

# The Daily Examiner.

TERMS:—FIVE DOLLARS A YEAR.

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

SINGLE COPIES TWO CENTS.

NEW SERIES.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, TUESDAY, NOVEMBER 27, 1883.

VOL 14.--NO. 6.

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Advertising at most moderate rates.  
Contracts may be made for monthly,  
quarterly, half-yearly or yearly advertise-  
ments, on application.

ALMANAC FOR NOVEMBER, 1883.

MOON'S CHANGES.  
First Quarter, 7th day, 7h. 51.9m., a. m.  
Full Moon, 14th day, 2h. 24.8m., p. m.  
Last quarter, 21st day, 3h. 31.1m., a. m.  
New Moon, 29th day, 2h. 41.7m., p. m.

DAY OF WEEK	Sun	Moon	High	Days
M	rise	sets	water	len. h.
1 Thursday	6 47	4 40	8 51	10 30
2 Friday	48	39	9 0	morn
3 Saturday	50	37	9 53	0 6
4 Sunday	51	36	10 41	0 41
5 Monday	53	34	11 25	1 19
6 Tuesday	54	33	12 3	2 1
7 Wednesday	55	32	0 39	2 50
8 Thursday	57	31	1 11	3 49
9 Friday	59	29	1 42	5 3
10 Saturday	7 0	28	2 13	6 21
11 Sunday	2 21	27	2 44	7 23
12 Monday	3 56	26	3 19	8 33
13 Tuesday	5 24	25	3 58	9 24
14 Wednesday	6 23	24	4 44	10 12
15 Thursday	7 22	23	5 10	10 57
16 Friday	9 21	22	5 36	11 42
17 Saturday	10 20	21	6 03	12 28
18 Sunday	12 19	20	6 45	1 12
19 Monday	13 18	19	7 31	1 59
20 Tuesday	14 17	18	8 18	2 47
21 Wednesday	16 16	17	9 08	3 34
22 Thursday	17 15	16	10 0	4 49
23 Friday	19 14	15	10 53	5 38
24 Saturday	20 14	14	11 47	6 21
25 Sunday	21 13	13	12 42	7 1
26 Monday	23 13	12	1 38	7 57
27 Tuesday	24 12	11	2 36	8 20
28 Wednesday	25 12	10	3 36	9 51
29 Thursday	26 11	9	4 36	10 34
30 Friday	28 10	8	5 36	11 10

## BOSTON STEAMERS.

**STEAMERS:**  
Carroll, 879 tons, Capt. Brown,  
Worcester, 865 tons, Capt. Blankenship

ONE of the above FIRST-CLASS STEAMERS will leave

**Charlottetown for Boston**  
EVERY  
THURSDAY AFTERNOON, AT 5 P. M.

PASSENGERS will find this the Cheapest and most pleasant trip to Boston. Accommodations on both steamers are splendid.

**CARVELL BROS.,**  
AGENTS,  
Ch town, May 17, 1883.—pat her sj

## STEAMER

**"HEATHER BELLE"**

**FALL ARRANGEMENT.**

ON and after Tuesday, Oct. 16th, 1883, the steamer "Heather Belle," will run as follows:—

Will leave Orwell Brush Wharf for Charlottetown every Tuesday, Wednesday, and Thursday mornings at seven o'clock, calling at China Point and Halliday's Wharves.

Leaving Charlottetown for Halifax, China Point and Orwell Brush Wharf same evenings, at two o'clock, remaining at Brush Wharf every Tuesday and Wednesday nights, and Thursday night returning to Charlottetown, arriving about eight o'clock.

Every Friday morning, at seven o'clock, leave Charlottetown for Crapaud; leaving Crapaud for Charlottetown at eleven o'clock, remaining at Charlottetown same night.

Saturday, leave Charlottetown for Crapaud, at nine o'clock, a. m., leaving Crapaud for Charlottetown, about one o'clock, p. m.

