THE HERALD

WEDNESDAY, FEBRUARY 4, 1885.

The Capes Route.

Elsewhere to-day we give a full description of the recent disaster at the Capes, and in what we are going to say, we do not purpose to show how it might have been avoided, nor to cast blame upon any person or any body of men. It is very easy to be wise after an event has happened, and we can always find scores of persons with whom, if we are to believe them, accident would be impossible. But that a change is required in the present mode of winter navigation is indisputable.

The Dominion Government are under contract with this Province to provide efficient steam service for the conveyance of mails and passengers, winter and summer, between this Island and the mainland. This has never yet been accomplished since our connection with Canada. An attempt has been made, but the service has been neither efficient nor constant, and the result has been that, for a period of several weeks each winter, mails and passengers have to be transferred by, what is now proved to be, the dangerous passage between Capes Traverse and Tormentine. For the carrying of the mails the Post Office Department contracts with parties resident at Cape Traverse, who provide the boats and all necessary fittings—the Department supplying nothing whatever. For the conveyance of passengers, after the *Northern Light* has ceased running, no contract is made; each man concludes his own bargain with the couriers, who are under no obligation to carry him.

Into the question of winter communication we do not intend to enter; we believe that the Government are endeavoring, slowly it may seem, to carry out their compact, and that each year the means of intercourse with the mainland is being improved, and we look forward to the time when we shall be happy in the possession of steam communication all the year round. But until the General Government furnish such a service, they are bound to do the next best they can, and if, at present, crossing by boats between the Capes is the only practicable way of connection, then the Government must see to it that this mode is as efficient as it can possibly be made. They should take the service into their own hands, no matter what it may cost. They should provide the boats and all necessary equipments which those now in use so fearfully lack—they should provide the crew, and put the whole service under the command of officers who would be responsible for its proper management. Such good men are not scarce around Cape Traverse—men with thirty and forty years' experience, who would control the enthusiasm and impetuosity of the younger people, and who would exercise great care and good judgment in matters where public life and security are at stake.

We have said that we do not intend to impute any blame in connection with the late accident, but it is just possible that, latterly, a spirit of recklessness has been exhibited by the crews, good and hardy men as they all are. This is owing partly to the competition which has arisen, as well as to the idea that, no disaster having occurred for the last thirty years, the crews possessed an immunity from danger. Besides, passengers are often inclined to be unreasonable, and in their anxiety to make the journey, overcome the scruples of the crews, who otherwise would not risk the passage.

We trust, without delay, to hear of a radical improvement in the mode of crossing at the Capes, if such a means must longer be adopted; and we feel confident, once that the dangers of the passage and the terrible sufferings of last week are realized by the authorities at Ottawa, that no niggardliness or false economy will be shewn in dealing with the question.

The "Examiner" and Parnell.

"The *Times* says: 'Englishmen reading the speech at Milltown yesterday, will not discover even a passing allusion to the monstrous and inhuman outrage of Saturday. Yet Parnell must be aware of what was done by others, or perhaps rival laborers in the sacred cause of Ireland's independence, at Westminster and the Tower.'"—*London despatch, Jan. 27.*

"It is a great pity that the political leaders of the Irish people have not spoken out in denunciation of the assassins. Mr. Parnell himself had a capital opportunity the other day but he did not avail himself of it."—*Examiner leading article, Jan. 29.*

"Two souls with but a single thought—two hearts that beat (almost) as one." How marvellous the unanimity which exists between the leading journals of Great Britain and Prince Edward Island, though thousands of miles intervene! Such similarity in their strain of thought, too; mark you! only forty-eight hours between the thunder of the *Times* and the chirrup of the *Examiner*. That foolish man, Parnell—how thoughtless of him not to have consulted these moulders of public opinion for the two hemispheres. Of course he cannot be fit for the position of leader of the Irish party, or he would, immediately after the explosion, have telegraphed the *Examiner* to disclaim, for him, all complicity in such doings.

But hold! we find Parnell has spoken, and very sensibly, too. He says to try to connect the Irish Parliamentary party with Saturday's outrages is a wanton insult to each member thereof. He repudiates the idea that it is necessary for him to disavow the responsibility for the outrages, as to do so would be to admit the justice of the suspicion. Poor, misguided Parnell—why does he not take the *Examiner's* advice? But we fancy he knows his own business best, and we think our readers will agree with us here.

Yesterday's *Patriot* contained a summary report of a speech which Mr. L. H. Davies, M. P., delivered before the Young Liberals (!) on Monday evening last. We regret that we have to spare this week to remark upon Mr. Davies' effort, but in our next issue we shall endeavor to expose its "sophistry and crookedness."

Opening of Dominion Parliament.

At three o'clock last Thursday afternoon, His Excellency the Governor General opened Parliament in the presence of a large assemblage of ladies and gentlemen, many of whom were visitors from the United States. The scene in the Senate Chamber was the grandest that has been witnessed for years; Sir John, in his uniform of Grand Cross of the Bath, being a conspicuous figure. The following is a report of His Excellency's

SPEECH:

Hon. Gentlemen of the Senate.

