

Local and Other Items.

MELIN'S Infants' Food at Watson's.
SUGAR is on the up grade in Montreal.
The Supreme Court opened at Georgetown to-day.

The market to-day was small and sales were quick at increased prices.

REMEMBER the Methodist Sunday School Picnic, at West River, Thursday.

THE "Strike" of the union printers, of Toronto, has proved unsuccessful.

FIFTEEN appeals from the city assessment were heard by the stipendiary Magistrate this afternoon.

BOATED, Salicylated, Carbolated and Absorbent Cotton, for Surgical use, very cheap, at Watson's.

THE Scott Act case against Mrs. J. J. Trainor was to-day dismissed by the Stipendiary Magistrate.

J. C. UNDERHAY, Esq., G. W. C. T., will attend the Grand Lodge, I. O. G. T. annual session, at Sussex Vale, N. B.

NORTH STAR LODGE, No. 48, I. O. O. F. was instituted at Campbellton, N. B., on Friday evening last, under most favorable auspices.

MR. S. NOZWORTHY EARLE begs to inform your correspondent "K." that he neither wrote nor inspired the letter signed "Visitor."

LADIES' Oil Goat Button Boots; latest style, just received; to be sold at \$2.25 per pair during this month. This very cheap. Dorsey Goff & Co's.

MILITARY.—The members of No. 2 Battery Garrison Artillery are requested to meet in the Drill Shed, this evening, at eight o'clock, sharp, for drill.

MR. H. J. CUNDALL reports the rainfall, since the 5th to be excessive. From that date up to eight o'clock this morning, six and a quarter inches of rain have fallen.

THE Young Ladies Journal for August is a superb number. It is, together with the usual periodicals, for sale at the Diamond Bookstore. The low price of the Journal should guarantee it a place in every family.

THE worst cases of weakness, exhaustion, impotency, and all diseases and weaknesses of the generative organs can be cured by Mack's Magnetic Medicine. Sold in Charlottetown at Apothecaries Hall. See advertisement in another column. j14 lw wky

PRESENT: "Pat, I understand you are going to be married again." Discontented widower: "Yes, yer reverence." Priest: "But your wife, Pat, has only been dead two weeks." Discontented widower: "Yes, yer reverence; but sure ain't she as dead now as she iver will be?"

NINE prisoners appeared before the Stipendiary Magistrate this forenoon, charged with riotous conduct on the night of the 12th inst. The evidence was not sufficient to warrant the charge. Seven of the number were therefore dismissed and two were fined \$5.00 each for drunkenness.

THE Spirit of the Times says that, at Chicago, last week, Westmont paced a mile in the unprecedented time of 2m., 3/8s. The third quarter was covered in 28 1/2 seconds. Westmont was sired by Almont, the sire of Hernando, owned in this city by Neil McLeod, Esq., M. P. P.

POSTPONED.—Owing to the rain-storm the Methodist Sabbath School Picnic is postponed till Thursday morning. Boat, with children, will leave wharf at 9.30 a. m. Visitors boat at 1.30 p. m. Contributors' baskets will be received at Church basement up to Wednesday evening. City Cornet Band will be in attendance.

SENT UP FOR TRIAL.—Daniel McDonald, who hails from P. E. Island, and is charged with stealing a case of brandy, the property of W. S. Torrie, from the I. C. R. freight shed at Moncton, was on Saturday committed to Dorchester jail for trial at the approaching term of the court. He was taken to Dorchester Saturday night by Marshal Thibideau. —Moncton Times.

We acknowledge the receipt from Mr. Theo. L. Chappelle, of a copy of the Historical Tableaux, as displayed in the procession in honor of Toronto's Semi-Centennial. It consists of a panoramic view painted in three colors and forms a folder of twelve pages with an exceedingly attractive cover. It is published at Grip office, Toronto, and may be had at the Diamond Bookstore.

A GANG of house breakers are committing depredations in the east end of the city. Since Saturday night three robberies have been reported. In one case a family was relieved of the entire store of fresh food for Sunday. In another the remainder of a keg of beer was seized. The thieves in the third case returned to the same place and captured the best portion of the keg which was bottled. There is a gang of worthless loafers prowling about the dark ends of the city during the past week who should not be an hour out of sight of police.