**JOHN HUGHES,**  
Agent,  
Ch town, Oct. 13, 1883.  
[2aw wky pat ne her pres lm

## WANTED.

SEVERAL VESSELS, 60 to 150 tons register, to load Prince Edward Island produce for Newfoundland and West Indies.

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 edd

**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.

**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, Summerside, 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

**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.

**L. ARTHUR & CO.,**  
GENERAL

**Commission Merchants,**  
121 ATLANTIC AVENUE,  
(ROSS MARKET)  
BOSTON, MASS.

Eggs and Produce a Specialty.  
April 26, 1883.—wky tf

**GEORGE TWEEDY,**  
ATTORNEY-AT-LAW,  
Notary Public, &c.

OFFICE—West Side of Queen Street, Charlottetown, next door to Stevenson's Tin Shop.  
July 25, 1883.—dy wky 6m

**EDWARD T. RUSSEL & CO.,**  
GENERAL

**Commission Merchants,**  
NO. 284 STATE STREET,  
BOSTON.

Particular attention given to the sale of Fish and Produce of all kinds.  
June 22, 1883.—6m

**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.  
**DESBRISAY & 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 consignments, and will also attend to the chartering of vessels for the carrying trade of P. E. I.

N. B.—Parties wishing to procure good Labrador Herring would do well to consult R. O'Dwyer.  
Sept. 11, 1883.—31 2aw wky.

## AUCTION SALES,

—ON—  
**MARKET DAYS,**  
—AT—

**Stevenson's Building, Queen Street,**  
(NEAR THE MARKET).

AUCTION SALES OF Furniture, Farm Implements, Carriages, Sleighs, etc., promptly attended to on market days at the above central stand for market-day sales.

**A. McNEILL,**  
Auctioneer.

## NORWICH AND LONDON ACCIDENT

**Insurance Association,**  
OF ENGLAND,  
Insures against accidents of all kinds. Rates moderate. Prompt settlement of claims.

**JOHN MACEACHERN,**  
Agent for P. E. Island.  
Ch town, Oct. 16, 1883.

## LIFE INSURANCE.

**United States Life Insurance Co,**  
—OF THE—  
**CITY OF NEW YORK.**

**ORGANIZED 1850.**  
New Features, Incontestible 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

## MONCTON Sash and Door Factory.

**M. 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, Pownal Wharf, Charlottetown, our agents, who will keep constantly on hand a full supply of Mouldings, 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

## 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, 1882, were reported:—

3,038 new proposals for life assurance were received the year for \$ 9,754,085 38  
2,561 proposals were accepted, assuring 7,239,048 13

The total existing assurances in force at 15th November, 1882, amounted to 56,936,302 91 (Of which \$7,733,031 15 was reassured with other offices)

The claims by death which arose during the year amounted, including bonus additions, to 2,462,226 59

The annual revenue amounted at 15th November, 1882, to 4,267,546 00

The invested funds at same date amounted to 29,503,416 00

Being an increase during the year of 1,062,648 35

**JOHN LONGWORTH,**  
Agent for Charlottetown.

**THOMAS KERR,**  
Inspector of Agencies.  
Ch town, August 3, 1882.

**J. A. CHIPMAN & CO.,**  
ARE OFFERING AT MILLERS' PRICES  
IN STORE:  
**375 brls. Choice Superior Extra.**

TO ARRIVE:  
**1200 brls. Choice Sup. Extra and Patent.**  
OFFICE AND WAREHOUSES,  
**OPPOSITE RANKIN HOUSE.**  
**J. F. SHATFORD,**  
AGENT.  
Sept. 11, 1883.

## FOUL PLAY.

By Charles Roads.

CHAPTER IX.  
(Continued.)

This explanation, and the manner in which it was given, removed Mr. Hazel's apprehensions for the time being.

"It was very alarming," said he; "but I suppose you know your business."

"Nobody better sir," said Wylie. "Why, it is not one seaman in three that would trouble his head about a flaw in a ship's inner skin; but I'm a man that looks ahead. Will you have a glass of grog, sir, now that you are here? I keep that under my eye too; between ourselves, if the skipper has as much in his cabin as I have here, that might be worse for us all than a crack or two in the ship's inner skin."

