

The Daily Examiner.

TERMS:—FIVE DOLLARS A YEAR.

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

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NEW SERIES.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, WEDNESDAY, DECEMBER 5, 1883.

VOL. 14.—NO. 13.

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quarterly, half-yearly or yearly advertise-
ments, on application.

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.

| D | DAY OF WEEK | Sun | Sun | Moon | High | Days |
|----|-------------|------|-------|------|-------|--------|
| | | ris | sets | ris | water | len h. |
| 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 | 4 1 | 0 | |
| 5 | Wednesday | 33 | 9 11 | 14 | 1 40 | |
| 6 | Thursday | 34 | 9 11 | 14 | 2 25 | |
| 7 | Friday | 35 | 8 47 | 14 | 3 15 | |
| 8 | Saturday | 36 | 8 0 | 43 | 4 52 | 8 54 |
| 9 | Sunday | 37 | 8 1 | 15 | 5 39 | |
| 10 | Monday | 38 | 8 1 | 15 | 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 | 8 5 | 10 | 10 43 | |
| 15 | Saturday | 43 | 9 6 | 24 | 11 28 | 8 50 |
| 16 | Sunday | 44 | 9 7 | 32 | 12 12 | |
| 17 | Monday | 45 | 10 8 | 35 | 0 51 | |
| 18 | Tuesday | 46 | 10 9 | 46 | 1 32 | |
| 19 | Wednesday | 47 | 10 10 | 54 | 2 14 | |
| 20 | Thursday | 48 | 10 11 | 57 | 3 0 | |
| 21 | Friday | 49 | 11 | morn | 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 | 49 | 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 | |

Merchants' Bank of Halifax,
CHARLOTTETOWN AGENCY,
Savings Bank Department.
—WILL BE—
OPENED 1ST NOVEMBER, 1883,
on and after which date DEPOSITS OF \$5
AND UPWARDS, will be taken and
interest at the rate of
Four Per Cent. Per Annum
ALLOWED THEREON.
For further particulars apply to
F. H. ARNAUD,
Oct. 30, 1883. AGENT.

EDWARD T. RUSSEL & CO.,
GENERAL
Commission Merchants,
NO. 234 STATE STREET,
BOSTON.
Particular attention given to the sale of
Fish and Produce of all kinds.
June 22, 1883.—6m

McLEOD, MORSON & McQUARRIE,
Barristers & Attorneys-at-Law,
SOLICITORS, NOTARIES PUBLIC, ETC.
OFFICES:
Reform Club Committee Rooms, Opposite Post
Office, Charlottetown, P. E. Island,
Merchants' Bank of Halifax Building, Sum-
merside, P. E. Island.
MONEY TO LOAN, on good security, at
moderate interest.
NEIL McLEOD, W. A. O. MORSON.
NEIL McQUARRIE.
Nov. 24, '82.—pres her

L. ARTHUR & CO.,
GENERAL
Commission Merchants,
121 ATLANTIC AVENUE,
(ROSS MARKET)
BOSTON, MASS.
Eggs and Produce a Specialty.
April 26, 1883.—wkly tf

LIFE INSURANCE.
United States Life Insurance Co.,
—OF THE—
CITY OF NEW YORK.
ORGANIZED 1850.
New Features, Incontestable Policies, Prompt
Settlement of Claims Guaranteed.
Apply at residence, Weymouth Street, from
8 to 10 a. m., and 4 to 6 p. m.
A. H. McPHERSON,
Agent.
Sept. 25, 1883.—2aw

INSURANCE OFFICE.
Queen Insurance Company,
OF ENGLAND.
CAPITAL, TEN MILLION DOLLARS.
Lancashire Insurance Company
CAPITAL, FIFTEEN MILLION DOLLARS
Insurance effected on all kinds of property
at current rates. Losses settled promptly
and equitably.
DESBIRISAY & ANGUS,
General Agents.
Office—South Side Queen Square.
Ch'town, Sept. 15, 1882.

