

Local and Other Items.

JOHN McDONALD, Esq., M. P. P., is at the Oborua.

JOHN McLEOD, Esq., M. P. P., and Donald McKay, Esq., are at the Rankin.

A NEW stock of men's and boys' clothing at J. B. MACDONALD'S.

C. DWYER, Esq., was elected Mayor of Pictou, on the 6th inst., by acclamation.

The steamer Princess of Wales left Pictou for this port at two o'clock this afternoon.

LYON'S celebrated Black Silk for ladies' dresses at J. B. MACDONALD'S.

The Summeride left for Pictou this morning, but has not yet reported at that port.

The Northern Light left Georgetown this morning but has not yet reported at Pictou.

FRINGS, Gings and Laques in great variety at J. B. MACDONALD'S.

The Scott Act will be brought before the electors of Lunenburg, N. S., at an early date.

For back and Colored Cashmere and Merinos go to J. B. MACDONALD'S.

We are indebted to D. A. Macdonald, Esq., of San Francisco, and Dr. O. L. Strickland, of New York, for late American papers.

The Transatlantic why it is that mail matter from P. E. Island is taken to St. John and brought back to Moncton next day?

JOHN ROBINS, Esq., of the Finance Department, Ottawa, arrived home last night. He will spend a short vacation with his family.

MASTER M. HOGAN, son of M. P. Hogan, Esq., Sank Centre, Minnesota, sends a correct answer to the enigma by "A Fort Augustus Boy."

BENJAMIN ROGERS, Esq., of the firm of Dodd & Rogers, returned home last night from a tour in the Upper Provinces and United States.

MR. WELSH's application in reference to the Old Bank directors is being heard to-day, before Mr. Justice Peters, in the Supreme Court Room.

MR. JOHN AYARD, of Westmorland County, N. B., arrived last night. He comes to take away a large number of fat cattle recently purchased here.

The new Rustico packet Merry May is owned by Messrs. Geo. McKay, Daniel McKay, and Daniel Ross, Rustico, and not by Mr. G. B. McKay.

Lost between Pownall Street and Post Office a sheet of plans of dwelling house. If the finder will kindly leave the same at this office he will oblige the owner.

MR. RICHARD DOANE, formerly in the employ of Mr. Power, is now in charge of the Union House Hairdressing and Shaving Saloon.

MR. W. H. OLIVE, Travelling Passenger Agent for the International Steamship Co., of St. John, passed through to Summerside to-day. He will return to-morrow.

MR. N. J. CAMPBELL has been appointed Agent of the Commercial Union Insurance Company. Those who do business with him will no doubt find it to their satisfaction.

A REGULAR meeting of the Benevolent Irish Society will be held in St. Patrick's Hall, on Saturday the 10th inst., at 8 o'clock, p. m. A full attendance is requested.—M. J. MOHAN, Secretary.

A NUMBER of commercial travellers, including Messrs. J. Rogers, J. C. Redmond, P. Purcell, C. Minto, Montreal, and W. J. Robertson, St. John, left for home via Georgetown yesterday evening.

REV. FATHER CARROLL left yesterday, via Georgetown, en route for Montreal. The Rev. gentleman was among the passengers who made two unsuccessful attempts to reach Pictou in the Summeride.

We deeply sympathize with Donald A. McDonald, Esq., late member of the Local Legislature for the Fort Augustus District, in his sad bereavement—the loss of his wife—who died at an early hour this morning.

MRS. ROBERT YOUNG will carry on the millinery business as usual in the rooms above W. & A. Brown & Co's., DesBrisay's old stand, where she will be pleased to see her numerous customers.

FRENCH Canadian Stallion, Al of Canada was sold at auction on Market Square to-day by A. McNeill, Esq. He was purchased by Mr. A. N. Large for \$750. Al of Canada was much admired by all who saw him to-day, and is pronounced to be a fine good judge. Our farmers are well pleased he was purchased by so good a horseman as Mr. Large.

ANOTHER provincialist has distinguished himself abroad. Engineer Charles G. Paul, the New York fireman, whose courageous action in opening a box containing dynamite and an infernal machine, described at length in the New York press of May 1st, is a P. E. Islander, son of Captain Paul, well known in this city. His parents and brothers now reside in Halifax. Paul served through the American war as an artilleryman.

