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NEW SERIES.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, THURSDAY, DECEMBER 13, 1883.

VOL. 14.—NO. 20.

THE DAILY EXAMINER

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ALMANAC FOR DECEMBER, 1883.

MOON'S CHANGES.

First Quarter, 7th day, 7h. 33.5m., a. m.
Full Moon, 13th day, 11h. 15.5m., p. m.
Last quarter 21st day, 3h. 55.9m., a. m.
New Moon 29th day, 3h. 47.2m., a. m.

DAY OF WEEK	Sun rises	Sun sets	Moon rises	Moon sets	High water	Days len'th
1 Saturday	7 39	4 10	8 39	11 46	9 04	
2 Sunday	30	10 9 24	morn			
3 Monday	31	9 10 5 0	23			
4 Tuesday	32	9 10 41 1 0				
5 Wednesday	33	9 11 14 1 40				
6 Thursday	34	9 11 44 2 25				
7 Friday	35	8 11 14 3 15				
8 Saturday	36	8 10 43 4 12	8 54			
9 Sunday	37	8 10 15 5 30				
10 Monday	38	8 1 51 7 1				
11 Tuesday	39	8 2 26 8 10				
12 Wednesday	40	8 3 13 9 6				
13 Thursday	41	8 4 14 9 57				
14 Friday	42	9 5 16 10 43				
15 Saturday	43	9 6 24 11 28	8 50			
16 Sunday	44	9 7 32 12 12				
17 Monday	44	10 8 35 0 51				
18 Tuesday	45	10 9 46 1 32				
19 Wednesday	45	10 10 54 2 14				
20 Thursday	46	10 11 57 3 0				
21 Friday	46	11 11 57 3 54				
22 Saturday	47	12 0 53 4 59	8 51			
23 Sunday	47	13 1 52 6 8				
24 Monday	48	13 2 51 7 12				
25 Tuesday	48	14 3 50 8 7				
26 Wednesday	48	15 4 46 8 52				
27 Thursday	49	15 5 42 9 34				
28 Friday	49	16 6 33 10 14				
29 Saturday	49	17 7 22 10 51	8 52			
30 Sunday	49	18 7 59 11 28				
31 Monday	7 49	4 19 8 44	morn			

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Winter Goods, of every description, Good and Cheap, at

PERKINS & STERNS.

Ch'town, Nov. 19, 1883.

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.	
	NEW STANDARD TIME.	PRESENT CH'R TOWN TIME.	NEW STANDARD TIME.	PRESENT CH'R TOWN TIME.		NEW STANDARD TIME.	PRESENT CH'R TOWN TIME.	NEW STANDARD TIME.	PRESENT CH'R TOWN TIME.
Charlottetown	7.40 a.m.	8.27 a.m.	2.40 p.m.	3.27 p.m.	Charlottetown	3.20 p.m.	4.07 p.m.	10.30 a.m.	11.17 a.m.
Royal Junction	8.00 "	8.47 "	3.00 "	3.47 "	Royal Junction	3.00 "	3.47 "	10.08 "	10.55 "
North Wiltshire	8.52 "	9.39 "	3.48 "	4.35 "	North Wiltshire	2.55 "	3.42 "	9.22 "	10.09 "
Bunter River	9.07 "	9.54 "	4.03 "	4.50 "	Hunter River	2.04 "	2.51 "	9.07 "	9.54 "
Bradabane	9.44 "	10.31 "	4.28 "	5.15 "	Bradabane	1.48 "	2.35 "	8.32 "	9.19 "
County Line	9.53 "	10.40 "	4.47 "	5.34 "	County Line	1.11 "	1.58 "	8.23 "	9.10 "
Freetown	10.08 "	10.55 "	5.01 "	5.54 "	Freetown	1.01 "	1.48 "	8.09 "	8.56 "
Kensington	10.30 "	11.17 "	5.21 "	6.08 "	Kensington	12.46 "	1.33 "	7.49 "	8.36 "
Summerside	11.05 "	11.52 "	5.55 "	6.42 "	Summerside	11.50 a.m.	12.37 "	7.15 "	8.02 "
Miscoche	1.22 p.m.	2.09 p.m.			Miscoche	11.10 "	11.57 a.m.		
Wellington	1.50 "	2.37 "			Wellington	10.48 "	11.35 "		
Port Hill	2.32 "	3.19 "			Port Hill	10.20 "	11.07 "		
O'Leary	3.50 "	4.37 "			O'Leary	9.38 "	10.25 "		
Bloomfield	4.15 "	5.02 "			Bloomfield	8.20 "	9.07 "		
Alberton	4.54 "	5.41 "			Alberton	7.55 "	8.42 "		
Tignish	5.50 "	6.37 "			Tignish	7.17 "	8.04 "		