CONSIGNMENTS SOLICITED.
R. O'DWYER,
Commission and General Merchant
FOR SALE OF P. E. I. PRODUCE.
289, WATER STREET,
St. John's, Newfoundland.
In connection with the above is Capt
English, who is well known in P. E. Island,
who will take special charge of all consign-
ments, and will also attend to the chartering
of vessels for the carrying trade of P. E. I.
N. B.—Parties wishing to procure good
Labourer Herring would do well to consult
R. O'Dwyer.
Sept. 11, 1883.—3: taw&wkly.

BEER & GOFF,
AGENTS
Ch'town, Oct. 26, '83.

GEORGE TWEEDY,
ATTORNEY - AT - LAW,
Notary Public, &c.
OFFICE—West Side of Queen Street, Char-
lottetown, next door to Stevenson's Tin Shop.
July 25, 1883.—dy wkly 6m

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.

AUCTION SALES,
—ON—
MARKET DAYS,
—AT—
Stevenson's Building, Queen Street,
(NEAR THE MARKET).
AUCTION SALES OF Furniture, Farm
Implement, Carriages, Sleighs, etc.,
promptly attended to on market days at the
above central stand for market-day sales.
A. McNEILL,
Auctioneer.

STANDARD
LIFE ASSURANCE CO.
AT the 57th Annual General Meeting of
the Standard Life Assurance Company,
held at Edinburgh on Tuesday, the 24th of
April, 1883, the following results for the
year ended 15th November, 1883, were re-
ported:—
3,038 new proposals for life assu-
rance were received the
year for \$ 9,754,088 35
2,561 proposals were accepted,
amounting to 7,239,048 13
The total existing assurances in
force at 15th November,
1882, amounted to \$6,936,302 91
(Of which \$7,753,031.15 was
reassured with other offices)
The claims by death which
arose during the year amount-
ed, including bonus addi-
tions, to 2,462,226 59
The annual revenue amounted
at 15th November, 1882, to
The invested funds at same
date amounted to 4,207,546 00
Being an increase during the
year of 29,503,416 00
1,062,648 35
JOHN LONGWORTH,
Agent for Charlottetown.
THOMAS KERR,
Inspector of Agencies.
Ch'town, August 3, 1883.

MONCTON
Sash and Door Factory.
MR. P. LEA, in returning thanks to the
public for the liberal patronage extended
to him while in business in Charlottetown,
begs leave to inform his old customers and
the public generally, that he, in company
with Mr. William Rogers, has appointed
Messrs. B. Williams & Co.,
Lumber and Coal Dealers, Pownall Wharf,
Charlottetown, our agents, who will keep
constantly on hand a full supply of Mould-
ings, Window Sashes, Doors, etc., at
LOWEST CASH PRICES.
All orders entrusted to them will receive
prompt attention.
LEA & ROGERS,
Moncton, N. B.
Sept. 5, 1883.—2aw wly

J. A. CHIPMAN & CO.,
ARE OFFERING AT MILLERS' PRICES
IN STORE:
375 brls. Choice Superior Ex-
tra.
TO ARRIVE:
1200 brls. Choice Sup. Extra
and Patent.
OFFICE AND WAREHOUSES:
OPPOSITE RANKIN HOUSE.
J. F. SHATFORD,
AGENT.
Sept. 11, 1883.

WANTED.
SEVERAL VESSELS, 60 to 150 tons regis-
ter, to load Prince Edward Island pro-
duce for Newfoundland and West Indies.
ALSO, Two (2) Vessels, about 200 tons
register, to load P. E. Island.
AND one (1), about 250 tons, for United
Kingdom or Continent.
Good rates and quick despatch.
JOHN F. ROBERTSON,
Ch'town, Sept. 26, 1883.—pat ed

FOUL PLAY.
By Charles Roads.