COMMON SENSE.—The Columbia, Dakota, Dispatch has the following complimentary notice of Mr. J. H. Fletcher's lecture on "Common Sense."—"The above was the subject of Mr. J. H. Fletcher's lecture on Thursday evening, at Jackson's hall. The lecture was well arranged, thoughtful and replete with good sayings. Could we do the speaker justice we would attempt to give an outline of the lecture, but we are sure we could not. The lecture must be heard to be properly appreciated. Mr. Fletcher is a gentleman of good education and fine capabilities as a public speaker, and our people are a unit in their desire to have him favor us in the future as he did on Thursday evening."

The Supreme Court will resume its sittings to-morrow to hear motions; the most important one being an application of one McKelvey for half of the fines imposed on C. Bonnet for a breach of the Scott Act. Bonnet was fined three hundred dollars at the instance of McKelvey who now claims that he as the informer is entitled to one-half of the fines. The Magistrate having refused to pay him this half, McKelvey made an application to the Supreme Court for a mandamus to compel the Stipendiary Magistrate to pay over the money. The case is to be heard to-morrow, and we are informed that counsel will be present, not only on behalf of the Stipendiary Magistrate, but also on behalf of the Dominion Government and the City of Charlottetown.

State of Florida Disaster.

135 Lives Lost.

Thrilling Scenes and Incidents.

CAPTAIN'S REPORT

The steamer State of Florida left New York on the 12th April, with about 167 passengers and crew, and a full general cargo. All went well until the night of the 18th, and at 11.30 p. m. they collided with the bark Penma, of Chatham, N. B., Capt. HeLarn. Both ships went down almost instantly, and out of the steamer's passengers and crew only forty-four, including the stewardess, managed to escape in boats; and out of the bark's crew of fifteen, only the captain and two seamen were saved. The next morning the bark was observed bottom up. The survivors, after being thirty-five hours in the boats without food or water, were rescued by the Norwegian bark Theresa, of Christiansia, from that port, bound for Quebec. On the 23rd, twenty-four of them were transferred on board the ship Louisa of and from Cardiff, for Quebec, where they remained until the fifth of May, when they were taken on board the Titania for Quebec. It is believed that one hundred and thirty-five lives were lost. The same officer (James Allan) on being interviewed added that the night on which the disaster occurred was clear, though moonless, and the sea smooth as glass. He retired to his bunk about eight o'clock leaving Chief Officer Thompson in charge of the deck. At about 11.10 he heard the signal suddenly given to stop the engines, followed by a fearful crash. He rushed immediately on deck, and the first thing he noticed was a red light pretty close on their starboard bow. At the same moment he heard the chief officer's voice and cry "collision," and perceived the bark which had run into them go down. This bark, he afterwards learned from its captain and two of its crew who were picked up and saved, was the Penma, of Chatham, bound from Liverpool to Miramichi. Running to the side of his own vessel he endeavored to ascertain the damage done, and perceiving an immense gaping hole into which the sea was fast pouring, and feeling as he said himself, that the steamer was a goner, he at once hurried to the captain, who immediately gave orders to get out boats, four of which were down in fifteen minutes, when the State of Florida just keeled over to port and went down stern foremost. As far as he could calculate the disaster occurred in lat. 49.00 north, and long 36.12 west, or about 1,200 miles off the Irish Coast, as when their last bearing were taken that day they were about 47.50 north and 38.35 west. As the vessel went down, all on deck, including the captain, were washed off by the sea. Allan further stated that the captain was exceedingly cool, too cool, in fact, as he did not seem to look upon the danger as serious or pressing, and this, together with the fact that he appeared in no hurry to save himself, was possibly the cause why more of the passengers were not saved. They would not take to the boats, as they supposed when they saw him so cool that the danger was not so great, and moreover the sea was so calm. Eight boats, carrying four, were safely launched. Two were smashed by collision, and of the other two he knew nothing, but believed they were washed away when the steamship went down. He did not believe that any one had escaped in them. However, if they had, he did not want to raise any false hopes, his opinion being that they never would be heard from again. When No. 2 boat was being lowered the tackle was cut too quickly and its occupants, who were all passengers, were upset into the sea, a number of them, including Bennett, of London, Ont., clung to the boat's bottom during the remainder of the night, and was picked up in the morning by other boats. Sunday, after drifting thirty-five hours, we were picked up by the Theresa, and on the following Tuesday the party now on board the Titania were transferred to the bark Louisa, of Cardiff, while off Bird Rocks, but the latter being over crowded the party were again transferred to the Titania. Allan declined to give his opinion of the accident.