Mr. Hazel declined to drink grog at that time in the morning, but wished him good night, and left him with a better opinion of him than he had ever had till then.

Wylie, when he was gone, drew a tumbler of neat spirits, drank half, and carried the rest back to his work.

Yet Wylie was a very sober man in a general way. Rum was his tool, not his master.

When Hazel came to think of it all next day, he did not feel quite so easy as he had done. The inner skin! But when Wylie withdrew his auger, the water had squirted in furiously.

He felt it hard to believe that this keen jet of water could be caused by a small quantity that had found its way between the skin of the ship and her copper, or her top booting; it seemed rather to be due to the direct pressure of the liquid monster outside.

He went to the captain that afternoon as they were heaving the lead, and first told him what he had seen, offering no solution. The captain on this occasion was in an amphibious state; neither wet nor dry; and his reply was altogether exceptional. He received the communication with pompous civility; then he swore a great oath and said he would put the mate in irons.

"Confound the lubber, he will be through the ship's bottom!"

"But stop a moment," said Mr. Hazel; "it is only fair you should also hear how he accounts for his proceeding."

The captain listened attentively to the explanation, and altered his tone.

"Oh, that is a different matter," he said; "You need be under no alarm sir; the thundering lubber knows what he is about at that work. Why, he has been a ship's carpenter all his life. Him a seaman! If anything ever happens to me, and Joe Wylie is set to navigate this ship, then you may say your prayers. He isn't fit to sail a wash-tub across a duck-pond. But I'll tell you what it is, added this worthy, with more pomposity than neatness of articulation; here's a respectable passenger, brought me a report; do my duty to 'm employers, and—take a look at the well."

He accordingly chalked a plumb-line, and went and sounded the well.

There were eight inches of water. Hudson told him that was no more than all ships contained from various causes.

"In fact," said he, "our pumps suck, and will not draw at eight inches." Then suddenly grasping Mr. Hazel's hand, he said, in fearful accents: "Don't you trouble your head about Joe Wylie or any other such scum. I'm skipper of the 'Proserpine,' and a man that does his duty to 'z employers. Mr. Hazel, sir, I'd come to my last anchor in that well this moment, if my duty to 'm employers required it. B—my eyes, if I wouldn't lie down there this minute, and never move to all eternity and a day after, if it was 'm duty employers."

"No doubts," said Hazel, dryly; "but I think you can serve your employers better in other parts of the ship." He then left him with a piece of advice, "to keep his eyes upon that Wylie."

Mr. Hazel kept his own eyes on Wylie so constantly that at eleven o'clock, p. m., he saw that worthy go into the captain's cabin with a quart bottle of rum.

The coast was clear; the temptation great.

These men were still deceiving him with a feigned antagonism. He listened at the key-hole, not without some compunction, which, however, became less and less as fragments of the dialogue reached his ear.

For a long time the only speaker was Hudson, and his discourse ran upon his own exploits at sea; but suddenly Wylie's voice broke in with an unmistakable tone of superiority:

"Belay all that chat and listen to me! It is time we settled something. I'll hear what you have got to say, and then you'll do what I say. Better keep your hands off the bottle a minute; you have had enough for the present; this is business. I know you are good for jaw; but what are you game to do for the governor's money? Anything?"

"More than you have ever seen or heard tell of, ye lubber," replied the irritated skipper. "Who has ever served his employers like Hiram Hudson?"

"Keep that song for your quarter-deck," retorted the mate, contemptuously. "No, on second thought, just tell me how you have served your employers, you old humbug. Give me chapter and verse to choose from. Come now, the 'Neptune!'"

"Well, the 'Neptune,' she caught fire a hundred leagues from land."

"How came she to do that?"

