the Capes' route. It will be observed that they are written by authorities on the subject; and that they emphatically contradict the report, circulated here, that it has been impossible to cross daily at the Capes. The views of Messrs.

Clarke and Irving are worthy of the best consideration:—

CAPE TRAVERSE,
January 20th, 1880.

DEAR SIR,—I received yours of the 15th, respecting the crossing here. The report you received was incorrect, as the "ice-boats" could cross every day for the past three weeks, with the exception of one day. The "Northern Light" would do good service here, especially when the wind is blowing from the North, as there is mostly a great amount of water after northerly winds. If she had been here yesterday, she could have crossed to Tormentine in about an hour, as it was all water (almost). In regard to the steamers, I think one would be quite sufficient, if strong and powerful; and, worked in conjunction with the "ice-boats," we would be favored with a daily mail.

Mr. Allen, of Cape Tormentine, made a round trip, between the Capes, in six hours on the 17th; so there must be good crossing here.

My opinion is unprejudiced, as I have no connection with the mails whatever, except in receiving the foreign news regularly.

I remain, yours, &c.,
ISAAC CLARKE.

CAPE TRAVERSE,
January 18th, 1880.

DEAR SIR,—The crossing has been very good here ever since the hard frost in December. I went over on the 6th inst., with five passengers; ice heavy for the season. I reported to the Inspector. He desired me to remain, expecting the mails to be turned. I stopped until the 13th before leaving. I reported to Mr. McLeod that a boat would be ready on that side, and asked if I might leave. He said, "Yes."

Irving Allen came over yesterday with a passenger, and returned. He said that he had openings nearly all the way over, which is generally the case in moderate weather. The *Northern Light* would have very little trouble at such times, making trips; but it is at a time of N. E. winds she would be of most important service to crossing, as with those winds the ice-boats are always delayed. They are generally high winds and snow-storms with them, which makes a mile or two of lolly and prevents ice-boats crossing until a change. I do not know what about small steamers. I don't think a steamer on the other side would be of any use—very little—as we seldom have S. W. winds in winter. A good six or eight-oared water boat, I think, would be all that would be necessary on the other side. The *Northern Light*, in my opinion, would answer the purpose better than a small steamer. She would require to carry the ice-boats and face some pretty heavy storms. They say the *Northern Light* would get on the shoals up here. There could be no danger of that, as the ice is always piled up on them, and where she would be docked in the harbor ice she would have from six to seven fathoms, it could also be seen what her chances would be before moving out.

I remain, yours truly,
A. IRVING.

The Elements of Power.

The lecture delivered by the Rev. Theophilus Richey, in St. Paul's Schoolroom last evening, is—whether for the elegance of the language in which it is couched or for the practical lessons it enforces—one of the best discourses of the kind that we have had the pleasure of listening to for a long time.

"Variety," said the lecturer, "is the law of the Universe. No two worlds are alike. In every kingdom of nature—on the earth, under the earth, in the air and in the waters—there is infinite variety. Occupying a position of superiority over all—but subject to the same great law is man. In all the relations of life man is no exception to the rule. Now, what are those distinctive elements of power which make "the successful man?" The lives of a great many men appear to be failures; and we are often perplexed, as we consider their career, in trying to account for their failures. How is it that one man succeeds while another, of apparently equal powers, fails? Take the ordinary acceptance of the term "success"—the legitimate reward of honorable effort, the possession of influence within the sphere in which a man lives and acts—what elements contribute to success?"

1st. One great element consists in devotion to a life of labor at that work which we can do best. The world is large enough for all. Every man should, to succeed, work in the particular field of labor for which, by nature and training, he is most adapted. Parents should be careful to consult the inclinations of children before choosing for them their calling in life. You cannot compel the sympathies to flow in an unnatural direction; and earnestness of purpose throughout life will be secured by choosing for the youth work which it gives him pleasure to do, and which he can do best.

2nd. Confidence or self-reliance is another great element of success. There is a distinction to be made between barefaced impudence and self-reliance. The former is generally the result of vulgarity and ignorance, and is the detestation of all sensible people. But self-reliance is usually the result of acquired maturity of judgment. No pains should be spared to acquire it; for it is necessary to prompt, independent action—it is an element in character which leads a man on to success.