COUNTERFEIT BANK OF ENGLAND NOTES.—A despatch says: The operations of the English counterfeiter who successfully posted a large number of spurious Bank of England £10 notes in Chicago, Montreal and New York, have now, it appears, been changed to Halifax, N. S., where he has managed to swindle a private banker to the extent of £250, having changed five fifties for Canadian currency. The counterfeits were shown by the party who had been imposed upon to the Merchant's Bank of Halifax, who have made a careful examination of them and find that the water mark, which is said to be the great secret of the Bank of England notes and believed to be impossible to counterfeit, was easily obliterated with a damp sponge whilst in the genuine notes it is impossible to erase it.

Of late the police have given little attention to the corner-loafing nuisance. The consequence is that the denizens who spend their nights in the dark haunts in different parts of the town have become bold and insolent. Last night a gentleman quietly passing a gang of those hoodlums was grossly insulted. The epithets used were the foulest which could emanate from the throat of a demon; but in this law-abiding city he was obliged to bear with it, owing to the absence of officers of the law. Not only do they insult gentlemen, but ladies are obliged to either leave the street or hold their ears to escape filthy, disgusting, disgraceful language, used night after night by these incarnate fiends. We hope the Magistrate will direct his men to give closer attention to this nuisance, which appears to be chronic, and punish the offenders as they richly deserve. We suggest "the cat" as a proper remedy.

Loss of the State of Maine.

SHE STRIKES A ROCK AT POINT LEPREAUX AND BECOMES A TOTAL WRECK—PASSENGERS AND CREW SAVED.

(From the St. John Telegraph.)

From the officers and passengers with whom interviews were had it was learned that the steamer State of Maine, on Saturday, had left Eastport at 11.40 a. m., standard time. All agree that the fog was very dense and that one could not see any distance through it. But

NO ONE FELT ANY ALARM,

and, as the passengers were largely acquainted they passed a very pleasant time. About half an hour before the accident, the Customs officer, Mr. George Price, commenced the examination of baggage. The trunks were stowed about the main deck, that they might be examined without difficulty. Many of the passengers were also in this portion of the boat when she struck. Others were distributed around the saloons and cabins, several being in their staterooms asleep. Capt. S. H. Pike, First Pilot, R. H. Pike and Second Pilot S. F. Pike were in the wheel-house, and a look-out was posted on the fore-deck. Great care has always been maintained in approaching Point Lepreau from the west, as the fog whistle, which is located behind the land on the eastern side of the point, can not often be heard to the westward until the vessel is abreast of the whistle. This

RENDERS THE WHISTLE ALMOST USELESS

to vessels approaching St. John, which fact has on several occasions been brought to the notice of the Department of Marine and Fisheries, but which as yet has not received any attention. Perhaps the wreck of the State of Maine will cause an investigation into this matter. Saturday was an exception to the general rule, for the captain and several of those on board heard the whistle distinctly for five minutes before the accident, but from some atmospheric cause the sound appeared to come from an entirely different direction than it actually did, and led the captain and pilots to believe that they were all right. Mr. W. O. Dunham, who is the guest of Mr. Thomas, light keeper at Point Lepreau, and who was an eye witness of the disaster, heard the steamer blowing for a long time before he could see her, and remarked to Miss Thomas, who was with him in front of the house, that the steamer seemed to be very close inshore. Gradually she approached nearer and her outline could be made out clearly through the fog. A second or two after they saw her first she struck on the point

WITH A TREMENDOUS CRASH.

She was going between 13 and 14 knots an hour when she struck, and the impact was so great that, after striking the first time, she bounced off and appeared to jump 15 or 20 feet further on the rocks. Then she settled down, a large rock coming up through the bottom, shoving the port boiler out of position and forcing up all the decks. This made a second crash, and the twist she got as she settled down on the starboard beam broke a steam pipe, which soon filled the main deck with vapor. The engines were stopped instantaneously by the engineer in charge, and the safety valve lifted. For a time there was a little confusion—two women fainted, two or three more screamed out, and some few ran aft. The officers and crew, when they recovered from their surprise, soon restored order. Captain Pike stepped out of the pilot-house to the hurricane deck, and in a clear, steady voice, ordered the crew to clear away the boats. Every man is assigned a place and, in the event of an accident of a fire, knows what to do. The manner in which the men went to work showed clearly that they understood what they were about, and this fact alone gave the passengers confidence. In a few minutes the eight boats and two large life rafts had been lowered away, and were alongside the forward gangway, where the passengers had assembled.