CHAPTER XIII.
The long boat was, at this moment, a
hundred miles windward of the cutter.
The fact is, that Wylie, the evening
before, had been secretly perplexed as to
the best course. He had decided to run
for the island; but he was not easy under
his own decision, and at night he got more
and more discontented with it. Finally,
at nine o'clock p. m., he suddenly gave the
order to luff, and tack, and by daybreak
he was very near the place where the
"Proserpine" went down—whereas the cut-
ter, having run before the wind all night,
was, at least, a hundred miles to leeward
of him.
Not to deceive the reader, or let him, for
a moment, think we do business in mon-
sters, we will weigh this act of Wylie's
justly.
It was just a piece of iron egotism. He
preferred for himself, the chance of being
picked up by a vessel. He thought it was
about a hair's breadth better than running
for an island, as to whose bearing he was
not very clear, after all.
But he was not sure he was taking the
best or safest course. The cutter might be
saved, after all, and the long-boat lost.
Meantime he was not sorry of
an excuse to shake of the cutter. She
contained one man at least who knew he
had scuttled the "Proserpine," and therefore
it was all-important to him to get to London
before her, and receive the three thousand
pounds which was to be his reward for that
abominable act.
But the way to get to London before Mr.
Hazel, or else to the bottom of the Pacific
before him, was to get back into the sea-
road, at all hazards.
He was not aware that the cutter's water
and biscuit were on board his boat; nor did
he discover this till noon next day. And on
making this fearful discovery, he showed
himself human; he cried out, with an oath:
"What have I done? I have damned
myself to all eternity!"
He then ordered the boat to be put
before the wind again; but the men
scowled, and not one stirred a finger; and
he saw the futility of this, and he did not
persist, but groaned aloud; then sat, staring
wildly; finally, like a true sailor, he got to
the rum, and stupefied his agitated con-
science for a time.
While he lay drunk at the bottom of the
boat, his sailors carried out his last in-
structions, beating southward right in the wind's
eye.
Five days they beat to windward, and
never saw a sail. Then it fell a dead calm;
and so remained for three days more.
The men began—to suffer greatly
from cramps, owing to their number
and confined positions. During the
calm they rowed all day, and with this and
a light westerly breeze that sprung up, they
got into the sea-road again; but having now
sailed three hundred and fifty miles to the
southward, they found a great change in the
temperature; the nights were so cold that
they were fain to huddle together, to keep a
little warmth in their bodies.
On the fifteenth day of their voyage it
began to rain and blow, and then they were
never a whole minute out of peril. "Hand
forever on the sheet, eye on the waves, to
ease her at the right moment; and with all
this care, the spray eternally flying half-way
over her, and the men bailing night and day
with their very hats, or she could not have
lived an hour.
At last, when they were almost dead with
wet, cold, fatigue, and danger, a vessel came
in sight, and crept slowly up, about two
miles to windward of the distressed boat.
With the heave of the waters they could see
little more than her sails; but they ran up a
bright bandanna handkerchief to their mast-
head, and the ship made them out. She
hoisted Dutch colors, and—continued her
course.
Then the poor abandoned creatures wept,
and raved; and cursed, in their frenzy, glar-
ing after that cruel, shameless man, who
could do such an act, yet hoist a color, and
show of what nation he was the native—and
the disgrace.
But one of them said not a word. This
was Wylie. He sat shivering, and remem-
bered how he had abandoned the cutter,
and all on board. Loud sighs broke from
his laboring breast, but not a word. Yet
one word was ever present to his mind; and
seemed written on fire on the night of
clouds, and howled in his ears by the wind
—Retribution.
And now came a dirty night—to men on
ships; a fearful night to men in boats.
The sky black, the sea on fire with crested
billows, that broke over them every minute;
their light was washed out; their provisions
drenched and spoiled; bail as they
would the boat was always filling. Up to
their knees in water; cold as ice, blinded
with spray, deafened with roaring billows,
they tossed and tumbled in a fiery, foaming
hell of waters, and still, though despairing,
clung to their lives, and bailed with their
hats uncessantly.
Day broke, and the first sight it re-
vealed to them was a brig to windward
staggering along, and pitching under close-
reefed topsails.
They started up and waved their hats,
and cried aloud. But the wind carried
their voices to leeward, and the brig stag-
gered on.
They ran up their little signal of distress;
but still the ship staggered on.
Then the miserable men shook hands all
round, and gave themselves up for lost.
But at this moment the brig hoisted a
vivid flag all stars and stripes, and altered
her course a point or two.
She crossed the boat's track a mile ahead,
and her people looked over the bulwarks
and waved their hats to encourage those
tossed and desperate men.
Having thus given them the weather
guage, the brig hove to for them.
They ran down to her, and crept under

