

The Daily Examiner

FEBRUARY 14, 1885.

The Capes Route and the Capes Couriers.

WITH Archbishop O'Brien on one hand, and the Presbyterian on the other, both against THE EXAMINER, the position we have taken concerning the Capes route, may, no doubt, be deemed unfortunate. The Archbishop says THE EXAMINER "is a violent political organ, and as such, doubtless, anxious to draw a red herring across the trail, and turn popular opinion away from the Government."

What is THE EXAMINER'S position? A disaster has occurred on the Capes route, and in connection with the disaster there are certain ugly rumors of carelessness, disorganization, selfishness and inhumanity on the part of those engaged in the important service of carrying mails and passengers between this Province and the mainland; it is due to the public, who pay for the service and are most deeply interested, as well as to the men whose good names are at stake, that a thorough investigation be held and the facts brought out, so that we may see where we are, and be in a position to judge as to what is best to be done.

This is the position held by THE EXAMINER; and strange as it may appear to those who oppose us most strongly, agree with the whole community, in practical agreement with it. The Archbishop says, "by all means let us have an investigation;" the Presbyterian varies the phrase and says, "by all means let there be an investigation;" the crews who are implicated, the passengers and the public—all demand an investigation.

It will readily be seen that THE EXAMINER'S position is not in any way inconsistent with the highest admiration of the past conduct of the Capes Couriers. For bravery, endurance, skill, good-nature, kind-heartedness, attention to passengers, care of mails and valuables entrusted to them, decision of character, and a wonderful knowledge of the right moment to attempt to cross the Straits, the couriers—men as well as Captains—at the Capes have been noted, and have stood highest in the estimation of all who are acquainted with the difficulties they encounter or have crossed between Capes Tormentine and Traverse, either way, in the iceboats. The writer has met hundreds of persons who have crossed in charge of the couriers in winter, and in no case has he heard one word of fault-finding with the men, or disapprobation of their conduct,—until the late accident occurred. Their patience, perseverance, dogged determination to overcome obstacles, and their clear-headed and intelligent manner of seizing favorable opportunities when commencing or making passages have invariably won encomiums. Considering the difficulties of the passage,—the ever-changing character of the ice, flat fields one day, over which the boats may run easily, at another time these same fields covered with a heavy body of snow through which the boats are laboriously dragged; then, again, fields of thin ice, not sufficiently firm to bear up the men, but through which the heavily laden boats must be forced; and yet again, rough, uneven, "hummock" ice over or around which the boats must be carried; and still, again, alternate pans of ice and open water, and often in crossing these stretches of water, with a stiff breeze blowing and the waves lapping over the gunwales and into the boats, necessitating continued watchfulness and bailing; or again, the rough waters causing the weary crews to retrace their steps after hours of toil; and last and worst of all obstacles, "lolly," which may be described as water laden with snow, from perhaps an inch to a foot thick—they have been marvellously successful. We have never heard any complaints of extortion, or exaction, or neglect, or abuse, or impudence on the part of the couriers; and the world may be challenged to produce men in their walk in life having so much responsibility, and upon whom are yearly thrown the comfort and lives of passengers, priceless mail matter, and the valuables which must necessarily pass through their hands, without complaint of extortionate charges or loss from theft or neglect. We say again that we challenge the world to produce a body of men, under like or any similar circumstances, who deservedly bear so high a character for integrity and honesty of purpose and action as our own Capes couriers. Up to the 28th ult. they presented a long, unvarnished, unsullied record.

Nor are we at all disposed to be harsh in our judgment as to their conduct on that memorable occasion. Though it should be proved that they acted badly, still past good service should certainly be taken into account; and while ill-clad men are starving and freezing on the running ice of the Straits, and the thermometer registers sixteen below zero, heroism is heavily handicapped. But may it not be that long immunity from disaster has resulted in carelessness?—and carelessness is, under the circum-

stances, criminal. May it not be that the traffic has increased to such an extent that it has outgrown the ability of the contractors to carry it on satisfactorily? May it not be that better organization than at present exists is necessary, in order that the public interests, in property and life, shall be as safe and as well promoted as they ought to be?