Gentlemen of the House of Commons.

In again meeting you for the despatch of business, I have to congratulate you on the abundant harvest with which Providence has blessed our country, and upon the general condition of the Dominion and its commercial prosperity, although it has somewhat shared the depression which has prevailed in Great Britain and the neighboring Republic. I trust that the present year will be one of peace and progress.

The flow of population into Manitoba and the Northwest territorry, although impeded by various and unexpected causes, has been substantial, and the testimony of members of the British Association and other visitors to the Northwest last summer, and the well being, contentment, and hopefulness of the settlers are most gratifying. A bill introducing into these territories a more simple and economical system for the transfer of land will be laid before you.

The report of the commission for the consolidation of the statutes affecting the Dominion has been completed and will be submitted to you for legislative action.

You are again invited to consider measures relating to the representation of the people in Parliament, and for the assimilation of the electoral franchise in the rural districts.

A provisional arrangement of matters for some time under discussion with the government of Manitoba has been entered into, and a measure confirming the same will be submitted to you as soon as it has been accepted by the Provincial Legislature.

I deemed it expedient to issue, during the recess, a Commission to consider and report upon the whole subject of Chinese immigration with reference to its trade relations, as well as to the various moral objections which have been taken to the influx of Chinese into Canada. The report of the Commission is very nearly completed, and will be laid before you during the present session.

The necessity of encouraging the speedy construction of lines of railway through the Northwest Territories has pressed itself on my government, and you will be asked to aid in the enterprise by liberal grants of land.

Urgent representations have been made by the Boards of Trade of the chief towns in Canada, as well as by some of the Chambers of Commerce in Great Britain, of the necessity that exists for the adoption of some system of bankruptcy or insolvency, giving adequate protection against undue preference and your attention to this important subject is earnestly invited.

In pursuance of the vote of last session, I caused a vessel to be fitted out and despatched to Davis Straits and Hudson Bay in order to obtain more accurate information as to the navigation of those waters, and test the practicability of the routes for commercial purposes. A report of the progress of the expedition during last season will be laid before you.

An International Exhibition will be opened at Antwerp during the present year, and a Colonial and Indian Exhibition is to be held in London in 1886. Canada should, I think, be represented in her various manufactures and natural productions on both occasions and I invoke your consideration of the best means of aiding in these important objects.

Several other measures of importance will be submitted to you. Among them will be a bill to amend the Insurance Act of 1877, the Civil Service Act and the law relating to contagious diseases among cattle, as well as measures for taking at an early period, a census of the Northwest territories, and one relating to the Northwest mounted police.

Gentlemen of the House of Commons.

The accounts for the past fiscal year, will be laid before you. You will find that notwithstanding the very considerable reduction in the prices and volume of many of the leading imports, the income has exceeded the expenditure chargeable to consolidated revenues. The estimates for the ensuing year will also be submitted. They will be found, I trust, to have been prepared with due regard to economy.

Hon. Gentlemen of the Senate.

Gentlemen of the House of Commons.

I am sure that your earnest consideration will be given to the subjects I have mentioned, as well as to every matter which may affect the prosperity and good government of Canada.

In the Commons the Address in answer to the Speech was moved by Mr. Taschereau, M. P. for Beauce, who spoke in French; it was seconded by Mr. Townshend, M. P. for Cumberland, N. S. Mr. Blake made a long speech and was replied to by Sir John Macdonald, who was followed by Sir Richard Cartwright. In the Senate, the reply to the Speech was moved by Mr. Macdonald, of British Columbia, and seconded by Dr. Sullivan, of Kingston.

Several petitions have been presented in favor of prohibition, and others praying that no alteration be made in the Scott Act, unless it be of a prohibitive nature. A petition was also presented praying for the restriction of Chinese immigration. Several of the departmental reports have been laid on the table, and business will be proceeded with at a lively rate.

O'Donovan Rossa Fatally Shot.

Yesterday afternoon the news arrived by telegraph that O'Donovan Rossa had been fatally shot in the streets of New York. We have no pity to waste upon such a scoundrel; whether he was any more than a braggart, we know not, but by his own confession, he stood convicted of complicity in the dynamite outrages, if not of being their actual instigator, and like Carey, the informer, the world will be well rid of him, and Ireland's cause be none the loser. The particulars received are as follows:

