LOCAL AND OTHER MATTERS.

MR. D. A. BRUCE, of this city, left Monday afternoon for Montreal on a business trip.

BARQUE *George Peake* arrived at Bahia, Brazils, from Cardiff, Wales, on the 2nd of January—27 days. This is considered one of the fastest passages on record.

THE appearance of Alberton has been much improved by the removal of Mr. White's large hotel from the "Wharf" to the village. It took thirty-six teams to remove it, superintended by Mr. R Keefe.

MR. W. C. DesBRISAY has left Charlottetown to take the position of editor of the Summerside *Journal*, a position which will come quite natural to him, being, as he undoubtedly is, a fine writer, and second to none in this Province in a knowledge of its affairs. We wish the *Journal* and Mr. DesBrisay every success.

THE good folks of Montague Bridge have finished a very fine Hall, which will be used for lecturing and other useful purposes. It will cost $1,600. It is 70 feet in length by 30 in width. The Board of Directors under whose auspices the Hall was built were Messrs. Patrick Kelly, D. Forbes, M. J. Fitzgerald, A. C. Macdonald and R. W. Sprague. The Hall was commenced last summer.

THE time of the Supreme Court has been taken up in hearing argument of counsel for rule *nisi* in the cases of Thos. Dunphy *vs* John Hughes, and Thos. H. Robertson *vs.* James Robertson. The rule was granted in both cases. The court is now engaged in hearing argument in a rule granted to shew cause why the verdict given by the jury in the suit of the Bank of P. E. Island *vs.* John Ings, should not be set aside and a new trial granted.

AT a meeting held in the Victoria Hall, at Crapaud, on January 24th, a series of resolutions was passed petitioning the Dominion Government to subsidize a steamboat to run from Crapaud to Pugwash or Point du Chene to connect at Pugwash with a branch of the Short Line Railway now under construction, or at Point du Chene with the I. C Railway. The speakers were Messrs. D. W. Palmer, D. Matheson, George Palmer, and the Rev. T. W. Johnstone. All the resolutions were carried with enthusiasm.

ONE of the results of fast driving last Wednesday was the killing of a fine horse belonging to Mr. Malcolm McLeod. As Mr. McLeod's team was proceeding along Great George Street in the direction of the Malpeque Road, the driver of a team coming behind attempted to force his horse past, which caused that of the former to plunge to one side and impale itself on the shaft of a sleigh coming in the opposite direction. Mr. and Mrs. Alex. Horne occupied the sleigh, and were thrown out, but without sustaining serious injury.

MR. REID's Benefit Concert takes place in the Market Hall this evening. The services of some of our best local talent have been secured for the occasion. The music will be all classic, and the pieces selected are the very best. There will be a grand chorus from Meyerbeer, the grand solo "Cornelius March," vocal solo "Banbury Cross," a cornet solo, "Rocked in the Cradle of the Deep" (Mr Fletcher); Mrs. Gaul will sing Moore's famous melody, "Go Where Glory Waits Thee." Among other local performers are Captain Maxwell, Mrs. Malcolm McLeod, Mrs. Byrne and Miss Burwash.

MR. M. J. FITZGERALD, Manager of the Montague Branch of the Bank of Nova Scotia, having been transferred to the Charlottetown Agency, was presented with an address which is about as complimentary and well-deserved as any we have ever seen. It was the intention to present it to him in the new building which he has been mainly instrumental in having erected, but as this was impossible owing to his illness, a deputation waited upon him at his residence and performed that duty, on behalf of what we may say is the universal suffrage of Montague, Murray Harbor, New Perth, Brudenell, Union Road, Victoria Cross, Lower Montague, Cardigan, Summerville, and other places. Mr. Fitzgerald made a brief but eloquent reply, and expressed himself happy that, after a residence of seven years in Montague, his conduct was so well appreciated as to be deemed worthy of such a testimonial.

A RESIDENT of Charlottetown sent for a small parcel to Boston a month ago, and was informed a week later that it had been forwarded. It appears, however, it had come no further than Pictou, where it was to lie until the *Northern Light* commenced running, although the parcel weighed less than an ounce. He wrote to the express office at Pictou directing that it might be forwarded, and the manager of the express there telegraphed to the express office here that it had been sent on. The unfortunate resident had to pay 95 cents for the parcel here, which sum included the price of the telegram. Now, it appears to us that the Pictou expressman might have written instead of telegraphing, or having telegraphed, he might at least throw in something about the weather or the Soudan, or some equally interesting subject, so that the telegram would cost two or three dollars. For just imagine having only to pay the paltry sum of ninty-five cents for the carriage of a half ounce parcel from Boston to Charlottetown. It is too ridiculously cheap.

