

# The Daily Examiner.

TERMS:—FIVE DOLLARS A YEAR.

"This is true Liberty, when Free-born Men, having to advise the Public, may speak free."—EURIPIDES.

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NEW SERIES

CHARLOTTETOWN, PRINCE EDWARD ISLAND, WEDNESDAY, MARCH 26, 1884.

VOL. 14.—NO. 107.

THE DAILY EXAMINER  
is issued every evening by

The Examiner Publishing Co.  
From their office, corner of Water and  
Great George Streets, Charlottetown,  
Prince Edward Island.

RATES OF SUBSCRIPTION:  
Six Months, \$2 50  
Three Months, 1 25  
One Month, 0 50

Advertising at most moderate rates.  
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ALMANAC FOR MARCH, 1884.

MOON'S CHANGES.  
First Quarter, 4th day, 9h. 20m. a. m.  
Full Moon, 11th day, 3h. 27m. p. m.  
Last quarter 19th day, 7h. 05m. p. m.  
New moon 27th day, 1h. 35m. a. m.

DAY OF WEEK	Sun	Mon	Tue	Wed	Thu	Fri	Sat
1 Saturday	6 43	5 42	8 32	0 42	10 58	11 1	1
2 Sunday	39	44	9 55	2 16	4		
3 Monday	37	46	10 45	3 15	8		
4 Tuesday	35	45	11 42	4 34	11		
5 Wednesday	34	49	12 43	6 3	14		
6 Thursday	32	50	1 48	7 22	18		
7 Friday	30	51	2 54	8 23	21		
8 Saturday	29	53	3 59	9 10	24		
9 Sunday	27	54	5 4	9 52	27		
10 Monday	25	56	6 10	10 34	31		
11 Tuesday	22	57	7 10	11 2	35		
12 Wednesday	20	58	8 12	11 35	38		
13 Thursday	19	59	9 12	12 7	41		
14 Friday	17	6	10 11	0 46	44		
15 Saturday	15	2	11 9	1 15	47		
16 Sunday	13	3	12 0	1 54	50		
17 Monday	11	5	0 3	2 38	54		
18 Tuesday	9	6	0 55	3 33	57		
19 Wednesday	7	7	1 43	4 42	12	0	58
20 Thursday	6	9	2 27	6 1	3		
21 Friday	3	10	3 6	7 12	7		
22 Saturday	1	11	3 43	8 12	10		
23 Sunday	5	13	4 16	9 1	14		
24 Monday	6	14	4 49	9 44	17		
25 Tuesday	6	16	5 21	10 26	20		
26 Wednesday	5	17	5 54	11 5	23		
27 Thursday	5	18	6 58	11 46	26		
28 Friday	5	19	7 7	12 29	29		
29 Saturday	4	21	7 51	0 28	32		
30 Sunday	4	22	8 40	1 14	35		
31 Monday							

JAS. H. GRANT,  
Sole Agent for P. E. Island for  
THOS. CONNOR & SONS,  
Rope Manufacturers,  
ST. JOHN, N. B.  
Orders from the trade respectfully  
solicited.  
Ch'town, Feb. 29, 1884.—1m

McLeod, Morson & McQuarrie,  
BARRISTERS  
—AND—  
ATTORNEYS-AT-LAW.  
Office in Old Bank.  
(UP STAIRS).  
Ch'town, Feb. 21, 1884.

SULLIVAN & MACNEILL,  
ATTORNEYS-AT-LAW  
Solicitors in Chancery,  
NOTARIES PUBLIC, &c.  
OFFICES—O'Halloran's Building, Great  
George Street, Charlottetown.  
Money to Loan.  
W. W. SULLIVAN, Q. C. | CHESTER B. MACNEILL  
Jan. 16, '83.