The shooting of O'Donovan Rossa took place shortly after 5 o'clock Monday afternoon. He was in front of the Stewart building, Chambers Street, when he was approached by a handsome young lady, dressed in plain clothes. She drew a five-barreled revolver from her dress pocket and fired one shot. Rossa threw up his hand and cried "I'm shot." He fell to the sidewalk. The woman fired the remaining bullets in the pistol at the prostrate man, and calmly walked away. A policeman appearing on the scene, asked the woman, "Do you know the man you have shot?" She answered, "Yes, I have shot O'Donovan Rossa." She was then taken in charge by the officer and gave her name as Mrs. Dudley, and said she was a native of England. After arriving at the police station she declined to answer any questions. The following anti-mortem statement was sworn to by Rossa: "On Saturday, Jan. 31st, I received a letter. The letter was brought to me by a boy. It was from a lady who wrote that she was interested in the Irish cause, and desired to meet me. The boy told me the lady was at the telegraph office in the Stewart Building, Broadway. I went with him and met her. I told her this was no place to talk in. We went to Sweeney's Hotel. She there said she would see me again on Monday. Receiving another message to meet her on Broadway, I did so, and was shot three times, one of the balls entering my back."

Jeremiah O'Donovan Rossa.

At 8.30 p.m. on Monday, the wounded man was resting easily, and said he would pull through. About 9 o'clock Miss Dudley asked about the condition of Rossa, and said she was sorry to hear he was still alive. She refused to be interviewed by any one.

EDITORIAL NOTES.

It is a mistake to suppose that the man is dead who wrote the poetical address to Mayor Hooper in the *Examiner*, in February, 1882, which we republished lately; he still lives, and in yesterday's issue of that journal contributed the following *in memoriam* of O'Donovan Rossa:—

"O Donova! That dose of lead,
From Mrs. Dudley's pistol sped,
Has found a berth in your big head.
You thought to do John Bull up brown,
Inglorious! like a stage-hissed clown,
You're now gone up yourself—or down."

Upon the alleged insult by Sir John Macdonald to the unemployed workingmen of Montreal, and to which we referred last week, our contemporary the *Patriot* has taken sackwater most completely under a magnificent heading intituled "The Herald's Slanders." The *Patriot* admits that there is another version of the affair beside the one which it gave, and acknowledges that if the workingmen's deputation knew that Sir John was engaged, they erred in waiting upon him at the time they did. We do not see how the deputation could have helped knowing Sir John was engaged, for they were well aware that he was being entertained by his friends at a banquet. The *Patriot* says that Sir John, when he heard of their visit, should have sent them word that he would receive them in the morning. But Sir John never heard of their visit, and they took good care not to come near him next morning.

The Dynamite Outrages.

Later reports show that the first stories about the damage to the White tower were somewhat exaggerated. The White tower building was not destroyed, was not seriously injured. A large number of children were among the visitors, and many had their faces and hands very badly torn by broken glass and flying splinters. The most piteous sight in the large crowd of innocent persons detained within the tower walls was afforded by these little ones, with their pale faces and bleeding heads. The crowd outside the walls was wrought to frenzy against the perpetrators of the outrage.

The man and woman, mentioned in our last, as having driven away from the Parliament buildings shortly before the explosion occurred, and who were arrested on suspicion, have been liberated, the evidence against them being insufficient. The foundation of Westminster Hall is uninjured, but the roof is badly damaged. The parcel which caused the first explosion was wrapped in brown cloth, two feet long by one foot wide. The Press Association received a letter, enclosing a plan of operation contemplated by the dynamiters and furnishing descriptions of active members of the dynamite gang. Several important buildings, which escaped were, according to this letter, included in the scheme of destruction. Steamers arriving at British ports are searched, to prevent the introduction of dynamite. The Canadian who was arrested on suspicion of complicity in the perpetration of the crime has proved his innocence and has been freed. It is estimated, according to the course and energy of the explosive employed in the House of Commons, that if the House had been in session Mr. Gladstone, Sir Wm. Harcourt, Bradlaugh and 200 other members would have been killed. Since the explosion, five thousand Irishmen have been thrown out of employment in the East end of London, and demonstrations against the Irish have commenced.

The whole interior of the House of Commons presents a remarkable scene of devastation. Although there is a great litter, everything may be put right within a week. Nothing is more surprising about the whole dastardly outrage than the utter failure to effect any substantial injury.

In the Tower the explosive agent was deposited in what is known as the banqueting hall of the White Tower, now used as an armory. In it were stored a large number of Martini rifles; it was behind a rack of these the deadly compound was placed. The dynamite played its maddest freaks with the rifles; many of them were twisted into the most eccentric shapes imaginable and their distorted forms were scattered about the apartment in marvellous confusion. All the glass and other fragile articles in the hall were smashed. A large hole was crushed through the floor at the spot where the dynamite lay; directly overhead a similar hole was blown through the roof. The woodwork was set on fire by the explosion, but was quickly extinguished. The favorite theory of the police is that dynamite was carried to the place where the explosions occurred, concealed under the long cloak of a woman whose appearance was thus made to resemble that of a woman "enceinte." A woman in whom this appearance was very noticeable was seen among the visitors at the Tower this evening, shortly before the explosion occurred, escorted by a tall man with a military air. Neither of them could be found when the gates closed after the explosion, and when the visitors were searched. It is supposed the woman and her escort escaped during the rush before the gates were closed.