WE clip the following interesting item from the Montreal *Herald*:

"The annual meeting of the Black Diamond Steamship Company was held at the office, Custom House Square, yesterday afternoon. The attendance of shareholders was large. The annual report was submitted, showing a very satisfactory business for the past year. It was also announced that a new iron steamship was in process of building in England, which is to be ready for the next season's trade in the Gulf. This ship will carry about 1,600 tons, she being specially fitted up for the cargo and passenger trade. She will possess all the modern improvements and conveniencies, being provided with hot and cold water, heated with steam, and has a comfortable ladies' cabin as well. She has cabin facilities which will comfortably accommodate 50 passengers. It is the intention of the company to run a line of passenger steamers to Charlottetown, P. E. I., Pictou, and St. John's, Newfoundland. The following gentlemen were then elected directors for the ensuing year: Messrs. Hugh McLennan, Hon. John Hamilton, T. B. Brown, G. M. Kinghorn, Abner Kingman, B. T. Babcock, of Liverpool. At a subsequent meeting of the directors Mr. Hugh McLennan was elected President, Mr. T. A. Brown Vice-President, and Mr. Abner Kingman Secretary-Treasurer."

THE CITY OF COLUMBUS.

THE STORY AS TOLD BY AN ISLANDER—A SCENE NEVER TO BE FORGOTTEN.

MR. JOHN MADDEN, one of the saved from the ill-fated *City of Columbus*, arrived at Charlottetown—his native city—on Tuesday last, a little shaken, after a truly miraculous escape, but looking as hale and hearty in other respects as could be expected under the circumstances. Mr. Madden is a young man of about twenty-four, bronzed from exposure, and so modest and unassuming in manner that our reporter found considerable difficulty in getting him to speak of the awful scene in which he was

ONE OF THE ACTORS

on that memorable night of the 17th of January, on the reef outside Devil's Bridge Buoy. "You have read all that can very well be said of the wreck already," said Mr. Madden, "but as the fate of the Islanders lost and saved may be of interest to their friends I shall tell you all I can remember concerning them, though that is very little. Of Richard Sullivan I know absolutely nothing. I did not see him after the vessel struck, but presume he was washed overboard with so many others in the first spell of

GENERAL CONFUSION

that ensued when the vessel struck the second time, and the waves made such fearful havoc with all they came in contact, sailors and passengers. I was sitting smoking on the edge of my bunk in the forecastle when I felt the first shock. I had on nothing but my drawers and linder, and thought it was caused by a setting of sails. This was, I should judge, about three o'clock in the morning, and not four, as is generally reported in the newspapers. At all events there was no misunderstanding the second. It was a collision, and I ran upon deck exactly as I was dressed to lend a hand and render any assistance I could. The scene that then presented itself was far beyond anything I had ever witnessed. The sea was breaking over the vessel fore and aft, the port side was altogether submerged, and I concluded every soul on that side had been instantly drowned. But the

NOISE WAS AWFUL,

not altogether arising from the cries of women and children in their mortal terror, although they were but too distinctly heard. Far above and beyond them were the roar of the raging waters, the flapping of sails, the collision of blocks and tackle, and the peculiar weird whirr through the rigging which cannot be described, but which every sailor understands. I realized the situation at once, as well as that I had no time to lose if my life were to be saved. I rushed below and put on my socks, and went on deck with my pants under my arm. I saw Michael Smith, and helped him in trying to get one of the boats clear, but had to desist, as it was found impossible. I saw him washed overboard a short time after. I also saw John McKenna on the deck, and later holding on to the life raft; but he, too, was washed overboard. I next went to No. 4 life boat. In this I was assisted by Con O'Leary, a Cork man, a friend and messmate, and by Rory McDonald. All our efforts at the boats were fruitless from one cause or another useless mentioning here. O'Leary and myself then intended ascending the ladder leading to the life raft; but while hanging on to me he was