The members of the rescued party on board the Titania presented a pitiable appearance. So sudden was the accident that many of them who were in their bunks at the time had to hurry on deck and into the boats in their night clothes. Most of them had but a very confused idea of what really transpired, and all they could distinctly remember was the crash and the rush to the boats as the ship went down amid the shrieks and lamentations of the passengers. Those on duty at the time remembered seeing a red light flash for an instant, followed by an instantaneous crash, after which nothing but confusion followed, the steamship beginning to sink and hurried preparations being made to launch the boats. The bark which collided with them went down instantaneously. Frightened passengers rushed on deck in their night clothes, and a scene of indescribable confusion ensued. Women went into hysterics, men refused to move, and women especially objected to leaving the doomed vessel, some that could have been easily saved actually refusing to budge an inch. Those who clung to the bottom of the capsized boat all night suffered terribly from the icy cold of the water. Though the sea was calm, nevertheless they never lost heart. One of their number, a man named Donaldson, was underneath the capsized boat all night until they were picked up by one of the other boats in the morning. When she capsized he kept his hold and went over with her managing to secure a position above the bars, where he remained talking to himself and moaning until he swooned. His companions on the outside were unable to assist him. In the morning when they were picked up the bottom of the boat had to be broken through to get him out, when he presented a horrible appearance from his long exposure to the waves and lack of fresh air. In a few days afterwards, however, he got all right. During the thirty-five hours they were aloft they had not a drop of water to drink and were beginning to feel all the horrors of extreme thirst when they were rescued by the bark Theresa, of the

kindness of whose officers and crew, as well as the officers and crew of the Louisa, of Cardiff, and of the Titania, they all spoke in the highest terms of gratitude and praise.

The rescued seamen are from all parts of the world, but Glasgow men predominate. Glasgow was also the port where they were shipped and where they desire to be sent back. James Patience and another, however, are Americans and belong to New York. One of the number lost a brother and all showed unusual emotion when speaking of their drowned comrades. They all agreed that the case of the Florida was the quickest and most appalling disaster they had ever heard of or experienced. James Steele, of Ayr, surgeon of the Florida and formerly surgeon of the Geneva, was of the opinion that the real inwardness of the accident would never be ascertained, as the whole thing was too sudden. The passengers were all in bed at the time, and so were the sailors of duty. He says the officers, crew and passengers all seemed to have lost their heads. James Bennett, of the Bennett Furnishing Co., of London, Ont., who was the only first class passenger saved, said that when the order was given a rush was made for the boats, and a number with him got into No. 2. The panic on board the doomed ship was frightful. The lady passengers, of whom there were only three or four, positively refused to go in the boats, and only one woman, the stewardess, Jane McFarlane, was, to his knowledge at the time saved from herself and the terrible fate impending by the self-sacrifice and gallantry of James Bain, chief engineer, who lost his life in saving hers. He had to use all his strength to tear her from the deck of the vessel and force her into the boat.

The schooner Eugene McMillan, from Halifax for Grand River, P. E. I., is ashore at Bear Island, near Port Hawkesbury, and full of water. A schooner is there saving the cargo.

MARRIED.

At Cambridgeport, Mass., April 12th, by the Rev. Mr. Chabourne, pastor of the Harvard Street Methodist Church, Wm. H. Brian of P. E. Island, to Annie E. Trank, of Deerfield, Yarmouth Co.

On May 1st, by the Rev. A. Sterling, at the residence of the bride's father, Mr. Donald McKay, of Clifton to Miss Josephine Morrison of Graham's Road.

DIED.

At Goose River, Lot 42, on the 14th April, after a long illness of five years duration, Alexander McIsaac, in the 77th year of his age. May his soul rest in peace.

At Garfield, Lot 58, on the 17th April, after a few hours of excruciating illness, Neil, the oldest son of William and Margaret McLeod, aged 21 years and 8 months. He was a young man of exemplary character in the neighborhood—gentle and obliging to all.