The repairs in Westminster Hall will be a formidable task, owing to the height of the roof. The exclusion of visitors from the Tower is so strict that Baron Chelmsford was for a long time refused admittance. The Duke of Cambridge has given orders that newspaper reporters be granted free admission to the building. One of the women injured by the explosion at the Tower was rendered quite deaf and now lies in a somewhat dangerous condition. A female companion states that they were thrown on their backs and covered with armour. It is considered marvellous that both of them escaped with their lives. Sentries stationed at the Royal Palace and government offices have been equally supplied with ball cartridges. Queen Majestic and his colleagues are unanimous in the conclusion that the structural damage to both the House of Commons and Westminster Hall is only slight. The cost of restoring the stained window in south hall is estimated at $50,000. The force of police in all London prisons has been doubled. Parliament will be asked to vote an additional police force.

It is reported that Cunningham has made an important revelation, in consequence of which all trains leaving London for seaport towns are accompanied by detectives.

THE CAPES DISASTER.

ANXIETY ABOUT THE MEN—EXPEDITIONS TO THE RESCUE—NEWS OF THEIR ARRIVAL—JOY BELLS RINGING — CONFLICTING RUMORS — ARRIVAL AT THE HOSPITAL — MR. FRASER'S STATEMENT — CAPTAIN MUTTART'S STATEMENT—ALL THE PATIENTS DOING WELL.

When it became known, last Thursday morning, that the three boats which had left Cape Traverse early on the previous day, with fifteen of a crew and seven passengers, had not been reported, great alarm was felt for their safety; and as each hour went by without bringing any tidings, the excitement grew the more intense. Most of the party were well known to our citizens; yet, in the bitter cold and storm which that day prevailed, it was impossible to attempt a search for them. Thursday night passed, and on Friday morning there was still no news; then it was that hope in many hearts gave place to despair, although, as it subsequently proved, the rescue of the poor fellows had, at the time, been accomplished. Friday was a clear day, and relief parties, government as well as private, were out in all directions along the New Brunswick and Island shores. The Department of Marine instructed their Agent, Mr. Lord, to spare no effort to find the missing boats; while Mr. Brecken, on behalf of the Post Office, was equally active in sending expeditions laden with supplies of provisions and clothing, in search of the unfortunate men.

It was nearly five o'clock on Friday afternoon when a telegram arrived from Crapaud that the whole party had landed at Argyle Shore on the previous evening, and that though the most of them were more or less frozen, all were alive. The joyful news travelled quickly, and a large crowd collected at the Telegraph Office, where, as fast as the despatches could be received, they were read aloud to the people. Mr. Brecken immediately sent Drs. McLeod, Conroy, Taylor and Jenkins to the scene to wait upon the sufferers and dress their wounds. Further particulars continued to be received during the evening which, in the light of what has since transpired, are not worth relating here. At seven o'clock, according to a concerted arrangement, the fire bell in the Market Tower rang out loudly, followed by the bells in the various churches and of the Law Courts, expressive of the people's joy at the glad tidings.

Although it was announced that the party were alive and safe, yet the rumors as to their condition during Friday night and Saturday were very conflicting, and calculated to cause much alarm. The case of Mr. Morrison, of Halifax, who, previous to starting, had been laid up for two or three weeks in Summerside, excited much sympathy. His condition was represented to be most lamentable, and that but the smallest hope existed of his survival. For Mr. Fraser much anxiety was entertained, as it was reported that he had got wet before starting, and it was feared that he would not be able to sustain the hardship. When, therefore, it was announced that he was but slightly injured, and was the merriest of the party, his friends were much relieved. Poor Glydden was not much known, and although his case excited great pity, yet public sympathy was larger for those who were better acquainted. It was known that Dr. McIntyre had been most fortunate, and that Muncey Irving was only slightly frozen, if at all, and that it was he who had walked from the place of landing to Crapaud, and wired the news of their arrival. Yet it was telegraphed to Summerside that Morrison was dying, that, if he lived, he would lose both arms and legs; that Fraser would lose both hands and feet, and that Muncey Irving was as badly frozen as any of the crew. The wildest reports were current in Summerside, and Dr. McIntyre's name was given as authority, yet Dr. McIntyre never sent any telegram. Both Messrs. Fraser and Morrison had relatives in Summerside, and it is not hard to imagine the anguish which the reception of such intelligence would cause them.

Dr. McIntyre and Mr. Fraser arrived in Charlottetown on Saturday forenoon; the latter went immediately to the City Hospital, under the charge of the Sisters of Charity, where several friends called upon him, to whom he gave a lengthy account of the trip, the substance of which we publish to-day. Dr. McIntyre went to the Rankin House, and in the afternoon left for home by the train. Although untouched by the frost he had a heavy cold, and was much exhausted.