These are questions upon which the public and the Government should be informed, by means of a duly constituted commission appointed to investigate the whole matter. If the characters of the boatmen are cleared—as we hope and trust they will be—so much the better for them; and if the service be placed on such a footing that mails and passengers will henceforth be forwarded between the Capes as safely, comfortably, and promptly as possible,—so much the better for the public.

"MY STRENGTH is as the strength of ten, because my heart is pure."

This couplet forms the striking motto of the White Cross Army, originated by the Bishop of Durham, and now numbering thousands in its ranks. With the Toronto Globe we think it would be difficult to suggest five more appropriate pledges for young men than the five obligations to which the members subscribe. They are as follows:—

"To treat all women with respect, and endeavor to protect them from wrong and degradation."

"To endeavor to put down all indecent language and coarse jests."

"To maintain the law of purity as equally binding upon men and women."

"To endeavor to spread these principles among my companions, and to try and help my younger brothers."

"To use every possible means to fulfil the command—'KEEP THYSELF PURE.'"

LETTERS TO THE EDITOR

The Capes Route.

IMPROVEMENTS SUGGESTED—LETTER FROM JAMES BROWN, C. E.

SIR,—I have with considerable interest just finished reading account of the conversation between your able reporter and Captain Arthur Irving, regarding the Winter Mail and Passenger Route between this Island and the Mainland.

Having, as Engineer of the Cape Traverse Branch Railway and Wharf, had occasion to spend last winter and spring at Cape Traverse, during which time I kept daily records of temperature, barometric pressure, weather, winds, state of ice in the Straits, tides, crossings, &c., and knowing well both Captains Arthur Irving and Louis Muttart (who may well be styled veterans), as well as most if not all of the Captains and boatmen engaged on said route—I may be pardoned venturing my opinions with a few hints as to what I consider should be insisted upon as necessary precautions for the protection of passengers, crews and Her Majesty's mails during their perilous journeys across the Straits.

Being wholly cut off from the other Provinces during (say) three months of the year, except by the Capes Route, and being entitled by articles of Confederation to continuous communication with the Mainland, we will, no doubt, now get the best accommodation this route can afford, until a better be found. This, I believe, can only be done by the Government taking it into their own hands, placing it in charge of competent men, and as Capt. Irving says, having the boatmen article and boarded on both sides during the season; they should, I think, be provided with good warm clothing, always ready for them when coming off the ice, and a sufficient number of men to ensure none of them being overworked.

The supply boat spoken of is a very necessary thing; but in addition to tent coverings, oil, stoves and provisions, should, I think, carry furs, warm clothing, water, and a complete rocket apparatus, (such as used at life boat stations) and rope, as well as blue lights, roman candles and some life saving belts or buoys.

That each and every boat should carry an axe, saw, hammer, nails, and a good length of rope, to be used for hauling in case of need.

That no boat carrying passengers should be allowed to carry any commercial travelers' baggage or samples, but only passengers' baggage and a limited quantity of mails, and that no passenger should be allowed to start until he or she is properly clothed for the journey.

That at each Cape adjacent to the boat-house and at the nearest elevation possible, a high tower should be erected, the top of each tower to be fitted up as an observatory, these to be connected with each other by telephone, all portions of observatories looking on Straits to be glazed, lanterns to be fixed on the top of observatories—the whole to be surmounted by poles or masts, carrying yards pointing east and west; that there should be a very powerful fixed night and day telescope, on tripod, in each observatory, and that very powerful lights (electric preferred) be placed in each lantern. That flags, balls and colored lights be supplied for use on the masts and yards, and that each observatory be placed in charge of a competent man, who shall keep daily records, see that the boats, crews and passengers are properly equipped before starting, watch them during the crossing, give them signals by flags, balls or lights as to where good leads of water or pans of ice lay, and should they be out at night or caught in a snow storm, guide them by the light. An electric light would be seen a long way and be of great service also.

That rocket apparatus, ropes, life buoys, blue lights and Roman candles be kept in each boat-house, in suitable sleighs, ready to be used in case of emergency, to assist the boatmen in landing or guide them to the best place for same.