SHIP AND HOUSE  
BUILDERS,  
Will find every requisite for the trade at  
DUCHEMIN'S  
STEAM FACTORY,  
Beer's Wharf.  
Always on hand, a complete stock of  
Ship's Blocks,  
Deadeyes,  
Steering Wheels,  
—ALSO—  
Mouldings, in great variety, Cornice, Base  
Panel, Door and Window Finish, Spouting,  
Conductor and Handrail, Newel Posts, Balu-  
sters and every description of Turning.  
Fret, Circular and Jig Sawing, Planing and  
Moulding turned out neatly and with des-  
patch.  
Satisfaction guaranteed.  
Don't forget the place, Beer's Wharf near  
McMillan's Coal Depot.  
Albert Duchemin.  
Ch'town, Jan. 2, 1884.—wkly 6l.

## WANTED. WANTED.

500 CARPENTERS and Workmen will be wanted to build up the burnt part of  
Charlottetown, and to buy their

### BOOTS AND SHOES AT DORSEY, GOFF & CO'S.

READ THIS. We are now prepared to accommodate each and every  
person on the Island with a good pair of Solid Leather  
Boots, at the lowest price. The style, quality and fit of our work can't be beat. Come and  
see for yourself.

Sole Leather, Wholesale and Retail.  
DORSEY, GOFF & CO.  
Ch'town, March 12, 1884.—codwklv

## NEW SPRING GOODS.

### J. B. MACDONALD

IS now showing an extensive range of NEW PRINTS, bought  
before the advance in duty, consisting of—

650 pieces, in all the Newest Designs,  
20 bales (800 pieces) Grey Cottons,  
White Cottons, in the Different Makes,  
Sheetings and Pillow Cottons,  
Towelings and Stair Linens.

—ALSO—  
A Large Variety of Carpets, in Brussels, Tapestry, Scotch  
and Dutch Carpets, Stair Carpets, Hearth Rugs,  
and Door Mats.

### SOLD AT THE LOWEST CASH PRICES.

J. B. MACDONALD.  
Ch'town, Feb. 28, 1884.—2aw wklv.

## ROYAL CANADIAN INSURANCE CO.

### FIRE.

CAPITAL, \$2,000,000  
HEAD OFFICE—Montreal.  
HALIFAX BRANCH—J. Scott Mitchell, Agent.  
Risks Taken on Most Favorable Terms.  
AGENT FOR PRINCE EDWARD ISLAND:  
F. H. ARNAUD,  
Ch'town, Feb. 27, 1884.  
Merchants Bank of Halifax.

## DESBRISAY & ANGUS,

AGENTS OF THE  
QUEEN AND AGRICULTURAL INSURANCE COMPANIES,  
While thanking the Citizens of Charlottetown for their  
past patronage, and assistance during the late fire, have to  
announce that they have taken the office in  
Stevenson's Building,  
CORNER QUEEN AND SYDNEY STREETS,  
Where they are prepared to do business.  
Ch'town, Feb. 22, 1884.

## GRAND SALE OF DRY GOODS AND CLOTHING.

JOHN MACPHEE & CO. will, during the HOLIDAY SEASON, give  
special bargains in  
Dress Goods, Knit Wool Goods, Mantles, Shawls, Flannels, Hosiery, Gloves, &  
CLOTHING. CLOTHING.  
Men's Overcoats, \$3.90, \$5.00, \$6.50, \$7.50, up.  
Men's Ulsters, \$4.95, \$6.25, \$7.00, up.  
Men's Reefers, \$2.95, \$3, \$3.50, \$5, \$4.50, \$5.50, up.  
Fur Caps, Kid Mitts and Gloves, Cardigan Jackets, Worsted Tweeds, Under-  
clothing, Buffalo Robes, Horse Rugs, Small Wares, etc.  
PARKS' WARP, CHEAP.  
Cash Buyers can depend on getting REAL BARGAINS in every  
Department.  
WHOLESALE AND RETAIL.  
JOHN MACPHEE & CO,  
ROBERT ORR'S OLD STAND.  
Ch'town, Dec. 12, 1882.—2aw wklv pres pat.