On Sunday afternoon, about three o'clock, Messrs. Morrison, Glydden, Farrel, Millet and Wilson, with six of the crew, namely, Newton Muttart, James A. Howatt, Alex. Muttart, George Allen, Daniel McGlashen and John E. Allen, were brought to the city, and, excepting Mr. Morrison, taken to the City Hospital, where they are receiving every attention from skilled surgeons and from the good Sisters. Mr. Wilson was so far recovered as to return home to Summerside on Monday afternoon.

The story of the disaster is well told in the words of Mr. Fraser, one of the passengers, who conducted himself like a hero during the terrible experience:

We left Cape Traverse board ice at 10.15 on Wednesday morning. The crews were composed as follows:—

Boat No. 1—Capt. Newton Muttart, Hector Campbell, Mont. Campbell, Eph Bell, James A. Howatt.

Boat No. 2—Captain Muncey Irving, Alex. Muttart, Blucher Robertson, Wm. Howatt, Wm. Campbell.

Boat No. 3—Captain Hanford Allen, Geo. Allen, John Allen, Edward Trenholm, Daniel McGlashey.

The passengers were: Dr. McIntyre, M. P., Souris; Jas. A. Morrison, representative of J. S. McLean & Co., Halifax; Aaron Wilson, International Hotel, Summerside; Philip Farrell, Messenger of the House of Commons, Surgeon, P. E. I.; Mr. Glydden, clerk in store of J. H. Myrick, Tignish, and Mr. Millet, belonging to England, who has some friends in Belfast.

A snow storm was setting in from the east, and the weather generally looked threatening. The ice was running west at, I should say, from three to four miles an hour. The boats were all good and well built for the service; but

THREE EQUIPMENT TOTALLY INADEQUATE.

They were without axes, without provisions, and had only one small pocket compass which Captain Irving carried. A small keg of water was all there was taken for twenty-two men, and only two lucifer matches could be found after searching the boats and pockets of the whole number. Not a lantern was even attached to the boats. In fact there was no preparation whatever for the terrible passage we have undergone. Immediately on leaving the board ice, Mr. Morrison, one of the passengers, fell through and got wet to the knees, and again when we were two hours on the passage, fell through and got wet to the shoulders. His clothes immediately froze stiff, and he therefore suffered from the start. During the first hour, the ice was fearfully rough, and we experienced great difficulty pulling the boats over it; but after that, we got into large fields of smooth ice and managed to proceed comfortably. Our course was given by Capt. Irving, by the small compass, and we kept this course for four hours. Whether intentionally or not, I feel confident the course was changed, and we, hour after hour, continued our tiresome journey without getting a sight of land. Finally at 5 30 o'clock p. m., as darkness was approaching, we halted on a tongue-shaped pan of ice, which was surrounded on three sides by water. Capt. Irving then told us he

DID NOT KNOW WHERE WE WERE.

A consultation was then held between passengers and crews regarding the best means of making ourselves comfortable for the night, and it was unanimously decided to retrace our steps a short distance from the open water. We did so and made ourselves as comfortable as possible under the circumstances. It was now blowing a half hurricane. The pelting sleet and hail were hard to face. We upset two of the boats, placed their gunwales together, and placed the third boat with baggage, etc., to windward, and thus completed a temporary cabin. Then taking some tin off the bottom of the boats they constructed a fireplace and prepared a fuel of oars. When it was prepared, the fact became known that among the whole number of twenty-two men no more than two matches could be found. The most was made of these and the fire was lighted. The oars were soon consumed, and it was found necessary to break up one of the boats, but when we came to do this, we found

THERE WAS NO AXE.

We therefore broke an oar in two, used the handle end and a boat hook, and with these broke up the boat for fuel. The work of breaking up the boat, considering it was strong kneed and tinned over, was a difficult job. It was now about eight o'clock. The hail and sleet were blinding and the cold was intense. In company with Morrison, I spent the night outside the cabin. I "marked time" from eight o'clock on Wednesday evening, till five o'clock on Thursday morning. At times I would get down on a trunk with Morrison, and rest; but the biting frost would never fail to keep me on the move. At five o'clock, in the morning, I went for the first time inside the cabin to warm myself; and I trust I shall never again witness the scene which was then presented to me. Strong men lay around the fire,

FAMISHED, SHIVERING, AND EXHAUSTED,

while from the smoky cabin, came prayers for relief, and blasphemies intermingled. Occasionally a man, almost overcome by suffocation, would dash through the smoke out of the cabin, and fall exhausted on the ice. Revived by the piercing cold air, he would again return to the smoky cabin to obtain whatever warmth it afforded. Altogether, I thought the night passed quickly. At midnight the wind shifted to the northwest and

BLEW A HURRICANE,

and the weather became colder than ever, and thus added to our sufferings. During the night only one of the crew—Jas. Howatt—had his feet frozen, and he was given preference at the fire until they were thawed out. As day dawned on Thursday I fancied I saw land to the southeast, but it was drifting too thick and blowing too hard to make a move. After this I saw land to the westward but they thought it was lolly, and decided it was better not to work towards it. At 8 o'clock we changed the camp because the fire had melted the ice so thin that it was dangerous. After this was done one of the passengers had a pound of small sweet crackers on which the whole number broke their fast—being served with