"That is my business. Well, I put her head before the wind, and ran for the Azores; and I stuck to her, sir, till she was as black as coal, and we couldn't stand on deck, but kept hopping like parched peas; fire belching out of her port-holes forward. Then we took to the boats, and saved a few bales of silk by way of sample of her cargo, and got ashore; and she'd have come ashore, too, next tide, and told tales, but somebody left a keg of powder in the cabin, with a long fuse, and blew a hole in her old ribs,

that the water came in, and down she went, hissing like ten thousand serpents, and nobody the wiser."

"Who lighted the fuse, I wonder?" said Wylie.

"Don't I tell ye it was 'Somebody?'" said Hudson. "Hand me the stiff." He replenished his glass, and after taking a sip or two, asked Wylie if he had ever had the luck to be boarded by pirates.

"No," said Wylie. "Have you?"

"Ay; and they rescued me from a watery grave, as the lubbers call it. You see, I was employed by Downes & Co., down at the Havana, and cleared for Vera Cruz with some boxes of old worn-out printer's type."

"To print psalm-books for the darkies, no doubt," suggested Wylie.

(To be continued.)

## Political Warfare Beyond Sea.

A short time ago we referred to the growing custom in Britain of members of Parliament visiting their constituents during every recess, and discussing with them the questions of the hour, as well as giving an account of their stewardship as representatives. The better known and more influential of the members do not confine their labors to their own constituencies, but travel through the country, holding meetings and making speeches, as opportunity offers. The custom is a good one, and it is a token for good that it is always becoming more common. It takes the people into the confidence of the members. It is one of the best educating processes for both representatives and represented. The fact of its becoming a settled custom will go a long way towards making members more attentive to their Parliamentary duties, and constituencies more interested in public questions, and more able to discuss them with intelligence and effect. Both parties are resorting to this mode of propagating their particular opinions, and it is perfectly right that it should be so. The people are a growingly intelligent jury before whom all public matters have to be discussed, just as eventually by that same people all are to be determined.

We cannot too soon and too fully have the same custom established in Canada. There is far too little intercourse in this country between constituencies and their representatives. Let all this be changed. It probably could not have a beginning till after the coming sessions of the Federal and Local Parliaments; but immediately after let it be begun, and so carried on that any representative who does not every year give an account to those whom he represents of what he has done, and why he has done it, shall come to be thought seriously neglectful of his duties, and on that account liable to be called upon to resign his position.

## The Canadian Postal Department.

The Canadian Gazette of a recent date contains the following editorial paragraph:

"In one important respect the Canadian Postal Department sets an example which might well be imitated in this country. Complaint is constantly being made of the illiberal treatment to which English newspaper proprietors are subjected by the Post Office department in the matter of postage. Most of our readers are aware of the anomalous regulation existing, according to which the pages devoted to advertisements in any newspaper must not exceed in number those devoted to news, if the said publication is to pass through the post at newspaper rates. Occasionally some official thinks it right to put this rule in active operation, with the result, perhaps, that the publisher of a provincial evening paper of less dimensions than the Echo is informed that his journal can no longer be accepted at newspaper rates; whilst the Times, even with a supplement, can still be sent from one end of the kingdom to another for a halfpenny. Things are managed very differently in Canada. For since June of last year all periodicals printed and published in the Dominion, and posted from the office of publication, have been carried free to any part of the country. For conveyance to Great Britain the postage is only at the nominal rate of a cent per pound. There can be no denying that, in this matter, the colony is far ahead of the Mother Country, and Mr. Fawcett, at least, might, with advantage, take these facts into careful consideration. It is difficult to believe that the Imperial Government cannot afford to adopt a policy as liberal as that of the Dominion authorities."

## High Speed Vessels.

The American Naval Advisory Board disapproves of the building of high speed vessels for reasons that are not very sound. It holds that there are so few very fast commercial steamers and that these would be so protected by transfer to a neutral flag, or by some other means in case of war, that it is wholly unnecessary to build costly naval steamers to outstrip them in speed. This might be good reasoning if commercial steamers would not exceed that rate of speed laid down for new naval vessels, or if other maritime powers would not strive to obtain high speed in their cruisers. But commercial steamers generally are increasing their rate of speed and other maritime governments recognise the importance of the fact that naval vessels to be of any good should, as a rule, be faster than commercial ones.