## FOUL PLAY. The Loan Bill in the Senate.

By Charles Reade.  
CHAPTER LXIX.  
(Continued.)

Arthur's eyes began to waver. 'I can,'  
said he. 'I never wronged him. I always  
lamented his misfortune.'  
'You were not the cause.'  
'Never!—so help me Heaven!'  
'Monster!' said Helen, turning away in  
contempt and horror.  
'Oh, that is it—is it,' said Arthur, wild-  
ly. 'You break faith with me for him? You  
insult me for him? I must bear any-  
thing from you, for I love you; but, at  
least, I will sweep him out of the path.'  
'He ran to the door, opened it, and there  
was Burt, listening. 'Are you an officer?'  
'Yes.'  
'Then arrest that man this moment; he is  
Robert Penfold, a convict returned before  
his time.'

Burt came into the room, locked the  
door, and put the key in his pocket. 'Well,  
sir,' said he to Robert Penfold, 'I know  
you are a quick hitter. Don't let us have  
a row over it this time. If you have got  
anything to say, say it quiet and comfort-  
able.'

'I will go with you on one condition,'  
said Robert. 'You must take the felon as  
well as the martyr. This is the felon,'  
and he laid his hand on Arthur's shoulder,  
who covered under the touch at first, but  
soon began to act violent indignation.  
'Take the ruffian away at once,' he cried.  
'What, before I hear what he has got to  
say?'

'Would you listen to him against a  
merchant of the city of London, a man of  
unblemished reputation?'  
'Well, sir, you see we have got a hint  
that you were concerned in scuttling a ship;  
and that is a felony. So I think I'll just  
hear what he has got to say. You need  
not fear any man's tongue if you are  
innocent.'

'Sit down, if you please, and examine  
these documents,' said Robert Penfold.  
'As to the scuttling of the ship, here is the  
deposition of two seamen, taken on their  
death-bed, and witnessed by Miss Rolleston  
and myself.'

'And that book he tried to steal,' said  
Helen.  
Robert continued: 'and here is Under-  
cliff's facsimile of the forged note. Here  
are specimens of Arthur Wardlaw's hand-  
writing, and here is Undercliff's report.'

The detective ran his eye hastily over the  
report, which we slightly condense.  
On comparing the forged note with genu-  
ine specimens of John Wardlaw's hand-  
writing, no less than twelve deviations  
from his habits of writing strike the eye;  
and every one of these twelve deviations is  
a deviation into the habit of Arthur Ward-  
law, which is an amount of demonstrat-  
ion rarely attained in cases of forgery.

1. THE CAPITAL L.—Compare in 'London'  
(forged note) with the same letter in 'Lon-  
don' in Wardlaw's letter.
2. THE CAPITAL D.—Compare this letter  
in 'Date' with the same letter in  
'Dearest.'
3. THE CAPITAL T.—Compare it in 'Two'  
and 'Tollemache.'
4. The word 'To,' see 'To pay' in forged  
note and third line of letter.
5. Small 'o' formed with a loop in the  
up-stroke.
6. The manner of finishing the letter 'v.'
7. Ditto the letter 'w.'
8. The imperfect formation of the small  
'u.' This and the looped 'o' run through  
the forged note and Arthur Wardlaw's  
letter, and are habits entirely foreign to the  
style of John Wardlaw.
9. See the "th" in connection.
10. Ditto the "of" in connection.
11. The incautious use of the Greek e.  
John Wardlaw never uses this e. Arthur  
Wardlaw never used any other, apparently.  
The writer of the forged note began right,  
but at the word Robert Penfold, glided  
insensibly into his Greek e, and maintained  
it to the end of the forgery. This looks as  
if he was in the habit of writing these two  
words.
12. Compare the words 'Robert Penfold'  
in the forged document with the same  
words in the letter. The similarity is so  
striking, that, on these two words alone  
the writer could be identified beyond a  
doubt.
13. Great pains was taken with the sig-  
nature, and it is like John Wardlaw's writ-  
ing on the surface; but go below the sur-  
face, and it is all Arthur Wardlaw.