I am surprised at the statements that are being made derogatory to the Captain's and crews in the late sad disaster, and trust there will be a full investigation; for knowing so well the contractors, captains and crews, I feel sure it would fully exonerate them. Men used to the hardships, dangers and toil they go through, are seldom found to be cowardly. Rather do they (and that occurs often) share their comforts however small, with passengers than see them suffer. It would take very strong evidence indeed

to convince me they acted in a cowardly manner. Passengers at such a time are more likely to get excited than men used to the crossing, and I think they should be thankful to God, Captain Muncy Irving and the crew for being on the Island even as they are. Dr. Jenkins and other Island members will, no doubt, combine, and we hope soon to see their efforts result in a much improved winter route.

Trusting the subject may be fully investigated and ventilated, and thanking you for so much space,

I am, Yours truly, JAMES BROWN, Charlottetown, P. E. I., Feb. 9, 1885.

The Stewart Case.

SIR,—In last night's EXAMINER Mr. Arthur Peters has at last been forced to publish the attestation in the Stewart-McGregor suits, certified by the Deputy Prothonotary. This he should have done at the first, and not have attempted to give the public a garbled and distorted report of the same. Your readers will now see that you were correct in your report of the case. With reference to the other parts of Mr. Peters' letter there is nothing to answer. Abuse is not argument; personalities do not help his cause. I am glad to see the Patriot has adopted my suggestion, and published the settlement.

Thanking you, Mr. Editor, for the space you have allowed me.

I am, Your obedient servant, H. JAMES PALMER, February 14, 1885.

The Scott Act.

SIR,—To give the public some idea of the way in which the Scott Act is enforced in this city, I have only to say that last Wednesday week, 4th inst. information was laid against four offenders. To-day I am informed the acting Stipendiary has issued summons, making them returnable next Thursday three weeks, March 9th. The chances are on account of the necessary delay, three cases will fall to the ground. If I do not very greatly err, the gentlemen who compose the Board of Commissioners are not the men to quickly submit to such an extraordinary course of proceeding.

Vox Populi, Charlottetown, Feb. 14, 1885.

The Educational Institute.

The regular meeting of the Educational Institute took place last evening in the Upper Prince Street School, the President, Dr. Leeming, in the chair. W. E. Dawson, Esq., Chairman of the City School Board, read an able and interesting letter, entitled: "Should the State provide Free Education?" Mr. Dawson showed that education is costing too much, drew comparisons between the cost in England and Germany, and contended that, while the State should regulate and assist, it ought not bear all the cost of education, or, if it did, free education should begin in the gutter, and end in the university, that every child in the state should receive a complete practical education, to which he would have an indisputable right. He did not, however, favor the present system of paying for education. At the conclusion of the paper, a very animated discussion took place, on the various points touched upon by Mr. Dawson. The speakers were Messrs. J. D. Seaman, J. T. Mellish, Superintendent Montgomery, I. Oxenham, The Secretary-elect having declined to act, on motion of Prof. Mellish, seconded by Mr. L. Miller, Mr. S. M. Bent was elected to the vacant office. A unanimous vote of thanks was then tendered to Mr. Dawson for his excellent paper, which he suitably acknowledged, and the meeting adjourned.

Our Advertisers.

Peake Bros. & Co. offer iron, tin, etc., at low prices.

H. W. Vinnicombe desires a few pupils for violin instruction.

A. Gobeil announces an extension in the time of receiving tenders for new Dominion Building.

E. W. Taylor publishes notice of removal to new Cameron Block.

"Should the classics be taught in the common schools?" is the subject for debate before the Caledonian Club Literary Society next Monday evening. The subject being of a practical nature, and Arch. McNeill, Esq., having kindly consented to open the debate, more than ordinary interest is already manifested. Members of the Club and their friends should not fail to attend. A report of the proceedings will be published.

REMEMBER the Bible Class in the Y. M. C. A. Parlor this evening at 8 o'clock.

On Consignment.

Iron, Tin Plates, Pig Lead and Ingots Tin.

20 Tons Round Iron, s/zs 1/2, 3/4, and 1 inch. 150 Boxes of Tin Plates, suitable for lobster packers. 2 Pigs Lead. 2 Ingots of Tin.

PEAKE BROS. & CO. Charlottetown, Feb. 14, 1885.

SALT, SALT, SALT.

IN STORE: 5,000 Bags of Liverpool Salt, 2,000 do Fishery do.

PEAKE BROS. & CO. Charlottetown, Feb. 14, 1885.

THE VIOLIN.