LITERALLY TAKEN AWAY

by a tremendous wave which carried everything before it with irresistible fury. He was a good, willing fellow, and would go through fire and water to serve a friend. I then went aft, and was just in time to see a boat leaving the ship's side, having on board Rory McDonald (Quartermaster), Edward O'Leary, Robert Gallant, and two passengers. After this I tried the life raft, which, however, I soon left, as I saw it break, and knew it to be hazardous in the extreme. I left the raft with several clinging to it, and took refuge in the rigging. It was I who cut away the raft by request. I am not surprised at its destruction, although there was always a chance that it would survive, a poor one, it is true, but still a chance. But, hold on, I did not go to the rigging immediately after leaving the life raft. I, with several others whom I did not know in the darkness, held on

LIKE GRIM DEATH

to the firm canvass cover surrounding the lower part of the mainmast. But if was a precarious place all the same, for if you let go your hold a wave was liable to sweep along any moment and bear away some poor fellow as its prey, which, indeed, was often the case. It was daylight when I went into the rigging, and, so far as I could judge, there were about forty there before me. It was only when the day dawned that the full horrors of our situation presented themselves. I trust in God that I shall never more witness such a sight. I try as hard as I can to forget it, but it will present itself in spite of me in all its nakedness, when I am alone. For my part I

WOULD RATHER DIE

than go through the same scene of misery and see the same sights, not so much on account of what I felt as what I saw. 'There goes another' was a cry often heard, as some poor fellow, stark and stiff, lost his hold on the rigging and fell prone into the waters beneath. And then there were the lifeless bodies of women floating past with their ghastly upturned faces, and strong men who had died in their agony, and innocent children. Nevertheless, all was not universal woe even in that rigging outside Boston on a January morning. There are brave hearts in every situation, and there is Irish wit that would scintillate and flash in the gloomiest situation you can find. It is quite true what the papers say of Henry Collins. He was away up in the rigging, one of the highest, and when the first sensation of terror had passed away Henry began to

DEVELOP HIMSELF.

'Cheer up, boys,' he would shout, 'We can't be here always; and remember, we might be worse. Just fancy, if it was as cold as 'tis in the Arctic Sea, where the thermometer is five hundred degrees below zero, as I'm told. Look here, boys, hang out just another hour, and you'll be taken off, something tells me, and I'm never mistaken. And try and keep moving.' And so the brave heart went on, until he reached a climax by screwing his cold pale lips together and whistling—what do you think?

AN IRISH JIG.

Thomas O'Leary was right under me in the rigging, and often spoke and made suggestions as to exercise, as did I also in return, for it would never do to keep altogether still. Indeed we all chatted and discussed the chances of escape when the waves gave us a chance. Miserable and all as I was, I at one time could hardly help laughing. The top-gallantmast in falling from aloft struck O'Leary, who, thinking it was I did it, as he saw my hands move in changing their positions, complained sorrowfully, and said, 'Come, Madden, drop that kind of larking.' Although he received an ugly cut on the head, he held on, and was finally rescued. There were three O'Learys on board altogether, of whom one was lost. The conversation kept up was often interrupted by one of those ugly splashes in the water, which told us emphatically enough that another victim had succumbed and that our numbers were surely and steadily decreasing. Nor was it intensely so cold either. Had it been, not a soul of us would have lived till eight o'clock. It was cold enough, of course, all the same. Thomas Butler was the first who jumped off the rigging and swam towards the boat when he saw it approaching.

ALL IS WELL THAT ENDS WELL.

We thought he was rather premature, and lessened his chances; but then Butler is a fine swimmer. Henry Collins was the next to jump in and swim to the boat, and the others in the rigging followed in turn. My escape from death was miraculous. I am only a moderate swimmer, and there was a distance of one hundred and fifty yards between me and the boat when I jumped. Perhaps I also

JUMPED TOO SOON.

But when we saw the boat we felt our positions intolerable until we left the rigging. It seemed to me as if I wanted to fly, or to heave myself towards her. At all events I jumped, and immediately felt the vessel sucking me in, as it had sucked in others and destroyed them. I struck out with all my might, and although I could use but one arm, I felt I was making headway under the water. When I bounded towards the surface, after being underneath a long time, I struck my head against a piece of floating wreck and was partly stunned. I became semi-unconscious, but thought I heard words of cheer and encouragement. I certainly don't know how I got into the boat. I found out afterwards I had been dragged in after every one had given me up for dead, and that had a wave not befriended me in my efforts I

WAS LOST.