"LADIES AND CHILDREN FIRST,"

said the captain as a man, more anxious for his own safety than that of others, got into one of the boats. He was promptly ejected and had to wait his turn. The number of ladies and children was large—about two thirds of the passengers—and some little trouble was experienced in getting them into the boats, particularly when they had babies. Mothers refused to be parted from their offspring and, as no time was to be lost, both mother and child had to be lifted bodily into the boats. In this work the crew were assisted by the male passengers, several of whom were either seamen or had some experience in steamboating. The second boat, containing ladies and children, instead of making for the cove on the port side of the steamer went around the other side of the wreck and got lost in the fog. The boat, however, reached the shore all right in about half an hour and landed the passengers in safety. So far as could be ascertained, about half an hour elapsed before the passengers were all landed. The next thing to be done was to

PROVIDE COMFORTABLE QUARTERS

for them, a portion of the crew were set to work at once erecting tents out of the steamer's sails, which had been brought ashore. The other half were still at work on the wreck saving the baggage, and when all of the trunks and bags had been landed they turned their attention to saving the ship's furniture. Every moveable article in the saloon was taken out and placed upon the beach, the passengers assisting the crew in this work. Mr. Leonard, the steward, got his appliances for cooking coffee and the provisions ashore, and about 5 o'clock all hands were served with a supper. Mrs. Thomas and Mrs. Gallant, wife of the light keeper and fog-whistle keeper respectively, also provided refreshments and shelter for as many as could be accommodated in their houses. Mrs. Hughes, of Manchester, N. H., an invalid lady who was going to Charlottetown, P. E. I., for her health, was taken to Mr. Thomas's house, where her wants were provided for. It is feared that the shock will be more than she can stand in her present weak state. She was too ill to be brought up to St. John with the other passengers Sunday.

The men continued to work at the wreck until dark, when they had to stop. Just when they were quitting the wreck the tug Dirigo hove in sight and was despatched to Musquash to hunt up a schooner to take the freight on board. She was unable to find a suitable vessel, the captain of which would make a satisfactory bargain. When

the work of the day was over the woe-stricken passengers and crew set about to make themselves as comfortable as they could.

THE CAMPING GROUND

was on the plateau to the west of the lighthouse on a level piece of ground. It was quite wet under the tents, but this feature was soon remedied by covering the ground with mattresses. The furniture from the steamer was then put in and beds made for the accommodation of the passengers. There were three tents in all; one for ladies, one for men, and the third one for the crew. It continued very foggy during the night, and all hands kept pretty well under cover, amusing themselves with singing and instrumental music—one of the crew having saved an accordion among his effects. At midnight they turned in, or more properly speaking, arranged themselves to be as comfortable as possible, and went to sleep—such as could do so—the remainder listened to the tooting of the fog whistle and the wash of the waves on the beach.

There were numerous laughable incidents related by the passengers of their experiences. One man who told everybody that he could not swim put on three life preservers, which gave him sufficient courage to risk his life in one of the small boats. In contradiction to this is the conduct of a five-year-old boy named Willie Currie, who was travelling with his sister, also young. When asked if he was afraid he said, "No, I can swim, but I am afraid of my sister, who can't swim." He was looked after by one of the men.

In response to the inquiries of the reporter, Capt. Pike said the fog was very dense, and the usual precautions against accident were taken. One of the most careful lookouts was posted in the bow, and both pilots and myself were in the pilot house. We were going at a good rate of speed, and steering the usual course, with the exception that we were, according to the compass,

A QUARTER OF A POINT FURTHER OFF SHORE than we usually steer. We heard the whistle about half-past one o'clock, and from the way in which the sound reached us we judged that we were in our proper course.

"How do you account for getting so far out of your course?" asked the reporter.

"It is fate, I presume. There is an old saying that these must always be an odd number, and the wreck of the State of Maine makes the third loss the International Company have recently sustained. I have already told that we steered even further away from the shore than our custom has been and still we struck. Therefore,

THERE MUST HAVE BEEN A CURRENT or something of that kind to carry us on the rocks. A fisherman whom we met soon after we landed told me that he has never known the tide set so strongly on the shore as for the last two or three tides. Formerly the tide set well out but on Saturday evening he was carried on shore. This may account for the accident.