The looped 'o', the small 'r', the 'l' dropping  
below the 'd', the open 'a', are all Arthur  
Wardlaw's. The open loop of the final 'w'  
is a still bolder deviation into A. W.'s own  
hand. The final flourish is a curious mis-  
take. It is executed with skill and free-  
dom; but the writer has made the lower  
line the thick one. Yet John Wardlaw  
never does this.

How was the deviation caused? Ex-  
amine the final flourish in Arthur  
Wardlaw's signature. It contains one  
stroke only, but then that stroke is a thick  
one. He thought he had only to prolong  
his own stroke and bring it around. He  
did this extremely well, but missed the  
deeper characteristic—the thick upper  
stroke. This is proof of a high character;  
altogether I am quite prepared to testify  
upon oath that the writer of the letter to  
Miss Rolleston, who signs himself Arthur  
Wardlaw, is the person who forged the  
promissory note.

To these twelve proofs, one more was now  
added. Arthur Wardlaw rose, and, with  
his knees knocking together, said, 'Don't  
arrest him, Burt; let him go.'  
'Don't let him go,' cried old Penfold.  
'A villain! I have got the number of the  
notes from Benson. I can prove he bribed  
this poor man to destroy the ship. Don't  
let him go. He has ruined my poor boy.'

(To be continued.)

A lot of Ladies' Dress Goods (light colors)  
half price at J. B. MACDONALD'S. [ml]

## SENATOR HOWLAN'S SPEECH.

(Concluded.)

Hon. Mr. HOWLAN—Ald., as my hon.  
friend remarks, built their railways, too;  
and a great deal they are thanked for it by  
the public sentiment of the United States  
to-day. We have been told by the senior  
member for Halifax that the through traffic  
on our Canadian Pacific Railway was  
nothing, while we have before us the re-  
ports of the through traffic of the Southern  
Pacific and Central Pacific Railways, show-  
ing the enormous quantities of money that  
have been earned by those roads. But we  
are told by the hon. gentleman from Hal-  
ifax that, unless one British Columbian is  
worth thousands of Canadians from Old  
Canada, it is unwise to build this railway.  
Such views and sentiments as these are  
not worthy of a member of this hon-  
orable House. We have staked the credit  
of Canada on the building of this  
road, and we have gone on and built 2,000  
miles of it, and what are we asked to do  
now? We are simply asked to advance  
\$7,500,000 at the present time to clear off  
the floating indebtedness of the Company,  
and the conditions of this Bill are that if  
that sum of money is not refunded by 1891,  
that all the expenditures that have been  
made on this Canadian Pacific Railway fall  
into the hands of the Government. That  
is one of the provisions of the Bill, and  
what is the next? The Government must  
have well ascertained, and have been well  
satisfied that there is