Indeed the Captain and John White (also an Islander) were literally swept from the rigging to the boat by a continuously rolling wave, which was fortunate, as neither of them could swim a stroke. The Captain was the last man to leave the wreck; he did everything to cheer and encourage, and acted the part of a brave commander."

Ques. Was Theresa Murphy, of Charlottetown, stewardess of the steamer?

Ans. No; but there was a Theresa Smith, from Nova Scotia, who acted in that capacity. I saw Miss Murphy on the *Carroll* between Boston and Halifax on my way home.

Ques. Were you treated well after having been taken on board?

Ans. Yes; we were fifteen minutes going from the boat to the *Dexter*, during which I was semi-unconscious. Indeed I was thrown in among the dead on the *Dexter*; but, as you may perceive, that was quite a mistake. They treated us very well, wrapped blankets round us, gave us refreshments, and acted the part of good Samaritans generally. We were landed at Gay Head, and brought to Boston on a special train. We afterwards were paid off by the Company, each man receiving fifteen dollars extra.

Ques. Do you know of any other Islanders drowned other than those reported?

Ans. Yes; there was Daniel McDonald, son of Charles McDonald, ship-carpenter, formerly of Orwell, now of Grand River, King's County, employed on the steamer *St. Lawrence* last season. He was forecastle steward, and when I last saw him during the hurry and confusion attending the wreck he was in the forecastle looking after his clothes, a very unwise proceeding, as I remarked to him when I came down back for my socks. Indeed he had on already too much clothes. I think he was reported as son of John McDonald, messman of the *City of Columbus*, but that is not so.

Notes from Tignish.

AS Mrs. John Carter was standing outside her own door at Tignish on Monday last, she slipped and fell, sustaining such serious injuries that she died the same night, much to the sorrow of the people of this village and the surrounding district, by whom she was highly respected. Mr. Carter was sixty-six years old.

The remains of Mr. Joseph Perry arrived here from Pennsylvania on Monday evening, the 4th inst., and were interred on Tuesday. It seems he met his death by coming in contact with a log from a slide, which struck him in the hip.

We regret having to announce the death of Mr. Donald McIntyre, Montrose, Prince County, which took place at his residence on the 31st of January. Deceased, who was over seventy years of age, was born in the Isle of Barrow, Scotland, and came to this country when quite a child. He was a genial, kind hearted man, and was known generally throughout the Island as "Donald the Piper." He was universally esteemed and respected throughout the district, as was attested by the large funeral cortege which followed his remains to their last resting place.

An Entertainment at Brookvale.

ON Saturday evening, the 26th inst., the young ladies and gentlemen of Brookvale School District, Lot 30, gave a very amusing and enjoyable entertainment in their schoolroom, which was filled to its utmost capacity on the occasion. The programme consisted of music, vocal and instrumental, speeches, dialogues, recitations, etc., all of which were highly amusing to the audience. This was the first entertainment of the kind given in this district, and the manner in which the different young ladies and gentlemen performed their parts was highly creditable to them. Judging from the laughter and applause which followed the close of each part, the audience thoroughly enjoyed and appreciated the entertainment. Many expressed the hope that the Brookvale Amateur Troupe would again favor us with another entertainment before the close of the winter.

A BROOKVALER.

New Advertisements.

In the advertisement that appeared in the last issue of the HERALD, *in re* sale of Flora McDonald's property, some typographical mistakes occurred which could not have been remedied until too late. It appears in a corrected form in this issue.

Peake Bros. & Co. advertise their regular traders from London and Liverpool.

See advertisement for mail contract by Assistant P. O. Inspector.

Peake Bros. & Co. have 6,200 bags of salt for sale.

See advertisement of Dr. Lowery's cure.

"Next of Kin and Heirs at Law Gazette" advertises bequests, fortunes, inheritances.

MARRIED.

AT St. Dunstan's Cathedral, Charlottetown, on the 22nd January, by the Rev. Father Carroll, Mr. Owen King, to Miss Mary Ellen Currie, both of West River.

By the Rev. Dr. Knox, at the residence of the bride's father, on Wednesday last, Mr. Walter N. Tanton, of this city, and Miss Sarah Ann Farquharson, of Clifton, Lot 48.

At Summerside, Jan. 14th, by Rev. N. McKay, Alex. H. Allen, Esq., of Summerside, to Ella Ann Lea, of Tryon.

DIED.