MR. VINNICOMBE is now prepared to take a limited number of pupils for Violin Instruction by "Dancelas" conservatory method, which is so complete that each pupil is enabled to form a part of one harmonized body, thereby making the tuition a pleasure instead of the old class drudgery. Pupils preferred from 12 to 16 years of age. For terms apply at his residence, Water Street. Charlottetown, Feb. 14, 1885.

FEBRUARY. REMOVAL.

DURING THIS MONTH

J. B. MACDONALD

WILL SELL THE BALANCE OF HIS WINTER STOCK AT

STILL LOWER PRICES!

Bargains in Every Department.

Remnants and Short Ends must be cleared.

Don't fail to call when shopping, as nowhere can cheaper goods be had than at

J. B. MACDONALD'S,

Queen Street.

Ch'town, Feb. 10, 1885—dly wkly

LONDON HOUSE

Custom Tailoring Department!

A SPLENDID RANGE OF CLOTHS IN

Broadcloths,

Worstedes,

Meltons,

Suitings &

Light Overcoatings.

Work done with Promptness and in the

Best Styles, at the Lowest Prices.

GEO. DAVIES & CO.

Ch'town, Feb. 5, 1885—2 aw wkly

HAVING FINISHED STOCK-TAKING,

LONDON HOUSE

WE SHALL OFFER SPECIAL BARGAINS IN

HOUSE-KEEPING GOODS, SHEETINGS, TABLE-

LINENS, TOWELS, TOWELING, &c.

Remnants in all Departments at very Low Prices.

GEO. DAVIES & CO.

Ch'town, Feb. 5, 1885—2aw wkly

CHARLOTTETOWN BOOT AND SHOE FACTORY!

The rush for ROOTS and SHOES is to Dorsey, Goff & Co. People say they sell cheap. Their own make of Solid Leather Boots takes the lead.

DORSEY, GOFF & CO.

Charlottetown, Jan. 12, 1885.

P. E. ISLAND RAILWAY. GRAND OPENING

Excursion to and from Cape Traverse.

EXCURSION RETURN TICKETS, at one first-class fare, will be issued from all stations on this Railway to Cape Traverse; also from Cape Traverse to all Stations on main line and branch, from Feb 16th inst. to 21st Feb. inst., both days inclusive, and good to return up to and on 2nd March, 1885. This excursion will afford parties an opportunity of witnessing the departure and arrival of the Iceboats.

A good hotel accommodation at Cape Traverse. A special Passenger Train leaves Charlottetown at 8 p. m., and County Line at 9:30 p. m., daily (Sunday excepted), for Cape Traverse, returning to Charlottetown about 2 p. m. next day.

JAMES COLEMAN, Superintendent. Railway Office, Ch'town, Feb. 12, 1885. fe 12—pat, all wkly pap li

COFFEE. COFFEE.

A VOID Adulterated Imported Coffees You can buy the

Green, or Whole Roasted Bean.

—AND—

Fresh Ground Coffee,

(Java and other kinds) from

BEER AND COFF.

JOB PRINTING of every description executed with neatness and Dispatch at the EXAMINER JOB PRINTING

Ch'town, Feb. 14, 1885.

GRAND OPENING

New Oddfellows Hall.

LITERARY and Musical Entertainment, under the auspices of the I. O. O. F., will be held in the Oddfellows' Hall, Brown's Block, South side, Queen's Square, on

Tuesday Evening, 17th inst., AT 8 O'CLOCK.

Selections by some of the best local talent. Programme will appear on Monday. Admission, 25 cents.

W. C. DESBRINAY, R. MAYNARD, Chairman, Secretary.

Ch'town, Feb. 12, 1885.

TEA WORTH TRYING.

CHALLENGE BLEND TEA

OF THE GREATEST INDIA AND CHINA GROWTH.

THE ABOVE VERY CHOICE BRAND OF

INDIA & CHINA TEA

(BLENDED)

For family use, for sale at 50 cents per pound or 10 pound box for \$4.75.

Give it a Trial.

BEER & COFF.

Ch'town, Feb. 14, 1885.

REMOVAL.

E. W. TAYLOR,

WATCHMAKER & JEWELER,

BEGS to inform his customers that he expects to remove to his New Store,

CAMERON BLOCK,

ON OR ABOUT

Tuesday, 24th inst.,

Where he will have greater facilities for showing goods and also for attending to the working department.