ONE CRACKER EACH,

each cracker might possibly weigh a quarter of an ounce. After this light breakfast we heard a tremendous crash outside. All rushed outside and were amazed to find the ice had parted about fifteen feet from the side of the cabin. In less time than it takes to tell it, there was a space of one-eighth of a mile between the pans which separated. The waves then dashed on the pan where we had our cabin and broke it up so rapidly that we had barely time to get up the boats and baggage and move towards the middle of the pan before the site of the cabin was destroyed. In the centre of the pan we pitched our tent again. At noon on Thursday

THE COLD WAS BEYOND ENDURANCE.

the fuel was nearly consumed, and we then looked ahead for fuel to last Thursday night. We reckoned on the balance of the boat, three trunks, a quantity of mail newspaper matter, etc. to last us till Friday morning. By this time most of the men had given up all hope of reaching land, and for my part I think if we had had to spend Thursday night in the Gulf there would be few remaining on Friday morning to tell the terrible tale. At this time few, if any, had hope of ever seeing land. One of the men became quite delirious and thus added to the

HORRORS OF THE SCENE.

We were all then inside the camp, looking out at intervals. The crew thought it useless to move until they saw something to move for. The passengers wished to move at all events, thinking it best to die on the move than like rats in a hole. About four o'clock we were all lying about inside the boats half asleep, when Muncey Irving went out, and immediately sung out,

"LAND HO! NOT THREE MILES AWAY."

Everyone at once scrambled out of the camp, and we all saw the land. Strange to say, the news appeared to be taken very quietly. The men were really half dazed from weakness, want of food, and a sense of suffocation from being so long confined in the smoky camp. But all went to work willingly, and we packed up everything in the two remaining boats and started for the shore, which turned out to be nearer six or seven miles away than three. Some were only able to follow the boat, holding on, utterly without any strength. But all kept along until we struck the board ice.

IT WAS A STRUGGLE FOR LIFE

over a hard road. The two crews would often have to combine to move one boat. We had to row through some 300 yards of lolly. We had only four oars between the two boats, and our way was mostly made by rocking the boats in the lolly, and one boat making way for the other. When we got to the board ice, we left the boats, after we got them twenty feet on it—the crews positively refusing to pull another inch. Almost simultaneously every man started for the shore without bag or baggage. There was no order of our going;

THE STRONGEST WENT TO THE FRONT,

and the weaker followed. Morrison and I brought up the rear, as I wanted to take my valises. Morrison was pretty weak, but he shortly got ahead of me, as I was weighted by the valises. When I got about 200 yards from the shore, I was met by two young men who took my valises, and helped me along. These men had been sent down by the first of our crew who had arrived at the shore. It was about 8 o'clock when I reached the house. It was a regular hospital, everyone being more or less frozen. It was then seen that

THREE MEN WERE MISSING,

and a party was sent out to search for them. They found Captain Newton Muttart at a neighbor's house, and Mr. Glyddon was found in a barn, hands and feet badly frozen. He had followed Capt. Muttart, but had not been able to keep up with him. The other man, Sandy Muttart, was found in the marsh perfectly speechless, with his face badly frozen. The people at the house (Angus McPhail's) vied with one another in helping us. They spared themselves no trouble, and many of the passengers owe their lives to their prompt and kind attention. A motley-looking spectacle was

TWENTY MEN SITTING WITH THEIR FEET IN DISHES OF COLD WATER,

trying to draw out the frost from their frozen limbs. The walk from the board ice to the shore (about two miles) was a severe task for many of the crew. It was the last struggle for life, and many of the men arrived at the shore with just power to move one limb in front of the other, and barely conscious. Until the morning the men could not tell to what degree they were frozen. Some of them had kept their limbs in water five or six hours. It was then found that all the crew and passengers with the exception of Dr. McIntyre, the three Campbell brothers, Muncey Irving, Hanford Allen and Blucher Robertson were

MORE OR LESS FROZEN.

Those who were most severely frozen were Mr. Glyddon, Mr. Millett, James Howatt and James Morrison. My own injuries are but trifling compared with many others. I am firmly of opinion that there was unnecessary delay in starting. Had they got away at 8 o'clock there would have been no difficulty in making the crossing. This delay should not have occurred, and the day was such when the start was made, that it was almost madness to make it. It was then beginning a regular north-easter, and I hesitated about leaving. That boats should start so inefficiently equipped, is in my opinion nothing short of criminal. As the conduct of the men will probably be investigated before the proper authorities, Mr. Fraser declined, for the present, to give any further expression of opinion.

Captain Muttart's Statement.