At Cambridge, Mass., on Sunday, the 20th ult., in the 24th year of her age, Flora McCormack, daughter of the late Ronald McCormack, Monticello, Lot 42. May she rest in peace.

At New Zealand, on the 26th Jan., Henrietta Hanlan, aged twelve days, infant daughter of Patrick and Margaret Hanlan.

At his residence, King Street, on Tuesday, Feb. 5th, after a lingering illness of eleven months, which he bore with patience and resignation to the Divine Will, John A. Fraser, son of Andrew Fraser and Ann Campbell, aged twenty years and six months. May his soul rest in peace.

At Charlottetown, on Thursday, January 31st, Richard Coles, in the 74th year of his age.

At Gaspereaux, Lot 61, on Monday, the 14th January, after a long and painful illness, borne with Christian fortitude to the Divine Will, Mr. Angus McMullin, in the 66th year of his age. Deceased was a sober, honest and inoffensive man, and was highly respected by all who had the pleasure of his acquaintance. He leaves one brother and three sisters to mourn their loss. May his soul rest in peace.

MARKET PRICES.

CHARLOTTETOWN, Feb. 5, 1884.

Beef (small) ℔ lb	5 to 12
Beef (quarter) ℔ lb	5 to 8
Mutton, ℔ lb	6 to 10
Pork, carcass,	6½ to 7½
Pork, small	8 to 10
Turkeys	1.00 to 1.25
Geese	50 to 60
Ducks	25 to 30
Fowls	20 to 25
Butter, fresh	24 to 27
Butter, Tub, lb	22 to 24
Eggs, ℔ doz	26 to 30
Flour, ℔ 100 lb	2.75 to 3.00
Oatmeal, ℔ 100 lb	2.50 to 3.00
Oats, ℔ bush., black	34 to 35
Oats, ℔ bush., white	34 to 36
Hay, ℔ 100 lb	40 to 50
Potatoes, ℔ bush	18 to 20
Turnips, ℔ bush	14 to 16
Sheepskins	40 to 70

GEORGE LEWIS, Market Clerk.

LONDON & LIVERPOOL.

REGULAR TRADERS.

THE CLIPPER BARK

MOSELLE,

300 Tons Register, Classed 10 years A1 in English Lloyds,

ALEXANDER McLEOD, Commander,

WILL SAIL

From Liverpool FOR Charlottetown

About the 25th March,

FOLLOWED BY THE WELL-KNOWN FAST-SAILING BARKENTINE

Ethel Blanche,

400 Tons Register, Classed 10 years A1 at Lloyds,

JOHN GRAHAM, Commander

(Now on the Berth),

Sailing about the 1st April.

ALSO, THE CLIPPER BARKENTINE

EREMA,

300 Tons Register, Classed 9 years A1 at Lloyds,

R. RENDLE, Commander

(Now on the Berth),

WILL SAIL FROM LONDON FOR CHARLOTTETOWN

About the 1st April.

The above vessels will carry Freight at Through Rates to Pictou, Georgetown, Souris, Summerside and Shediac

For Freight or Passage apply in London to John Pitcairn & Sons, 16 Great Winchester Street; in Liverpool to Pitcairn Brothers, 51 South John Street, or here to the owners,

PEAKE BROS. & CO.

Charlottetown, Feb. 6, 1884. 7w

VALUABLE

PROPERTY

FOR SALE.

THE undersigned Executors and Trustees of the last will and testament of Flora McDonald, late of Souris, in King's County, widow, deceased, will sell by public Auction, on MONDAY, the 25th day of FEBRUARY next, A. D. 1884, at the hour of 12 o'clock, noon, at the Court House, in Souris, all that tract, piece or parcel of land in the village of Souris, in King's County, bounded and described as follows, that is to say: Commencing at the north-east corner of land belonging to Clementina S. Beaton, and now in the occupation of William Mellet, running thence eastwardly along the line of road leading from Souris to the East Point, for a distance of eighty feet; thence southwardly parallel to the eastern side line of the said Clementina S. Beaton's land to the shore of Colville Bay; thence westwardly to the last mentioned line, and thence northerly to the place of commencement.

Terms of sale made known at time of sale.

D. F. McDONALD,
MICHAEL McCORMACK.
Executors and Trustees of the said Flora McDonald.

Souris, Feb. 6, 1884—till sale

SALT. SALT.

FOR SALE EX WAREHOUSE.

5,000 bags LIVERPOOL SALT,
1,200 bags COARSE FISHERY "

PEAKE BROS. & CO.