3rd. Self-control—the regulation of the appetites, the curbing of the passions—is a fourth element. We hear a good deal about "constitutional infirmities;" but infirmities of mind are usually the result of a

want of self-control, which could easily have been exercised in early life.

4th. Cheerfulness, courtesy and pluck are elements of power and lead on to success.

5th. Finally one of the most important elements, is a firm grasp upon moral principle. The want of this is a primary cause of the relaxation of public honesty which too much characterizes the present age. The lecturer exhorted young men to cultivate conscientiousness and apply it in all their acts. The lecture is one which should attract large audiences wherever it is delivered. We regret that we are unable to give a better outline of it.



MAIL CONTRACTS.

TENDERS addressed to the Postmaster General, will be received at Ottawa, until noon on FRIDAY, the 20th FEBRUARY NEXT, for the conveyance of Her Majesty's Mails on proposed contracts, for four years, from 1st April next, over each of the following routes, viz:—

Albany and North Tryon,
Bedeque and Charlottetown,
Bonshaw and Nine Mile Creek,
North Tryon and Tryon.

Printed notices containing full information as to conditions of proposed contracts may be seen, and blank forms of tender may be obtained, at the Post Offices at which the services commence and terminate, or at the office of the subscriber.

W. W. McLEOD,
Asst. P. O. Inspector.
P. O. Inspector's Office, Charlottetown,
15th December, 1879.

Herring. Codfish.

CHEAP FOR CASH.—

50 lbs. Herring,
100 qts. Codfish,
200 bags Salt.

D. SMALL.

Head Queen's Wharf, opposite I. C. Hall's.

To Fisheries and Factories.

ONE TON AMERICAN MANILLA MARLIN (Tanned and White), Cotton Lines, Twines, Leads, Hooks, Bait Mills, Fishing Anchors, Cotton Ducks (light and heavy), 100 coils Manilla Rope, Hemp Rope, Wire Rope, Paints, Oils, Tar, Oakum, Ships Chandlery, Sail Making, Light Ducks for Boats' Sails.

D. SMALL.

Jan. 21, 1880—tf

Green Teas.

A FEW PACKAGES GREEN TEAS, in a Young Hyson and Japan, will be sold cheap.

HORACE HASZARD.

Ch'town, Jan. 19, 1880—1w

Charlottetown Cemetery Co'y.

THE ANNUAL MEETING of the Shareholders of the above Company will be held on TUESDAY, the third day of February next, in the Office of the undersigned, corner of Great George and Lower Water Streets, at four o'clock in the afternoon, for the purpose of electing Directors, and other business, as by Law directed.

By order,
F. W. HALES,
Secretary.

Charlottetown, Jan. 17, 1880—mws 7i

Finnan Haddies.

JUST RECEIVED per *Northern Light*, choice lot of Finnan Haddies, at FISH MARKET, Grafton Street.

Jan. 17, 1880.

To Carriage Builders!

WE have in Stock a large lot of Wood Stuff, in Spokes,

Rims,
Shafts,
Hubs,
Common Axles,
Patent Axles,

Steel Axles,
Carriage Springs,
Bolts and Nuts,
Castings,
Rivets,
Bands, &c.

30 Tons Assorted Refined Iron.
BEER & SONS.
Jan. 17, 1880—3i pat pres 1w

Dissolution of Partnership.

THE Co Partnership heretofore carried on by the Subscribers, under the name of Dorsey & Jost, has this day been dissolved by mutual consent. All debts due by the Firm will be paid by R. K. Jost, to whom all parties indebted to said Firm are requested to make payment—at McGill's old stand, Queen Street.

JOHN DORSEY,
RICH'D K. JOST.

Charlottetown, Jan. 15, 1880—rg ar pat 3i

NOTICE.

I TAKE this opportunity to inform the public that I have leased the new Shop recently fitted up at McGill's Old Stand, on Queen Street, a few doors below the London House; and having bought the Stock and Machinery of the late Firm of Dorsey & Jost, I shall be prepared, in a few days, to carry on the Boot and Shoe business in all its branches. Custom work a specialty—in cash principles.