TRAINS DEPART.—FOR THE EAST.

TRAINS ARRIVE.—FROM THE EAST.

STATIONS.	No. 5.		No. 7.		STATIONS.	No. 6.		No. 8.	
	NEW STANDARD TIME.	PRESENT CH'R TOWN TIME.	NEW STANDARD TIME.	PRESENT CH'R TOWN TIME.		NEW STANDARD TIME.	PRESENT CH'R TOWN TIME.	NEW STANDARD TIME.	PRESENT CH'R TOWN TIME.
Charlottetown	2.30 p.m.	3.17 p.m.			Charlottetown	10.45 a.m.	11.32 a.m.		
Royal Junction	2.50 "	3.37 "			Royal Junction	10.22 "	11.09 "		
York	3.12 "	3.59 "			York	10.05 "	10.52 "		
Bedford	3.31 "	4.18 "			Bedford	9.45 "	10.32 "		
Mount Stewart	4.05 "	4.52 "			Mount Stewart	9.10 "	9.57 "		
O'Leary	4.15 "	5.02 "			O'Leary	9.00 "	9.47 "		
Cardigan	5.35 "	6.22 "			Cardigan	7.40 "	8.27 "		
Georgetown	6.00 "	6.47 "			Georgetown	7.15 "	8.02 "		
Mount Stewart			4.10 p.m.	4.57 p.m.	Mount Stewart			9.05 a.m.	9.52 a.m.
Morell			4.50 "	5.37 "	Morell			8.25 "	9.12 "
St. Peter's			5.18 "	6.05 "	St. Peter's			7.56 "	8.43 "
Bear River			6.08 "	6.55 "	Bear River			7.09 "	7.56 "
Souris			6.50 "	7.37 "	Souris			6.25 "	7.12 "

For the convenience of the public, the second or parallel column shows the present Charlottetown time. The difference between that and the present new standard time is forty-seven minutes and twenty seconds.

Railway Office, Charlottetown, Dec. 7, 1883.

JAMES COLEMAN, Superintendent.

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Dec. 1, 1883.—3w

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W. W. SULLIVAN, Q. C. | CHRISTEN B. MACNEILL, Jan. 18, '83.

DR. BENNET

CALLS attention to "THE ELECTRO MAGNETIC CORSET," exact pattern as worn by the Princess of Wales, the health-giving powers of which, especially in female diseases, are very great. Can be had at FRASER & REDDIN'S. To be worn as an ordinary corset and lasting longer and fitting superbly trimmed with Valenciennes lace. Dec. 3, 1883.

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Ch'town, Nov. 1, 1883.—eod

FOUL PLAY.

By Charles Reade.

CHAPTER XVIII.

But this utter prostration of his confederate began to alarm Wylie, and rouse him to exertion. Certainly, he was very sorry for what he had done, and would have undone it and forfeited his three thousand pounds in a moment if he could. But, as he could not undo the crime he was all the more determined to reap the reward. Why, that three thousand pounds, for aught he knew, was the price of his soul; and he was not the man to let his soul go gratis.

He finished the rest of the brandy and went after his men, to keep them true to him by promises; but the next day he came to the office in Fenchurch street, and asked anxiously for Wardlaw. Wardlaw had not arrived. He waited but the merchant never came; and Michael told him with considerable anxiety, that this was the first time his young master had missed coming this five years.

In course of the day, several underwriters came in, with long faces to verify the report which had now reached Lloyd's, that the "Proserpine" had foundered at sea. "It is too true," said Michael; "and poor Mr. Wylie here has barely escaped with his life. He was mate of the ship."