He wishes also to thank those, both in town and country, who have assisted him with their custom during the past year.

Ch'town, Feb. 14—3i sat to sat

DEPARTMENT OF PUBLIC WORKS, OTTAWA, Feb. 14.

THE time for receiving tenders for the construction of a Post Office building, &c., at Charlottetown, P. E. I., is hereby extended to Thursday, the twelfth (12th) of March next. The cheques to accompany tenders must be for five (5) per cent of the amounts of the tenders, instead of two hundred (200) dollars, as erroneously stated in a previous notice.

By order of A. GOBEL, Secretary.

Ch'town, Feb. 11—3i her pres wkly ex li

MRS. JARLEY'S WAXWORKS

WILL BE EXHIBITED IN

ATHENAEUM,

—ON—

MONDAY, FEBRUARY 16th.

PROGRAMME:

PART I.

Tableau—"P. E. Island,"

Piano Solo.

Mr. Tanton.

Mrs. Jarley's Waxworks, Lot 1.

1. Capt. Kidd and Victim.

2. Mrs. Squares and Smyle.

3. Betsy Frig and Sairy Gamp.

Song—"The Old Furnace."

Illus. Song—"My Pretty Maid"

Llewellyn, the Welsh Dwarf.

Waxworks, Lot 2.

4. Signorina Squallini.

5. Robin Hood.

6. Joan of Arc.

7. Christopher Columbus.

8. Mother Goose.

Tableau—John Alden and Priscilla.

PART II.

Song—"The Distant Shore."

Waxworks, Lot 3.

9. Bachelor and Lady Love.

10. J-ck in Box.

11. Helen's Babies.

12. Queen of Hearts.

Music—Violin and Piano.

Illus. Song—"Auld Robin Gray"

Waxworks, Lot 4.

13. The Organ Grinder.

14. Violante.

15. Alex. the Great.

16. Fair one with Golden Locks.

17. Robinson Crusoe.

Specimen Statuary.

Tableau—"Blue Beard"

Grand Finale of all the Waxworks.

Reserved seat tickets, 50 cents; for sale at Watson's Drug Store, until Saturday. Reduction will be made for family tickets.

CHILDREN MATINEE.—Saturday, 14th inst. 4 o'clock. Admission 10 cents, tickets for adults in charge of children, 50 cents; which will also admit to Monday's entertainment.

Ch'town, Jan. 26, 1885.

Valuable Farm for Sale.

THAT valuable Farm, with buildings thereon, situated at Belliveau, Lot 48, containing about 60 acres, nearly all in a good state of cultivation, &c. is a site for a summer residence or seaside hotel it cannot be surpassed; only 15 minutes' drive from the ferry. Will be sold at a bargain.

For further particulars apply to

W. H. HANZARD,

at W. & A. BROWN & CO., Queen Street.

Ch'town, Feb. 10, 1885—eod wkly 3w

WANTED, LOSE, FOUND, &c.

LOST—On 12th February, two paper parcels with Japanese figures. The finder will please leave them at the EXAMINER office. fe14 li

WANTED—A Nurse for a child of six months; a middle-aged woman preferred. Apply to Mrs. Chastnut, St. Peter's Road. fe14 li

WANTED—A smart Dining room Boy; references required. Also, a good Cook for an hotel. Apply at this office. fe14 3i eod

FOR SALE—A Cow, having lately calved. Apply to William Burrows, or Prince and Fitzroy Streets. fe14 3i sa no wo pd

FOUND—To-day, on Prince Street, a sum of Money. Apply at this office. fe13

WANTED IMMEDIATELY.—A Nurserymaid to take charge of two children, aged 5 and 7; one with some experience preferred. Apply to Mrs. George MacLeod. fe13

MILCH COW (newly calved) for sale. Apply to Wm. Scott, East River. fe 13—3i

WANTED—A Servant, Girl Apply at EXAMINER'S office. fe 13—3i

FOR SALE—One very fine Berkshire Boar Pig, 12 months old. fe 11 ff

WANTED—A young man of good education desires a situation as Clerk in a store, office, or otherwise; good penman. Apply at this office. fe 7