her lee; down came ropes to them, held by
friendly hands, and friendly faces shone
down at them; eager grasps seized each as
he went up the ship's side, and so, in a
very short time, they sent the woman up,
and the rest being all sailors, and clever as
cats, they were safe on board the whaling-
brig "Maria," Captain S'ocum, of Nantucket,
U. S.
Their log, compass, and instruments were
also saved.
The boat was cast adrift, and was soon
after seen bottom up on the crest of a
wave.
The good Samaritan in command of the
"Maria" supplied them with dry clothes out
of the ship's stores, good food, and medical
attendance, which was much needed, their
legs and feet being in a deplorable condi-
tion, and their own surgeon crippled.
A southeasterly gale induced the Ameri-
can skipper to give Cape Horn a wide berth,
and the "Maria" soon found herself three
degrees south of that perilous coast. There
she encountered field-ice. In this laby-
rinth they dodged and worried for eighteen
days, until a sudden chop in the wind gave
the captain a chance, of which he promptly
availed himself; and in forty hours they
sighted Terra del Fuego.
During this time the rescued crew, hav-
ing recovered from the effects of their hard-
ships, fell into the work of the ship, and
took their turns with the Yankee seamen.
The brig was short-handed; but now
trimmed and handled by a full crew, and the
"Proserpine" men, who were first-class
seamen, and worked with a will, because
work was no longer a duty, she exhibited
a speed the captain had almost forgotten
was in the craft. Now, speed at sea means
economy; for every day added to a voyage
means so much of the profits. Slocum was
part owner of the vessel, and shrewdly
alive to the value of the seamen. When
about three hundred miles south of Buenos
Ayres he proposed that they should be land-
ed there, from whence they might be trans-
hipped to a vessel bound for home.
This was objected to by Slocum, on the
ground that, by such a deviation from his
course, he must lose three days, and the
port dues at Buenos Ayres were
heavy.
Wylie undertook that the house of
Wardlaw & Son should indemnify the
brig for all expenses and losses incurred.
Still the American hesitated; at last he
honestly told Wylie he wished to keep the
men; he liked them, and they had no objec-
tion to join his ship, and sign articles for a
three years' whaling voyage, provided they
did not thereby forfeit the wages to which
they would be entitled on reaching Liver-
pool. Wylie went forward and asked the
men if they would take service with the
Yankee captain. All but three consented
to do so; these three had families in Eng-
land, and refused. The mate gave the
others a release, and an order on Wardlaw
& Son, for their full wages for the voyage;
and they signed articles with Captain
Slocum and entered the American Mercan-
tile Navy.
Two days after this they sighted the high
lands at the mouth of the Rio de la Plata,
at ten p. m., and lay to for a pilot. After
three hours' delay they were boarded by a
pilot-boat, and then began to creep into the
port. The night was very dark and a thin
white fog lay on the water.
Wylie was sitting on the taffrail, and
conversing with Slocum, when the lookout
forward sung out:
"Sail ho!"
Another voice almost simultaneously
yelled out of the fog:
"Port your helm!"
Suddenly out of the mist, and close
aboard the "Maria," appeared the hull and
canvas of a large ship. The brig was cross-
ing her course, and her great bowsprit
barely missed the brig's mainsail. It stood
for a moment over Wylie's head. He
looked up, and there was the figure head of
the ship looming almost within his reach.
It was a colossal green woman; one arm
extended grasped a golden harp, the other
was pressed to her head in the attitude of
holding back her wild and flowing hair.
The face seemed to glare down upon the
two men. In another moment the monster,
gliding on, just missing the brig, which
was lost in the fog.
"That was a narrow squeak," said Slocum.
Wylie made no answer, but looked into
the darkness after the vessel.
He had recognized her figure-head.
It was the "Shannon!"
(To be continued.)