Capt. Newton Muttart, in charge of boat No. 1, on being interviewed at the City Hospital yesterday by a Herald representative, made the following statement:

We left Cape Traverse board ice about a quarter past ten on Wednesday morning last, with three boats, each containing a crew of five men; we had the mails and also seven passengers. The wind was from the north-east. About four o'clock in the afternoon we struck lolly, which was impossible to go through. Our course when we started was west by north, which we adhered to, working to the northward, as the tide was running east; but when we came to the lolly it was changed to north-west. After travelling in that direction for what we considered a sufficient length of time, we took our old course. We had only gone about a mile when we were again prevented from going ahead by the lolly. We removed about six hundred yards from the lolly, held a consultation about dark, and decided to remain there for the night. We then set about making a

SHELTER FROM THE STORM AND COLD,

by placing the gunwales of two boats together, and the third boat on end to the windward. The most of the crew and passengers got underneath the boats making seats of the mail bags. We broke up a box, oars, boat-hooks, and with some other material, made a fire, having to burn a silk handkerchief to get up a blaze. There were plenty of matches amongst the crew; we had two good compasses, also two kegs of water, which were frozen on the way, and each man was provided with a lunch before starting. Wednesday night was bitterly cold, and when we burned the loose material around, we broke up one of the boats, which was difficult work, as we had no axe. Each one remained a time at the fire, some longer than others, but the

SMOKE WAS ALMOST UNENDURABLE.

there being very little space between the gunwales of the boats for it to pass through. I was outside the greater part of the night. Morrison and Fraser were, I believe, outside longer than any of the party, being unable, no doubt, to bear the smoke on the inside. We did our very best to make all the passengers comfortable. We had to move our quarters twice, the fire having so melted the ice as to make it unsafe. From daylight until about three o'clock on Thursday afternoon each one of the crew did his best to sight land, and at that time Muncey Irving saw what he first thought was St. Peter's Island, but which turned out to be Argyle Shore, fully six miles away. The boats were got ready and

WE MADE FOR THE LAND,

reaching the board ice about seven o'clock. We left the two boats and all the mails, with the exception of one bag of papers accidentally burned, well in on the board ice. We started for the shore, the strong helping the weak. Mr. Glyddon, one of the passengers, appeared to be the weakest of the party, and felt disposed to remain in a swamp, which which we had to go through after we landed. Were it not for this swamp neither the passengers nor crew would have been so badly frozen as they are. Glyddon fell down several times, and wished me to leave him, but I helped him along. After travelling about a mile we came to a barn, and Glyddon said he was

UNABLE TO GO ANY FURTHER.

He advised me to go and get help, and that he would be in the barn when we returned. I walked about a mile, which was very difficult, being much exhausted. I passed two houses on the way and did not know it, being partially blind, and was attracted to the third one by the smell of the smoke. I went to the door and rapped, and was taken in and kindly cared for by Mr. Alexander McPhail and family. I told them Glyddon was in a barn a mile from the house, and a young man went immediately and found him. He was brought to Mr. Angus McPhail's, where twenty of the passengers and crew had previously arrived; but several of whom were afterwards conveyed to other dwellings of the neighborhood. My feet are frozen badly, and I have a slight cold, but am very thankful I have not fared worse. Such members of the crew, as were able, returned home; we remained at Argyle Shore until Sunday last, when we were brought to the city and placed in the Hospital, where we are receiving the very best care and attention.

Messrs. Alex. Muttart, John E. Allen, Daniel McGlashen, James A. Howatt and George Allen, five of the crew, were present, and corroborated the statement of Captain Muttart as being substantially correct; and in conversation with Messrs. Millet and Farrel, passengers, they expressed the opinion that the crew had acted nobly and unselfishly; and Mr. Glyddon also stated that he had no reason to complain of them.

None of the party are so badly injured as at first was thought, and it is impossible yet, for some days, to say what fingers or toes may require to be amputated. In the meantime, they are all doing well, and each day develops a decided improvement in their case. Under the skilful treatment of the doctors, and with the care and nursing of the good Sisters, there is every reason to believe that their permanent disfigurement and loss will be reduced to a minimum.

News from Egypt.

On the morning of Monday, January, 16, two days after the fight at Abu Klea, the enemy appeared in force in front of the advancing British army, and a short and fierce battle was fought. This occurred at a point about three miles from the Nile. The British were compelled to sustain their fire for some time. Early in this engagement, Gen Stewart received his wound, and Sir Charles Wilson therefore assumed command. Works were hastily constructed under a leaden rain, which continued to pour upon them from the enemy's rifles. The wounded men and baggage train were left under guard behind their quickly built earthworks, when the rest of the force advanced in face of a hot fire from the Arabs some distance in front. The rebels did not long stand before the murderous English fire, but were repulsed with heavy loss. Five officers and 250 men were left dead upon the field, and large numbers were wounded. About the English losses few details have yet been received. It is known, however, that Mr. Cameron, special correspondent of the London *Daily Standard*, and Mr. Herbert, special correspondent of the *Morning Post*, were killed. The place where this battle occurred is a slight distance beyond the Shebacat wells. Gen. Stewart's wound, while not fatal is so serious that he will be disabled for the remainder of the present campaign. Gen. Lord Wolseley considers the deprivation of his services a national loss. Gen. Stewart's force on leaving Gakdul wells consisted of 2,000 picked fighting men. Wolseley characterizes Stewart as the ablest soldier and most dashing commander he ever knew. Stewart's forces are now in communication with Gordon, who says there is no need to hurry to relieve him as he could have held out for years.