Charlottetown, Feb. 6, 1884.

GLAD NEWS

FOR THE

NERVOUS & DEBILITATED.

DR. LOWRY'S

Never Failing Cure,

—FOR—

IMPOTENCE, NERVOUS DEBILITY, SEMINAL WEAKNESS AND NERVOUS EXHAUSTION HOWEVER INDUCED, A PURELY VEGETABLE RELIABLE REMEDY.

MORE VALUABLE THAN GOLD

PRICE ONE DOLLAR,

THREE PACKAGES, TWO DOLLARS

SUFFICIENT TO CURE.

ADDRESS Dr. Lowry's Remedies, No. 136 Lexington Avenue, New York.

February 6, 1884—1y

Mail Contract!

TENDERS, addressed to the Postmaster General, will be received at Ottawa until noon, on

Friday, the 22nd day of February,

for the conveyance of Her Majesty's Mails, on a proposed Contract for four years, from the first day of April next, over each of the following routes, viz:

Bedeque and Charlottetown,
Bonshaw and Nine Mile Creek,
Albany and Tryon,
Hazel Green and Peake's Station.

Printed notices containing further 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 will commence and terminate, or at the office of the subscriber.

A. A. MACDONALD,
Asst. P. O. Inspector.

Post Office Inspector's Office,
Charlottetown, Jan. 15, 1884. } fe 6,3i

WANTED,

MEN and Women to start a new business at their homes, easily learned in an hour. No peddling. 10 cts. to 50 cts. an hour made daytime or evening. Send 10 cents for 20 samples to commence work on.

Address H. G. FAY, Rutland, Vermont.

Feb. 6, 1884—2m

£77,000,000 IN CHANCERY.

"*Next of Kin and Heirs at Law Gazette*," published semi-monthly, containing inheritance laws, Chancery decisions, etc., and (in continuations) over 120,000 names of parties which have been advertised for in England, Wales, Scotland, Ireland, United States of America, Canada, Australia, East and West Indies, France, Holland, Belgium, Germany, etc., etc., since 1665. Size, 12 pages. Subscription $2.00 per year. Single copies 10 cents. William Raich, Publisher, 251 William St., Post Office Box 3469, New York City. feb 6

To the Free and Independent Electors of the Fourth Electoral District of Queen's County:

GENTLEMEN, Being unanimously chosen by a full convention of delegates from all parts of your district, as the Liberal Conservative candidate at the forthcoming election, to fill the vacancy caused by the death of the much-lamented late Angus D. McMillan, I am now before you to solicit your influence and support.

If returned, you may rest assured of my undivided attention to all the wants of the District, and will always, I trust, be found a supporter of good measures, as well as of the equitable disbursement of the Public Funds.

Trusting that I will have your countenance and support at the polls,

I remain, gentlemen,
Yours truly,
ALEXANDER MARTIN.

Jan. 30, 1884.

NOTICE.

THOSE parties who gave their Promissory Notes to Albert E. Brenan, due since last November, are hereby notified to pay the same to E. H. Haviland without further delay.

Jan. 30, 1884—3i pd

Consignments Solicited

R. O'DWYER,

Commission & General Merchant

FOR SALE OF P. E. ISLAND PRODUCE,

289 WATER STREET,

St. John's, Newfoundland.

In connection with the above is Captain English, who is well known in P. E. Island, who will take special charge of all consignments, and will also attend to the chartering of vessels for the carrying trade of Prince Edward Island.

N. B.—Parties wishing to procure good Labrador Herring would do well to consult R. O'Dwyer.

January 16, 1884.

CHOICE, FRESH AND RELIABLE

SEEDS

I am mailed to all parts of the Dominion by post. Safe arrival guaranteed. Postage prepaid. We will send FREE the finest illustrated descriptive Catalogue one of its kind contains, a complete list of everything on FIELD, FLOWER AND GARDEN Seeds, Mixed Grasses, Clover, Timothy, Etc. Don't fail to send your name and post office on a card or copy before ordering your seeds.

STEELE BROS. & Co.
Seed Merchants, TORONTO, ONT

Jan. 16, 1884—2m

ST. LAWRENCE CANALS.

NOTICE TO CONTRACTORS.

SEALED TENDERS, addressed to undersigned and endorsed "Tender for St. Lawrence Canals," will be received at this office until the arrival of the eastern and western mails on TUESDAY, the 12th day of February next, for the construction of a lock and regulating weir, and the deepening and enlargement of the upper entrance of the Cornwall Canal.