### NO FICTITIOUS FLOATING DEBT

belonging to any portion of the private  
business of the Company or otherwise than  
that of the Pacific Railway, and having  
ascertained that not one dollar can be taken  
for the purpose of buying branch lines or  
devoted to any other purpose than that of  
this railway, the money can only be paid  
upon the certificate of the Chief Engineer  
of the railway as the work progresses.  
Surely that is a sufficient guarantee and  
security for us that the money will not be  
diverted from the purpose for which it is  
granted. Those gentlemen who come from  
the Maritime Provinces know something  
of the building of ships, and the terms on  
which those who build them are supplied.  
A man contracts to build a vessel of so  
many tons burden, at so much per ton.  
After his contract is signed he goes  
to the different parties who supply  
material, and says "I have made a  
contract for the building of a vessel, for  
which I shall receive so much money,  
when all the material is in the yard; so  
much when the vessel is in frame; so much  
when she is planked and ceiled, and so  
much when launched and delivered." He  
goes on to build the ship, and finds that  
he has taken his contract too low, or, per-  
haps, that his banker has failed. He then  
goes to Mr. Brown, or Mr. Jones, and  
says: "My ship is on the stocks in frame,  
but I cannot go any further because my  
banker has failed, and I cannot get sup-  
plies." Mr. Brown sends his head car-  
penter to examine the work done, and  
make an estimate of the material on hand,  
and if warranted in doing so, as in this  
case, he advances a sum sufficient to  
launch the ship. That is about exactly  
where we are in this matter. We have  
taken upon ourselves to build this railway,  
and we have given the contract to the  
Syndicate to build it. They have explained  
to the Government that they have en-  
deavored, by every possible means in their  
power, to carry out this great work, but  
they have found it impossible to do so  
from a variety of reasons. Their credit  
has been cried down, it is the first place  
by their enemies and rivals, and by such  
speeches as we have heard here to-night,  
and the Government comes to their assist-  
ance. Anyone who has heard the speech  
of the hon. gentleman from Halifax must  
conclude that the hon. gentleman has no  
faith in this work; that it is a useless work,  
and that the further we go with it the more  
worthless it will become, and that it is  
better to leave it where it is as there is no  
hurry and no haste for it. Is that the way  
in which this Dominion is going to be  
built up? Is that the way in which the  
credit of Canada is to be maintained  
in the money markets of the world? Is  
that the way to inspire confidence  
in those whom we invite to come to this  
country with a view to making their homes  
in it? Suppose we stop the work and throw  
several thousand men out of employment,  
and the news goes abroad that our great  
work is a failure, that it is a useless project,  
and that, like the Fort Francis Lock, it is a  
monument of the folly, inability, foolish-  
ness and weakness of the Government,  
would those workmen think of coming back  
to this country? Would we have

### THOUSANDS OF EMIGRANTS

coming to our shores in the spring, as we  
expect there will be, if it was found that  
thousands of men were thrown out of em-  
ployment by the stoppage of this great  
national undertaking? No; they would say  
keep clear of Canada; trust not the public  
men of Canada; they have no faith in their  
own country; they are merely a parcel  
of children, who have not the  
ability to manage the country they live in.  
That would be the conclusion that would  
be arrived at by intending emigrants. I  
say that if this work were now stopped,  
the evil effects it would have upon the  
country could not be counteracted by any  
efforts that the Government could make  
during my lifetime, or the lifetime of the  
youngest member of this House, in the eyes  
of the world. I say it is our own interest  
to give the Government every support we  
can in this matter. If there were no con-  
trolling powers in this Bill; if there was  
nothing in it but simply a provision that  
the Government might go on and pay the  
Syndicate this large sum of money from  
the Treasury as they demanded it, without  
any proof that it was being devoted to the

completion of this work, then I say we  
ought to place such controlling power in  
the Bill; but in my judgment no better  
could be devised than the money shall be  
properly utilized in the completion  
of the road, and refunded to the  
country, than we have in this  
measure. It has been so carefully drawn up  
and prepared, that, to my mind, it is im-  
possible that we can have better security.  
Suppose it should happen, as we are told it  
will by hon. gentlemen opposite, that after  
these men get the money they will throw  
the road back on our hands? Supposing  
we have to

### FORECLOSE OUR MORTGAGE

after the money is expended, we are in a  
perfectly safe position to take the road, and  
go on and finish it. If we take the land at  
half the price put on it here to-night,  
and take the number of miles of  
railway that have been already built,  
and will be built as the money is  
expended, I contend we will be in a safe  
position to go on and complete the road, and  
we will then have it cheaper than we could  
possibly have built it ourselves, and cheaper  
than any estimate of the probable  
cost than has been submitted to Parlia-  
ment since the Pacific Railway has been  
spoken of. We are told that it is of no  
importance whether this road should be  
finished in two years or in five years. In  
all great undertakings, no matter what they  
may be, the sooner the work is commenced  
and carried on to completion, the better  
for all concerned. It is like the building  
of the ship that I told you of by way  
of illustration—the longer she remains  
on the stocks, the longer it will be before  
she begins to make returns to her owners.  
The hon. gentleman must surely have for-  
gotten that, with regard to the interest on  
the road, it must be realized, whether the  
road is running or not; and, if the road is  
running, the revenue will go towards meet-  
ing the interest, as well as running ex-  
penses. Supposing we stop building our  
railroad now west of the Rocky Mountains,  
and from Port Arthur east, we would have  
no railway at all—we would be worse off  
than we were before. I believe that the  
through railway is an absolute necessity,  
and that within ten years the traffic of the  
Northwest will not only tax the full capacity  
of the railroad to carry out the produce  
from that country, but it will also require  
the assistance of the water stretches as well.  
Believing that that will be the case, I am  
prepared to support the Bill.