Five of Gen. Gordon's steamers, conveying 500 soldiers and five guns, arrived at Gubat on the 22nd. All the troops and guns were landed. When the guns were landed they were turned upon Metemneh, without, however, producing any apparent effect upon the rebels. It is reported the Mahdi is sending more troops and guns to Metemneh. On the 22nd Gen. Wilson, with four of Gen. Gordon's steamers, a number of black troops, two companies of mounted infantry and six guns bombarded steadily for two hours and almost completely destroyed the town, but the occupants, of whom there were few, appeared to be unwilling to surrender. It is stated that the Mahdi has a force of 6,000 around Khartoum. The population of Khartoum is now estimated at 14,000. Herbert, the special correspondent of the London *Post*, whose death was reported, was shot dead during a fierce attack of the rebels while the British were erecting the Zareba. He was formerly secretary to Lord Dufferin, when the latter was Governor-General of Canada.

The Queen has sent a despatch thanking Gen. Stewart and his troops for their bravery, and promoting Gen Stewart to the rank of Major General. The total British loss including the loss at Abu Klea, was 104 killed and 216 wounded. The enemy's loss was 3,000 killed and wounded. In the fight of the 19th, which occurred within three miles of the Nile, many of the British troops were in a fainting condition from lack of water. Col. Sir Charles Wilson ordered a small detachment of cavalrymen to obtain a supply of water from the river by cutting their way through the enemy's forces.

From eastern Soudan intelligence is received which indicates that Osman Digna, the rebel chief in these parts, has no intention of giving up the struggle. Spies who have been mingling with the hostile tribes report that he is resolutely determined to continue the war. They say that he is even resorting to the desperate measure of arming women and compelling them to do military service.

Advices received at Hamdab concerning the expedition which left there for Berber, under Gen. Earle, state that the Black Watch and Staffordshire regiments arrived at Kaba El Absk cataract last Wednesday. Before reaching the cataract the cavalry scouts, who were two miles in advance, exchanged fire with some hostile natives. The Arabs made an attack but were soon driven back by the cavalry and camel corps when they came up. Soon after this these two corps captured the village of Waray. A number of sheep and cattle were also seized. The Arabs retreated in the direction of Birib. News concerning the operations of unfriendly Arabs along the Red Sea continues to grow more serious. Massowah is almost in a state of siege, with gloomy prospects of relief. The Arabs make attacks in force almost every night upon Suakim, and during the dark firing against the garrison is almost continual. The garrison is greatly strengthened by the arrival of 400 British troops. News has been received of a desperate attack upon the Galabat garrison, in which 100 of garrison and 800 of enemy were killed.

Further news from General Earle states that his total force amounts to 3,500 men. They are proceeding partly on whale boats up the Nile and partly by road on the river bank. After capture of village of Warey, Earle's force started for Abu Hamed, two days march distant.

Some of the wounded rebels who were taken prisoners by Gen. Stewart's force declare that the Frenchman, Oliver Pain, is in command of Metemneh. All prisoners state that they consider the Mahdi's cause lost. It is reported that the Mahdi is sending away all his valuables to a place of safety, and this is taken as an indication that he himself is growing doubtful of success. J. A. Cameron, the *Standard* correspondent, was shot in the back while he was kneeling behind a camel. He was buried in the field by his comrades.

A despatch from Korti states that Metemneh is garrisoned by 13,000 of the Mahdi's troops, under commander M. Olivier Pain, ex-Communist, who escaped with Henri Rochefort from the settlement at New Caledonia, and who penetrated to the Mahdi's camp last October as correspondent of the *La Lanterne* of Paris, and the *Bosphore Egyptien* of Cairo. M. Pain served on the staff of Osman Digna during the Turco-Russian war, and was captured by the Russians. The Russian authorities offered to surrender him to the French, but the latter replied that they had no use for him. He was finally allowed to escape, and has led a wandering and adventurous existence since.

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Around the World.

Mr. James Gouin, one of the proprietors of the Russell House, has been appointed Postmaster of Ottawa.

During the past week no less than thirty murders have been committed in Paris.

The Scott Act was carried in Carlton County, Ontario, last week by a majority of nearly 1000.

An explosion of dynamite occurred at the Tay Canal Works, near Ottawa last Thursday, killing two men.

Judge Gowan, Dr. Sullivan and Mr. Clemow, of Ontario, and ex-