The passengers—some hundred and twenty-five in number—including W. S. Milligan and C. F. Seelye, of P. E. Island, were taken off Point Lepreau by the steamer Empress and landed at St. John. The State of Maine was the largest passenger steamer ever ran between St. John and Boston. Her register tonnage is 1,409.99. She was 242 ft. long, 37 ft. beam, and 14 ft. 7 in. deep.

SHIP NEWS.

PORT OF CHARLOTTETOWN.

ENTERED.

July 14—Three Sisters, Walpole, Pictou, coal; May Charles, Leger, Shediac, lumber; Advance, Heather, Bactouche, deals; Petite Rivier, Trenholm, Schemogue, do; Lama C, Pollard, Shenogue, Spy, Farrell, Alberton, mdse; Conqueror, Young, Pinette.

CLEARED.

July 14—Prospect, McMillan, Wood Islands; May Charles, Leger, Shediac, bal; S McDonald, Paoli, Shediac, do; Conqueror, Young, Pictou, bal.

July 15—James Semple, Roberts, Pictou, shingles; Petite Rivier, Trenholm, Baie de Verte, bal; Mary, Boutin, Sydney, bal; Laura C, Pollard, Northport.

HOTEL ARRIVALS.

OSBORNE HOUSE.

July 14—E R Clark, Rochester, N Y; Rev J R Munro, Manotick, Ont; Chas Banks, Eastport, Me; J McKinnon, Boston; William Garvin, do; Frederick Croker and wife, Concord, N H; A Mills, King's Co, N B; R Mills, do. 15th—Rev John McLeod, Strathalbyn; Jas W Fraser, M L C, St Peter's; A C McLeod, Park Corner; James McKay, West Cape.

ROCKLIN HOUSE.

July 14—Rev G H Murray, Kemp, N S; Rev W A Mason, Pictou; Rev W B Hindson, Dundas; James Simpson, Hope River; John Nicholl, Grand River; Miss M Waite, New Glasgow; Thomas Davidson, Traro, N S; George Hamilton, do; J B Buchanan, Montague; D M Campbell, do.

REVERE HOUSE.

July 14—John R Craven, Montreal; James Harrington, Augusta, Me; E L Ford, Grackville, N B; James Johnston, Annaudale; Wm Avard, Halifax; R Jacques, Quebec; J M Johnston, St John, N B.

RANKIN HOUSE.

July 14—A M Leddell, Halifax; Mrs Leddell, do; Victor S Leddelle, do; E Johnston, Pictou; E G Millege, Antigonish; S Rubin, St John; Malcolm McLeod, Belfast; R K McKenzie, do.

SEASIDE HOTEL—RUSTICO BEACH.

July 12—A Kennedy, Charlottetown; Miss Kennedy, do; E Rabon, Kingston, Ont; H Sloggett, Charlottetown; D C Martin, do; W J Tupper, do; J J Miller, Milltown, N B; Mr A Swabey, Charlottetown; Miss L Swabey, do; Miss J Swabey, do; Miss A Coles, do; Charles Swabey, do; F J Conroy, do; D C McLeod, do; Thos Chappell and wife, do; Miss Jessie Whear, do; Geo E Hughes, do; W T Carter, do.

YOUNG MEN!—READ THIS.

THE VOLTAIC BELL Co., of Marshall, Mich. offer to send their celebrated ELECTRO-VOLTAIC BELL and other ELECTRIC APPLIANCES on trial for thirty days, to men (young or old) afflicted with nervous debility, loss of vitality and manhood, and all kindred troubles. Also for rheumatism, neuralgia, paralysis, and many other diseases. Complete restoration to health, vigor and manhood guaranteed. No risk is incurred as thirty days trial is allowed. Write them at once for illustrated pamphlet free.

SUBSCRIBE for the WEEKLY EXAMINER. Only ONE DOLLAR a year.

SUMMER GOODS

—AT—

Perkins & Sterns'.

WE are showing a complete stock of English and American Hats and Bonnets for June trade.

Black, White, and Colored Straw Hats. Black, White, and Colored Straw Bonnets. Chip Hats and Bonnets. Trimmed Hats and Bonnets. Fancy Straw Hats and Bonnets.
The largest display of Children's Hats to be found on P. E. I. Hat and Bonnet shapes.

NEW MILLINERY MATERIALS.