Also, for the construction of a lock, together with the enlargement and deepening of the upper entrance of the Rapide Plat Canal, or middle division of the Williamsburg Canals, and the deepening, &c., of the channel at the upper entrance of the Galops Canal.

A map of the head or upper entrance of the Cornwall Canal, and the upper entrance of the Rapide Plat Canal, together with plans and specifications of the respective works, can be seen at the Resident Engineer's office, Dickenson's Landing; and for the works at the head of the Galops Canal, at the Lock Keeper's house near the place, and in each case plans, &c., can be seen at this office on and after Tuesday, the 29th day of January, inst., where printed forms of tender can be obtained.

Contractors are hereby informed that trial pits have been sunk on the CORNWALL and RAPIDE PLAT sections of the works, and they are requested to bear in mind that tenders will not be considered unless made strictly in accordance with the printed forms, and be accompanied by a letter stating that the person or persons tendering have carefully examined the locality, and the nature of the material found in the trial pits, &c.

In the case of firms there must be attached the actual signatures, the nature of the occupation and residence of each member of the same; and further, *a bank deposit receipt* for the sum of $4,000 must accompany the tender for the Cornwall Canal Works. The tender for the Rapide Plat works must be accompanied by *a bank deposit receipt* for the sum of $3,000. The tenders for the deepening, &c., at the head of the Galops Canal must be also accompanied by *a bank deposit receipt* for the sum of $3,000. The respective deposit receipts (cheques will not be accepted) must be endorsed over to the Hon. the Minister of Railways and Canals, and will be forfeited if the party tendering declines entering into contract for the works at the rates and on the terms stated in the offer submitted. The deposit receipts thus sent in will be returned to the respective parties whose tenders are not accepted.

This Department does not, however, bind itself to accept the lowest or any tender.

By order,
A. P. BRADLEY,
Secretary.

Department of Railways and Canals,
Ottawa, 21st January, 1884. } ja30

FARM FOR SALE.

THE undersigned will sell by private sale his valuable farm of 100 acres of land at Nine Mile Creek, West River. It is a shore farm, convenient to mussel mud, starch factory, lobster factory, shipping places, etc. For further particulars apply in Charlottetown, to James Bradley, or on the premises to

JOHN BRADLEY.

Nine Mile Creek, Dec. 26, 1883—3m

To Her Majesty's Justices of the Peace.

THIS IS TO CERTIFY that I, G. H. Haszard, of Charlottetown, have in stock all the Legal Blanks and Forms required for the performance of your several duties.

G. H. HASZARD,
South side Queen Square,
October 31, 1883.—3m Near Post Office

1884. JANUARY. 1884.

ANNUAL CLEARANCE SALE

BEFORE STOCK TAKING,

—AT—

J. B. MACDONALD'S.

I AM now having my ANNUAL CLEARANCE SALE, and will clear out WOOL GOODS, in Scarfs, Clouds, Wool Squares, Heavy Winter Cloths, Winter Dress Stuffs, Ladies' Fur Caps and Muffs, Ladies' Fur Tippets, Ladies' Fur and Felt Hats, Men's Fur and Cloth Caps, Men's and Boys' Ulsters, Overcoats and Reefing Jackets

Also, Remnants in Cloths,
Remnants in Dress Stuffs,
Remnants in Prints,
Remnants in Flannels.

These Goods must be cleared out, and bargains extraordinary will be given at

J. B. MACDONALD'S.

Queen Street, Charlottetown, Jan. 23, 1884.

JOHN MACPHEE & CO.

ARE CLEARING OUT THE BALANCE OF THEIR

WINTER GOODS

—AT—

GREATLY REDUCED PRICES.

Remnants at Half Price,

CLOTHING AT COST.

Call Early and Get Bargains.

JOHN MACPHEE & CO.,

January 23, 1884—yr ROBERT ORR'S OLD STAND.

FRASER & REDDIN

Opposite Post Office.

IT IS ALL TRUE

—THAT OUR—

STOCK OF DRUGS, &c.,

is the most complete ever offered, comprising for the winter months the following:

Fellows' Syrups, Emulsions of Cod Liver Oil, Pure Cod Liver Oil, Eno's Salt, Holloway's Ointment, West's Liver Pills, Red Spruce Gum, Allan's Balsam, Cherry Pectoral.