At Wood Islands, April 27th, Mary, beloved wife of Neil Murray, in the 49th year of her age.

At Crepsand, April 22nd, Alex. Archibald, beloved child of Kenneth and Ann Holm, aged 9 months.

MOLASSES AND TEA AT AUCTION.

I AM instructed to sell, by Auction, To-morrow (Saturday), the 10th instant, at eleven o'clock, on Queen's Wharf,—

23 puns, choice Porto Rico Molasses, now landing from str. M. A. Starr.

—ALSO—

25 half-chests Family Congo Tea.

B. WILSON HIGGS, Auctioneer.

Ch'town, May 9, 1884.

Boots and Shoes

BY AUCTION, on MONDAY next, 12th instant, at 11 o'clock, at my salesroom,

Men's Wellington Boots, Ladies' and Misses' Boots, in variety.

Sale positive. No reserve.

N. J. CAMPBELL, Auctioneer.

Ch'town, May 9, 1884.

Labrador Herring.

BY AUCTION, To-morrow (Saturday), May 10th, at two o'clock, at the Railway Station, one carload (65 barrels) No. 1 and No. 2 Labrador Herring, which must be sold.

A. McNEILL, Auctioneer.

Ch'town, May 9, 1884.

ONIONS.

BY AUCTION, To-morrow (Saturday), May 10th, at 11 o'clock, 25 boxes Onions, just received per M. A. Starr.

A. McNEILL, Auctioneer.

Ch'town, May 9, 1884.

IN STORE.

10 puns, choice retailing MOLASSES, 25 barrels granulated and yellow refined SUGARS,

160 (100 lbs) Logan's SOLE LEATHER, 25 barrels best American KEROSENE.

HOURLY EXPECTED.

125 barrels High Grade FLOUR, 125 barrels choice Superior Extra, 125 barrels choice K. D. CORNMEAL.

N. J. CAMPBELL, Auctioneer.

To Truckmen.

THE Charlottetown Gas Light Company will receive Tenders, up to the 10th instant, for the truckage of coal to the Gas Works.

Tenders to state the price per ton of 2,240 pounds.

The Company do not agree to accept the lowest or any tender.

WILLIAM MURPHY, Manager.

Ch'town, May 3, 1884—41 late

LATEST! NEWEST! LATEST!

—AT—

Perkins & Sterns.

WE have just received our first instalment of this season's Stock, and, during the next ten days, will open the balance of Mr. Sterns' recent purchases in Great Britain and United States. As usual, our stock is bought in the very best markets; and, on inspection, will be found to comprise, in addition to STAPLE AND FANCY DRY GOODS, all the novelties of the season, at lowest prices.

OUR STOCK OF MILLINERY AND LADIES' HATS is large, and consists of the latest Paris, London and New York styles.

An immense Stock of FEATHERS AND FLOWERS.

Dress, Mantle and other TRIMMINGS, in all the latest novelties.

Silks, Satins, Velvets, Dress Goods, Prints, Sateens, Ginghams, etc., etc.

PERKINS & STERNS.

Ch'town, April 29, 1884.

NEW SEEDS, FRESH AND GOOD.

A CHOICE LOT of Garden Seeds, all reliable and warranted, just received at

HARVEY'S BOOKSTORE,

KENT STREET.

Ch'town, May 5—1f

Schooner R. Munn.

BY AUCTION, SATURDAY, MAY 10th, at two o'clock, p. m., at Piquit Wharf, the schooner R. Munn, with Sails, Anchors, Chains, etc.

HENRY BOYER, Auctioneer.

Southport, April 25

SEED BARLEY.

FOR SALE—Eighty bushels prime Seed Barley—yields twenty-six bushels from one.

Samples to be seen at Belmont Mills, the market, or Mr. J. D. McLeod's. Price moderate.

B. E. WRIGHT, Apr 12th, 1884—wky

FRESH English and American SEEDS

—AT—

WATSON'S

DRUG STORE.

Guaranteed Fresh, Genuine and Cheaper

than any other Seedstore in the Island.

GEO. DAVIES & CO.

Ch'town, April 28, 1884.

PAPER HANGINGS,

in great variety of patterns, selling very low at the London House, wholesale & retail.

April 24, 1884.