A very large stock of Parasols and Umbrellas. Millinery made up at short notice by first-class hands.

PRICES LOW.

PERKINS & STERNS.

Ch'town, May 28, 1884.

LONDON HOUSE.

TAILORING DEPARTMENT.

JUST OPENED, a splendid assortment of Scotch, English and Canadian

Tweeds and Doeskins, Worsted Coatings, Broadcloths & Trimmings.

Suits and Single Garments

MADE TO ORDER

AT THE SHORTEST NOTICE.

GEO. DAVIES & CO.

Ch'town, May 19—wky

JULY, 1884.

THE FOLLOWING

New Goods

HAVE BEEN OPENED BY

W. & A. BROWN & CO.

DURING THE LAST TEN DAYS:

Assorted Corsets, from 70c. to \$2.68. Hoop Skirts and Dress Improvers. Cream and White Laces. Unbleached Table Linens. Towels and Towellings. White shirts, Collars and Cuffs. White and Grey Cottons. Black French Merinos. Colored French Merinos. Colored and Black Nun's Veilings. Waterproof Capes, from \$1.62 to \$7.20. Grey and Colored Flannels. Black Velvetens. Grey Shirts and Drawers. Men's Rubber Coats.

W. & A. BROWN & CO.

Ch'town, July 9, 1884.—dy wky

NEW CLOTHING

FOR SPRING.

NEW SUITS, JUST OPENED!

NEW SUITS, JUST OPENED!

SPLendid VALUE.

New Coats, Pants and Vests! New Coats, Pants and Vests! very cheap. New Furnishings, Goods, Linen and Paper Collars, Braces, Gloves and Handkerchiefs, New Ties, Men's Merino and Cotton Hosiery, New Worsted Cloths, New Tweeds.

Clothing made to order at short notice.

W. A. WEEKS & CO.,

Sign of the Lion.

Ch'town, June 4, 1884.

FLOUR. FLOUR.

IN STORE:

250 brls. High Grade Patent, 750 brls. Medium and Low Grade, 250 brls. Choice Superior Extra, 125 brls. Choice Fancy.

TO ARRIVE:

500 brls. Choice Superior Extra (brands—Atlas and Evangeline).

FOR SALE LOW

—BY—

J. A. CHIPMAN & CO.

J. F. SHATFORD, Agent, opposite Rankin House. Ch'town, June 16.

TO SHIPPERS

—OF—

Lobsters, Canned Goods, &c.

WE will place at the disposal of shippers a portion of our Warehouse on No. 2 Wharf, for the express purpose of Goods for shipment, and will grant warehouse receipts for said Goods.

This Warehouse is a fine three-story building, almost surrounded by water and offers every inducement to shippers as insurance can easily be effected.

PEAKE BROS. & Co.

Ch'town, June 18—fr

JUST RECEIVED,

Ex Brigantine "Ida Maud":

280 Puns. Choice Barbadoes Molasses, 31 Tierces do., do., 41 Barrels do., do., 48 Hhds. Good Grocery Sugar.

—ALSO—

Ex Brigantine "Glenorchy":

2250 Barrels Flour, assorted brands.

The above has been purchased at the lowest prices, and will be sold cheap for cash or approved paper.

OWEN CONNOLLY.

Ch'town, June 10, '84—eod & wky 1m.

COAL. COAL.

THE Subscriber is now prepared to receive orders for the following Coal, which will be sold at the lowest cash price, viz:

Acadia Mine, Round and Nut, Intercolonial Mine, Round and Nut, Vale do., do., Albion do., do., Gowrie do., do., Sydney Old do., do.

—AND—

Anthracite (Egg and Chestnut Sizes).

CAPT. JOHN HUGHES,

Water Street. Ch'town, May 15, 1884—3m tu th sa

AMERICAN AGRICULTURIST.

100 Columns and 100 Engravings in each issue, 43rd YEAR. \$1.50 A YEAR.

Send three 2c. stamps for Sample Copy (English or German) of the **Oldest and Best Agricultural Journal in the World.**

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Valuable Property FOR SALE.

THE undersigned offers for sale the business premises known as "83" QUEEN STREET. The building is large and commodious, running back from Queen Street eighty-three feet; and the stand is unsurpassed. Terms easy.

JAS. DESBRESAY, Ch'town, March 6—eod 1f