## Agricultural Notes.

An Australian not long since paid \$15,750 for a ram.

The cattle plague shows no abatement in the district of Odessa. Within seventeen days 1,800 head of cattle have perished. According to the latest reports, the small owners and peasants are the chief sufferers.

The Philadelphia Press says that a full-blooded Jersey cow, named Daisy, twenty-five years old, owned by Mr. John S. Jewell, residing near Princeton, N. J., dropped a fine calf on July 23rd, but had no milk for it. On August 1st she dropped a second calf, weighing eighty pounds, and the delayed milk fountain was then developed, so that both calves have now a supply. Taken altogether, this is an extraordinary case. The cow's age is itself out of the common, as well as the twin calves, while the cause for a difference of nine days in their ages, and the delay of milk until the birth of the second, must form puzzles for veterinary students sufficient to employ them for some time.

## Introduction of Canadian Birds into Scotland.

The Marquis of Lorne is anxious to introduce the Canadian grouse and partridge into Scotland, being of opinion that, owing to the similarity of the climate of the two countries, the birds ought to thrive in North Britain. His Lordship accordingly commissioned a well-known naturalist in Toronto to procure some specimens for him, for transmission to Scotland. But if the Canadian papers are correct in their statement on the subject, a legal difficulty is likely to be encountered. For recently an attempt was made to import into Ontario from Manitoba several broods of the prairie chicken, when the local Government stepped in and prohibited the exportation, as by the game laws of Manitoba all such exports are forbidden. The same ruling will, it is thought, apply in the case of the Marquis of Lorne, and thereby render impossible the experiment he is anxious to try.

## State Aided Emigration.

State aided emigration does not seem to be so popular in London as, considering the almost destitute circumstances of so many thousands of its population, it would naturally seem to be. And this may be inferred from the fact that, as shown some time ago, a meeting was called in London for the purpose of sympathizing with the project of state aided emigration, as the only one practicable and possible to relieve the distressing condition of the poorer classes.

A motion was brought forward by Mr. Torrens, M. P., which one would suppose was moderate enough to satisfy even the opponents of the scheme, declaring as it did that, "having regard to the constant recurring distress and want of employment in our large towns, we consider it to be the duty of the Government of the United Kingdom to provide such means of aiding emigration as will give every man who chooses to go with his family the option of going at a moderate price." Yet, in proposing this resolution, Mr. Torrens was repeatedly interrupted with cries of "Land in England," "Emigrate the landlords and capitalists," and other expressions indicative of the determination of the audience to seek remedial measures by other means than emigration. The resolution was defeated by a large majority and the following amendment adopted:—

"That this meeting, in view of the industrial depression now prevailing in the United States, in Canada, in Australia, and in New Zealand, declares against State-aided or State-directed emigration as any remedy for the present distress among the unemployed of London; that this meeting, therefore, calls for a reasonable scheme of home colonization and State employment of labor at home to be set on foot at once, so that the unemployed, who are ready and willing to work, may not see their wives as well as themselves left destitute or forced into pauperism."

## The British Telegraph System.

The Postmaster General of Great Britain and Ireland has issued his report for the fiscal year ended March 31, 1883. It appears from this report that the number of telegraph messages sent in the United Kingdom during the year was 32,091,026, which is an increase of 746,165 as compared with the number of the previous year. The number of messages sent to London was 12,347,707, against 12,071,034 in 1881-82. During the past year one hundred and two post offices and forty-five railway station offices were opened for telegraphic work, and at the present time the total number of telegraphic offices in the United Kingdom is 5,742. The Government intends soon to make a reduction of fifty per cent. in telegraphic charges, and will do so, as Mr. Fawcett says, just as soon as the proper arrangements therefore can be effected. Telegraphy as an appendage to the postal system, or rather as a part of it, is a perfect success in the United Kingdom.

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