Readymade Clothing, in Men's and Boys', selling cheap at the London House.

April 18, 1884—2w eod wky

Lobster Fishermen Wanted.

Ten good Fishermen, to whom the highest wages will be paid, and immediate employment given. Apply to

HORACE HASZARD, Ch'town, April 25—1f

THE LIQUOR LICENSE ACT, 1883, and Amendment.

NOTICE is hereby given that applications for such licenses as are authorized to be granted in the License District of King's County, may be filed with the undersigned until Thursday, the 15th day of May, instant, and that a meeting of the Board of License Commissioners, for King's County, for the purpose of taking into consideration all such applications, will be held at the Court House, in Georgetown, at the hour of eleven o'clock, a. m., to determine upon all applications for wholesale licenses, or licenses to vendors in said County, under the Canada Temperance Act, 1878, or the Liquor License Act, 1883, and its amendment.

By order of Chairman of Board,

JOHN MCKINNON, Chief Inspector.

George-town, May 1, 1884—8f eod wky 2f

JOB PRINTING of every description executed with Neatness and Despatch at the EXAMINER JOB PRINTING ROOMS, cor. Water and Great George Street.

Ch'town, May 3, 1884—41 late

CANADA, Province of Prince Edward Island.

IN THE SUPREME COURT.

In the matter of An Act of the Parliament of Canada, passed in the forty-fifth year of Her present Majesty's Reign, Chapter 23, intitled "An Act respecting Insolvent Banks, Insurance Companies, Loan Companies, Building Societies and Trading Corporations, and of the President, Directors and Company of the Bank of Prince Edward Island, an Insolvent Banking Company.

PURSUANT to order of His Honor Mr. Justice Peters, dated the first day of April, instant, A. D. 1884, notice is hereby given to all Creditors, Contributors, Shareholders or Members of the said Insolvent Banking Company, desiring to object to the claim against the said Company, made by Her Majesty the Queen, represented by the Minister of Finance and Receiver General of Canada, claiming preferential payment in full over all other Creditors of said Bank, that they are, by said order, required to file such their objections in writing, in the office of the Prothonotary of said Court, in Charlottetown, in said Province, on or before the TWELFTH day of MAY NEXT, A. D. 1884, and within the same time to serve copies of such objection severally upon the said Representatives of said Claimant or their Solicitor or Agent, and upon the Liquidators of said Company or their Solicitor.

Dated this first day of April, A. D. 1884.

JAMES D. IRVING, Deputy Prothonotary.

R. R. FITZGERALD, Solicitor.

April 4, 1884—law fr tl may 12

MONEY WANTED.

IN consequence of my loss by the fire of 120th February last, I feel compelled to ask for an immediate settlement of all overdue accounts, whether by notes of hand or otherwise.

All accounts not settled by the first of June next will be placed in the hands of my attorney, without further notice.

Balance of Furniture saved from the fire selling off at great bargains.

JOHN NEWSON, Ch'town, May 1, 1884—1m

WHITE RUSSIAN SEED WHEAT.

THE best producer yet tried on the Island. Call and examine and see testimonials at my Furniture Store, J. D. McLeod's corner.

JOHN NEWSON, Ch'town, March 8.

PATENTS

MUNN & CO. of the SCIENTIFIC AMERICAN, continue to act as Solicitors for Patents, Caveats, Trade Marks, Copyrights, for the United States, Canada, England, France, Germany, Italy, and other countries. Patents sent free. Thirty-seven years' experience. Patents obtained through MUNN & CO. are noticed in the SCIENTIFIC AMERICAN, the largest, best, and most widely circulated scientific paper. \$3.00 a year. Weekly. Splendid engravings and interesting information. Specimen copy of the SCIENTIFIC AMERICAN sent free. Address MUNN & CO. SCIENTIFIC AMERICAN Office, 37 Broadway, New York.

TO BE SOLD OR LET.

THE undersigned offers for sale or to let, his residence, at Brighton. Possession 15th May.

FRED. W. HYNDMAN, April 14, 1884—eod 2w

Cures

Rheumatism, Diphtheria, Neuralgia, Erysipelas, Croup, Hoarseness, Removes Dandruff, And restores Hair on Bald Heads, and Cures all aches & pains.

BRIDGEWATER, N.S. April 23, 1884.