Upon this, each visitor questioned Wylie, and Wylie returned the same smooth answer to all inquiries; one heavy gale after another had so tried the ship that her seams had opened, and let in more water than all the exertions of the crew and passengers could discharge; at last they had taken to the boats; the long-boat had been picked up; the cutter had never been heard of since.

They nearly all asked for the ship's log. "I have got it safe at home," said he. It was in his pocket all the time.

Some asked him where the other survivors were. He told them five had shipped on board the "Maria," and three were with him at Poplar, one disabled by the hardships they had endured.

One or two complained angrily of Mr. Wardlaw's absence at such a time. "Well, good gentlemen," said Wylie, "I'll tell ye. Mr. Wardlaw's sweetheart was aboard the ship. He is a most broken-hearted. He valued her more than all the gold that you may take your oath on."

The stroke, coming from a rough fellow in a pea-jacket, who looked as simple as he was cunning, silenced remonstrance, and went far to disarm suspicion; and so pleased Michael Penfold, that he said: "Mr. Wylie, you are interested in the business, would you mind going to Mr. Wardlaw's house, and asking what we are to do next? I'll give you my address, and a line, begging him to make an effort and see you. Business is the heart's best ointment. Eh, dear Mr. Wylie, I have grief too; and I think I should have gone mad when they sent my poor son away, but for business, especially the summing up of long columns, etc."

Wylie called at the house in Russell Square, and asked to see Mr. Wardlaw. The servant shook his head. "You can't see him; he is very ill."

"Very ill!" said Wylie. "I'm sorry for that. Well, but I shan't make him any worse; and Mr. Penfold says I must see him. It is very particular, I tell you. He won't thank you for refusing me, when he comes to hear of it."

He said this very seriously; and the servant, after a short hesitation, begged him to sit down in the passage a moment. He then went into the dining-room, and shortly re-appeared, holding the door open. Out came, not Wardlaw junior, but Wardlaw senior.

"My son is in no condition to receive you," said he, gravely; "but I am at your service. What is your business?"

Wylie was taken off his guard, and stammered on something about the "Shannon." "The 'Shannon'! What have you to do with her? You belong to the 'Proserpine'."

"Ay, sir; but had his orders to ship forty chests of smelted lead and copper on board the 'Shannon'."

"Well!"

"Ye see, sir," said Wylie, "Mr. Wardlaw was particular about them, and I feel responsible like, having shipped them aboard another vessel."

"Have you not the captain's receipt?" "That I have, sir, at home; but you could hardly read it for salt water."

"Well," said Wardlaw senior, "I will direct our agent at Liverpool to look after them, and send them up at once to my cellars in Fenchurch street. Forty chests of lead and copper, I think you said; and he took a note of this directly."

Wylie was not a little discomfited at this unexpected turn things had taken; but he held his tongue, now, for fear of making bad worse. Wardlaw senior went on to say that he should have to conduct the business of the firm for a time, in spite of his old age and failing health.

This announcement made Wylie perspire with anxiety, and his three thousand pounds seemed to melt away from him. "But never mind," said old Wardlaw; "I am glad you came. In fact you are the very man I wanted to see. My poor affliction has asked for you several times. Be good enough to follow me."

He led the way into the dining-room, and there sat the sad father in all the quiet dignity of calm, unfathomable sorrow.

Another gentleman stood upon the rug with his back to the fire, waiting for Mr. Wardlaw; this was the family physician, who had just come down from Arthur's bedroom and had entered by another door through the drawing-room.

"Well, doctor," said Wardlaw, anxiously, "what is your report?" "Not so good as I could wish; but nothing to excite immediately alarm. Overtaxed brain, sir, weakened and unable to support this calamity. However, we have reduced

the fever; the symptoms of delirium have checked, and I think we shall escape brain fever if he is kept quiet. I could not have said as much this morning."

Then the doctor took his leave, with a promise to call next morning; and, as soon as he was gone, Wardlaw turned to General Rolleston, and said:

"Here is Wylie, sir. Come forward, my man, and speak to the general. He wants to know if you can point out to him the very spot where the 'Proserpine' was lost!"

"Well, sir," said Wylie, "I think I could." The great chart of the Pacific was then spread out upon the table, and rarely has a chart been examined as this was, with the bleeding heart as well as the straining eye.