N. B.—Ten Gross Diamond and Handy Package Dyes (just open), Indigo, Camwood, Cudbear, &c.

FRASER & REDDIN.

Newson's Building.

Charlottetown, Jan. 16, 1884.

Prince Edward Island Railway.

1883-4. WINTER ARRANGEMENT. 1883-4.

On and after Monday, 10th December, 1883, trains will run daily as follows, Sundays excepted:

Trains Depart—For the West. / Trains Arrive—From the West.

STATIONS.	No. 1.	No. 3.	STATIONS.	No. 2.	No. 4.
Charlottetown dp	7.40 a. m.	2.40 p. m.	Charlottetown ar	3.20 p. m.	10.30 a. m.
Royalty Junction	8.00 "	3.00 "	Royalty Junct'n dp	3.00 "	10.08 "
North Wiltshire	8.52 "	3.48 "	Royalty Junct'n ar	2.55 "	
Hunter River	9.07 "	4.03 "	North Wiltshire	2.04 "	9.22 "
Bradalbane	9.14 "	4.38 "	Hunter River	1.48 "	9.07 "
County Line	9.53 "	4.47 "	Bradalbane	1.11 "	8.32 "
Freetown	10.08 "	5.01 "	County Line	1.01 "	8.23 "
Kensington	10.30 "	5.21 "	Freetown	12.46 "	8.09 "
Summerside ar	11.05 "	5.55 "	Kensington	12.25 "	7.49 "
Summerside dp	1.00 p. m.		Summerside dp	11.30 a. m.	7.15 "
Miscouche	1.22 "		Miscouche ar	11.10 "	
Wellington	1.30 "		Miscouche	10.48 "	
Port Hill	2.32 "		Wellington	10.20 "	
O'Leary	3.30 "		Port Hill	9.38 "	
Bloomfield	4.15 "		O'Leary	8.20 "	
Alberton	4.34 "		Bloomfield	7.55 "	
Tignish ar	5.30 "		Alberton	7.17 "	
			Tignish dp	6.20 "	

Trains Depart—For the East. / Trains Arrive—From the East.

STATIONS.	No. 5.	No. 7.	STATIONS.	No. 6.	No. 8.
Charlottetown dp	2.30 p. m.		Charlottetown ar	10.45 a. m.	
Royalty Junction ar	2.50 "		Royalty Junction	10.22 "	
Royalty Junction dp	2.55 "		York	10.05 "	
York	3.12 "		Bedford	9.45 "	
Bedford	3.31 "		Mount Stewart dp	9.10 "	
Mount Stewart ar	4.05 "		Mount Stewart ar	9.00 "	
Mount Stewart dp	4.15 "		Cardigan	7.40 "	
Cardigan	5.35 "		Georgetown dp	7.15 "	
Georgetown ar	6.00 "				
Mount Stewart dp		4.10 p. m.	Mount Stewart ar		9.05 a. m.
Morell		4.50 "	Morell		8.25 "
St. Peter's		5.18 "	St. Peter's		7.56 "
Bear River		6.06 "	Bear River		7.09 "
Souris ar		6.50 "	Souris dp		6.25 "

☞ Trains are run by Eastern Standard Time.

JAMES COLEMAN,
Superintendent.

Railway Office, Charlottetown, Dec. 7, 1883.

"CATHOLIC HERALD"

AGENCY AT THE

CATHOLIC BOOKSTORE,

Lower Prince and Richmond Streets,

The Best Catholic Family Newspaper,

PRICE $2.00 A YEAR.

Jan. 23, 1884.—1m

C. P. FLETCHER

HAS just received a tremendous stock of ORGANS, PIANOS, and general MUSICAL INSTRUMENTS, at Fletcher's Music Store,

SIGN OF THE BIG FIDDLE.

Charlottetown, Nov. 14, 1883.

McLEOD, MORSON & McQUARRIE,

BARRISTERS & ATTORNEYS-AT-LAW,

Solicitors, Notaries Public, &c.

OFFICES:

Reform Club Committee Rooms, opposite Post Office, Charlottetown, P. E. Island.

Merchants' Bank of Halifax Building, Summerside, P. E. Island.

MONEY TO LOAN, on good security, at moderate interest.

NEIL McLEOD, W. A. O. MORSON,
NEIL McQUARRIE.

Nov. 28, 1883.