JOHN LORSLEY.

Ch'town, Jan. 15, 1880—ar pat

JANUARY!
1880.

First Arrival this Year.

We have just received, ex Str. "Northern Light," several cases of

NEW GOODS

New Black Silk Velvets,
New Colored Silk Velvets,
New Colored Satins,
New Black Satins,
New Black Velvettons

Frillings, Edgings and Laces.

NEW LACE CURTAINS.

Berlin Wool and Yarns,
Wool Damasks, Fringes
and Curtain Holders.

SPECIAL

The remainder of our

Fur Goods,
Ladies' Cloth Jackets,
Ladies' Ulsters,
Knitted Wool Goods,
and Blankets,

—WILL BE SOLD AT A—

BIG DISCOUNT,

In order to clear them out before the season is over.

Cash customers in want of any of the above Goods will save money by giving us a call.

Perkins & Sterns.

January 5, 1880.

CARNIVAL.

A Galico Carnival
WILL BE HELD AT THE
Citizens' Skating Rink,
WEDNESDAY EVENING,
February 4, 1880.

Those wishing to take part will oblige by sending their names to the Secretary before the 20th inst.

By order of the Directors,
W. C. HOBKIRK,
Secretary.

January 9, 1880—4i law

THE
'BUDA' FLOUR,

AND OTHER
Choice Brands,
FOR SALE AT
BEER & GOFF'S.
Jan. 12, 1880.

JUST PUBLISHED.
THE FIRST EDITION OF
Teare's Directory & Hand-Book
—OF—
Prince Edward Island,
FOR 1880 AND 1881,
512 Pages, Neatly Bound, Leather Back
Gilt Letters. Price \$2.00.

IT contains an Alphabetical Directory of Charlottetown and Summerside.—Directories of 125 Towns, Villages and Settlements, with the names and distances of many others.—Historical sketch of the Province, including its early settlement, climate, agriculture, shipbuilding and fishing industries.—Royal Visit in 1860.—Confederation, Railway communication, recent Vice-Royal Reception, Summer holidays on the Island, &c. Dominion, Provincial and City Governments, Her Majesty's Customs, Postal Department, Courts of Law, Justices of the Peace in alphabetical order, Churches, Colleges and Schools, Business Notices, value of Real Estate, Fishery Statistics, with a large amount of information not usually found in Directories.

Non-subscribers will be supplied with the Book, postage free, on receipt of price.

Published and sold by
TEARE & CO.,
P. O. Box 34,
Charlottetown, P. E. Island.
Jan. 12, 1880—eod 1wk wly 1m

PUBLIC NOTICE.

PUBLIC NOTICE is hereby given that a Meeting of the Inhabitants of Milton School District, qualified to vote for School Trustees, will be held at the Milton School House on Monday, the 26th day of January, at the hour of half-past six o'clock, p. m., for the purpose of determining whether a Tavern License shall be given to Ronald McDonald, an applicant for License to sell Spirituous Liquors within the Milton School District, in less quantities than one pint.

OWEN CURTIS, J. P.,
Milton, Jan. 12th, 1880. tf w

The New Year Has Come,

BUT MANY PERSONS have failed to come and settle their accounts. The subscriber respectfully requests all parties owing him, either by

Note of Hand or Book Account,
To Settle the Same at Once.
J. QUIRK.
Jan. 2, 1880—9i eod, h ne 3w

GOLDEN SYRUP.

Very Choice.
8 CTS. PER POUND,
—AT—
BEER & GOFF'S.
Jan. 13, 1880.

POLL TAXES
AND ASSESSMENTS

Are to be Paid at the Store of
D. R. M. HOOPER,
Ruston Street.
Immediate Payment Requested.
Charlottetown, Jan. 9, 1880.

Cheirograph or Lethogram

CAN be made for 50 cents by sending 35 cents in stamps to P. O. Box 126 Yarmouth, N. S., and by return of mail you will receive a receipt for making tablet and ink from which you can get over one hundred copies from one original writing.
Ch'town, Jan. 7, 1880. 1m