The High Commissioner.
(Montreal Gazette.)
It is announced that Sir Charles Tupper
is about to leave England, with the in-
tention of being present at the approaching
meeting of Parliament. He will be heartily
welcomed, not only for the service he will
render in the House of Commons, but on
account of the important services he has
rendered when in England, as High Com-
missioner for the Dominion. We doubt if
any public man has ever, within the period
of a few months, had opportunity of render-
ing more important service to his country,
and has used the opportunity with greater
ability. When the Minister of Railways
was named to the position which he so
ably fills, as Canadian representative in
Great Britain, everyone recognized the
fitness of the appointment. Possessed of
wonderful abilities, of remarkable energy,
and of great experience, acquired during a
quarter of a century of public life, he was
certain to make his influence, and through
him the influence of the Dominion, felt in
any circle in which he might be called
upon to move. He has had some oppor-
tunities of an important character. His
action when the cattle trade of Canada was
threatened through the extra-official zeal
of an Imperial officer in Liverpool, was
an evidence of his eminent qualifications for
the important position he fills. Had
Canada been represented by a less able,
and above all by a less energetic minister,
the chances are that the country would
have been scheduled, and it is difficult to

Practical Education.
"Business colleges" are springing up in
every town—why? Because business has
adopted new methods, and the school has
refused to recognize them. These schools
teach their pupils the operations actually
used in the counting-room—the common
school does not—hence they have out-
themselves off, and created separate institutions.
The great need of our educational system
to-day is simplification. We have made
many improvements, or at least additions,
but have withdrawn nothing to make room
for them. We have added drawing and
music, and we have done well; we have
added the elements of science in some
places, which was well; but where
have we made room for them in the
course already full? Nowhere; and
the courses have, therefore, become
so overloaded that no teacher can
perform his duties to his own or the public
satisfaction. Constant addition of new
matter; no reduction anywhere; results
judged by misleading percentages—and yet
people complain of cram! What else can
we do? Now, teachers who feel their re-
sponsibility should advise their Boards of
Education that all this must be changed—
not by reducing the quality, but by improv-
ing it by the exclusion of what is extraneous
and unnecessary. We are now teaching
too much and too poorly. The main thing
the young child needs is to learn to read,
to write, and to count; and by teaching
these slowly and surely, we best
secure healthy mental growth. We give
children so much to do that they cannot
either read or write well after two years at
school, which is quite time enough if
properly taught. We want to hear less of
the teacher in school, and more of the
pupil. In a properly organized school,
much the larger part of the work is done by
the pupil; but we have all seen many places
where it is otherwise. Three-fourths of our
pupils will go into the ranks of the world's
workers, and we must give them what they
need.—James McAllister, Supt. of Schools,
Phila.

Horsford's Acid Phosphate
Tonic for Overworked Men.
Dr. J. C. Wilson, Philadelphia, Pa., says:—
"I have used it as a general tonic, and in par-
ticular in the debility and dyspepsia of over-
worked men, with satisfactory results."
KILLED.—An accident occurred at Clifton
railway bridge, near River Philip on Thursday
last, by which a man named Oliver Fillemore
lost his life. He was crossing in company
with another man and must have stumbled
and was unable to get out of the way before
the train reached him. He was a farmer,
middle-aged, and belonged to River Philip.