The rough sailor became an oracle; the others hung upon his words, and followed his brown finger on the chart with fearful interest.

(To be continued.)

Meeting at Corran Ban Bridge.

A meeting of the inhabitants of Lot 35 and vicinity was held at Corran Ban Bridge, on the 8th instant, to consider the best means to be adopted for procuring a breakwater at Tracadie Harbor.

Peter Campbell, Esq., was appointed chairman, and the undersigned secretary.

Hon. F. de St. C. Brecken, M. P., on being called upon, said the subject was not a new one to him—he had already made several representations to the Minister of Public Works in regard to it. He knew the importance of the work and the great benefits to be derived from it, and was as anxious as any one to see it done. In view of the large sums spent in other places, the claim for this work was good, and the benefits to be derived from it would justify the expenditure of a larger amount than the work would cost. A difficulty existed in regard to Mr. Boyd's report. It was very unfavorable, but he would do his best and leave no stone unturned to obtain a grant.

Hon. D. Ferguson, M. P. P., said that useful explanations had been given at the last meeting held here, and thought it would be well if some one, with a local knowledge of the matter, would give his opinion.

In explanation the chairman said he had seen large numbers of American schooners in the harbor, and a British gunboat had once entered it. It had been a harbor of refuge for fishing schooners previous to the gale of 1851. This gale had caused the first injury by washing away the sand reefs and giving the water a wider outlet. There had been a large trade carried on, and it was not strange that the people wished to have it restored. He thought the matter had been trifled with in regard to surveys, as the last engineer had said there was so much difference between the reports that the Government did not know what to do.

Mr. Ferguson was glad these explanations had been made—they would be of great service. The number of vessels that sought shelter here in 1851, and the fact of a British gunboat having entered, proved that it had been an excellent harbor. He had seen Mr. Boyd's report; it was very unfavorable, and the failure of the petitions was not surprising. Search had been made for Mr. Snow's report, but it could not be found, and it was thought it had been made to District Engineer McLaughlin, and not to the Department.

The breakwater had improved the harbor at Rustico, and he thought the improvement at Tracadie would be even greater, as it was a better harbor.

Philip Hughes, Esq., thought it strange that this place should be so much neglected, when other harbors were being improved. It appeared absurd for the people to be put to so much trouble to obtain their rights. He hoped the matter would be attended to and not forgotten, as the people had made up their minds to have the breakwater, and it must be obtained.

James Trainor, Esq., said this part of the country had been long enough forgotten. It was now time that it should be attended to. The whole matter appeared to be in the hands of the surveyors, but if the people united in pressing their claim, as it was a just one it should be obtained.

P. Bearney, Esq., agreed with Mr. Trainor. He had confidence in the Government, and thought if the people persevered they would obtain a grant. He advised them to agitate strongly.

Mr. Coffin thought no place was better entitled to a breakwater than Tracadie. It would enable the inhabitants to ship fish and produce there, instead of hauling it to Charlottetown. Many a sailor had gone down for the want of a harbor there, and he trusted the breakwater would be obtained.

Messrs. Ready and Keiser gave information in regard to the surveys and general depth of the harbor.

Mr. Molniss also spoke in favor of the breakwater.

The following resolution, moved by Jas. Trainor, Esq., and seconded by Philip Hughes, Esq., was passed unanimously:

Whereas, in the opinion of this meeting a breakwater would be a great improvement to Tracadie Harbor, and as we have several times asked the Department of Public Works to grant a sum for that purpose,

Therefore Resolved, That our representatives be impressed with the necessity of using their influence at the next meeting of Parliament to secure our rights.

The Chairman read a letter from Dr. Jenkins, expressing his sympathy with the movement, and his regret at being unable to attend.

A vote of confidence was then tendered to Messrs. Brecken and Ferguson, and one of thanks to the Chairman, and the meeting closed.

M. W. MURPHY, Secretary.

How to save twenty-five dollars.—Carry your old sewing machine to Brown's and have it made as good as new, instead of changing it for a new one. Shop on corner of Prince and Grafton Streets, Ch'town.

[Jy 3 3m

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June 22, 1883.—6m

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