### THE LIGHTHOUSE BREAKWATER.

In order to secure the lighthouse at entrance  
of Summerside harbor from the effects of  
gales, the Dominion Government decided  
to build a breakwater to its south and  
west sides, at distance of forty or fifty feet.  
The work was contracted for by Messrs.  
Theo. J. Clark and R. Campbell, and com-  
menced about the middle of last month.  
The structure is 140 feet in total length,  
the part running N. W. and S. E. 95 feet,  
the part running N. and S. 45 feet, the  
two parts forming an angle of about  
125. It rises 10 feet above low water mark  
or about 12 feet from the bottom. The  
foundation consists of 18 inches brush  
work, and is over 30 feet in width. On  
this the work is built of square hemlock  
timber, strongly bolted together and bal-  
lasted by probably 700 or 800 tons of stone  
quarried from the adjacent shore. The  
seaward side of the work slant at about 45  
degrees, while the inner side rises perpen-  
dicularly. Besides the ballasting, the  
structure is further secured by  
a number of heavy piles driven six  
feet into the bottom. The outside  
and top are closely covered by four-inch  
plank. The two ends are less slanting than  
the side and are also planked. The top of  
the work is six feet wide, affording a nice  
promenade for the lighthouse keeper, or  
anyone else who may choose. The con-  
tract is now about completed and we must  
say the work is of the best and most sub-  
stantial nature. Besides the Government  
Inspector, both contractors are always on  
the spot, watching every bolt and trevail  
that is driven. We hope the parties will  
have a satisfactory margin over the heavy  
expense of men and material.—Pioneer.

### Horsford's Acid Phosphate

IN NERVOUS DISEASES.  
Dr. Henry, New York, says: "In nervous  
diseases, I know of no preparation to equal  
it."

"It's the easiest thing in the world to  
tame a rat," says a New York rat fancier.  
"Take the most ferocious rat, throw it into  
a pail of water, and leave it there until it  
becomes exhausted and about to drown.  
Then take it out, roll it in wadding, and  
put it in a warm place. When the rat  
comes to it will evince the deepest grati-  
tude. It will lick your hands and follow  
you about the house like a dog, and can  
be taught a number of tricks."

### ELECTRICITY AND MAGNETISM

when properly  
passed into the blood, brain and nerves pro-  
duces the most wonderful effects. We are  
told that these elements are perfectly blended  
in the medicine known as Mack's Magnetic  
Medicine, advertised in another column, and  
the good which has resulted from its use can-  
not be computed in dollars and cents.  
[mar 24 lw wkly]

A SHORT time ago a traveller saw on the  
Musselshell in Montana a herd of about thirty  
cattle surrounded by a pack of sixteen wolves.  
They were standing at bay, with the calves  
in the centre of a hollow square, which the  
animals were protecting from their savage  
enemies. The wolves would make an attack  
on the cattle in front and rear, but were every  
time driven off.

AYER'S PILLS are purely vegetable, perfect-  
ly safe, do not gripe, and are a splendid tonic.  
[mar 24 lw wkly]

SELLING OFF BOOTS AND SHOES.—A discount  
of 10 per cent. on the present low prices will  
be given at J. B. Macdonald's Boot Store.  
Go there for a bargain. [feb 9 wkly her pres]