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. SINGLE COPIES TWO CENTS.

NEW SERIES. CHARLOTTETOWN, PRINCE EDWARD ISLAND, THURSDAY, DECEMBER 6, 1883. VOL 14.---NO. 14.

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☞ Advertising at most moderate rates.

Contracts may be made for monthly, quarterly, half-yearly or yearly advertisements, on application.

ALMANAC FOR DECEMBER, 1883.

MOON'S CHANGES.

First Quarter, 7th day, 7h. 33.5m., a. m.
Full Moon, 13th day, 11h. 15.8m., p. m.
Last quarter 21st day, 3h. 55.9m., a. m.
New Moon 29th day, 3h, 47 2m., a. m.

D M	DAY OF WEEK	Sun rises	Sun sets	Moon rises	High water	Days len'h.
		h m	h m	morn	aft'n	
1	Saturday	7 39	4 10	8 39	11 46	9 04
2	Sunday	39	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	aft 14	3 15	
8	Saturday	36	8	0 43	4 22	8 54
9	Sunday	37	8	1 15	5 39	
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	43	9	7 32	aft 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	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	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	

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

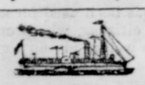
EVERY

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 Hallday's Wharves.

Leaving Charlottetown for Haliday's, 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 wkly pat ne her pres 1m

P. E. Island Pottery.

WE are Agents for the P. E. Island Pottery. Orders sent to us will receive prompt attention. Jars, Jugs, Bean Pots, Mugs, Flower Pots, Spitoons, Stove Stones, etc, etc., in stock.

BEER & GOFF, AGENTS

Ch'town, Oct 26, '83.

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, AGENT.

Oct. 30, 1883.

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

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

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, 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

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.—3i taw&wkly.

H. W. VINNICOMBE,

PIANO AND ORGAN TUNER.

PIANOS taken by the year. A visit made through the Island once a year, or oftener, if required. Mr. Vinnicombe will engage himself professionally for Concerts on moderate terms.

Orders may be left at Fletcher's Music Store, or at my residence, Water Street.

Ch'town Nov. 19.—4i 2aw th paag t

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 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 Implements, 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 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 (Of which $7,753,031.15 was reassured with other offices)	96,936,302 91
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, 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, 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

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 WAREROOMS:

OPPOSITE RANKIN HOUSE.

J. F. SHATFORD, AGENT.

Sept. 11, 1883.

JUST RECEIVED,

ALL SIZES ENGLISH

Iron Bedsteads and Cribs,

MARKED LOW.

Largest and best assortment of PICTURE MOULDING in the city, selling by the foot or made up very cheap.

500 LOOKING GLASSES, every variety and price, from 6x8 to 24x60. New Plates for old frames.

FANCY GOODS, in every variety, viz:—Brackets, Music Stands, Easels, and Canterburys, Fire Screens and Tables (combined), Flower Stands and Light Stands, Folding Chairs and Rocking Chairs, Chess Table and Ladies' Work Table (something new), Smokers' Stands, Parlor Easels, etc., etc.

Two very fine BAGETELLE BOARDS.

FRAMED CHROMOS.

MANTLE MIRRORS (new patterns).

Upholstering Department,

Under the management of MR. DREW, a veteran in the trade.

We have just received our Fall and Winter Stock of Goods, comprising forty-five different pieces of Furniture Coverings, Gimp and Buttons to match, Hessions Tickings, Hair Cloth, imitation of Leather, etc., etc. In this department to give satisfaction, as our stock was purchased in the cheapest markets and marked accordingly.

HAIR MATRASSES, FLOCK do., EXCELSIOR do., STRAW do., FEATHER BEDS.

Every variety of Spring Beds, Dominion Wire Matrasses, best in the market, every bed warranted, price $8.00.

We have now on hand (and are manufacturing daily) a large and varied stock of Household Furniture, comprising many new and beautiful designs. Particular attention given to ordered work.

KILN-DRIED STOCK and BEST WORKMANSHIP, every time.

Venetian Blinds, Inside and Outside Shutters, School and Church Furniture.

Machine Jobbing, Wood Turning, etc., etc. Prices low.

Factory, Office and Showrooms, King Square.

Branch Show Rooms, 83, Queen Street.

MARK WRIGHT & CO.

Ch'town, Nov. 1883.—3aw

MAIL STEAMERS

DOMINION STEAMERS "Napoleon III." and "Northern Light" will, until further notice, perform the mails, passenger and freight service between Nova Scotia and Prince Edward Island.

Steamer "Northern Light" will leave Charlottetown, for Pictou, on Monday, Wednesday, and Friday mornings, at seven o'clock. Returning will leave Pictou Landing on Tuesday, Thursday and Saturday mornings, at ten o'clock; on arrival of Truro Train.

Steamer "Napoleon III." will leave Charlottetown for Pictou, on Tuesday, Thursday and Saturday mornings, at seven o'clock. Returning will leave Pictou Landing on Monday, Wednesday and Friday mornings, at ten o'clock, on arrival of Truro Train.

Steamer "Northern Light" will leave Pictou Landing, for Georgetown, at two o'clock, p. m., Wednesday; and, returning, will leave Georgetown at 4.30 a. m., for Pictou Landing.

Steamer "Napoleon III." will leave Pictou Landing, for Georgetown, at two o'clock, p. m., Thursday; and, returning, will leave Georgetown at 4.30 a. m, for Pictou Landing.

These Government steamers will give the same through rate advantages, both for passengers and freight, as have been allowed by the Steam Navigation Company, and freight will be received and delivered at Charlottetown by the Steam Navigation Company, at Georgetown by Capt. James Burke and the Agent of the P. E. Island Railway, and at Pictou to Messrs. Noonan & Davies.

ARTEMAS LORD, Agent Minister of Marine and Fisheries.

Nov. 16, 1883.—1aw wkly 2i

BUFFALO ROBES,

WOLF ROBES,

Horse Rugs and Circingles,

Best and Cheapest in the City, at

JOHN STUMBLES.

Great George Street, Nov. 14.—eod 2w wly 2i

WANTED.

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

ALSO, Two (2) Vessels, about 200 tons register, to load for England,—

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 eod

FOUL PLAY.

By Charles Reade.

CHAPTER XIV.

BEFORE the "Maria" sailed again, with the men who formed a part of Wylie's crew, he made them sign a declaration before the English Consul at Buenos Ayres. This document set forth the manner in which the 'Proserpine' foundered; it was artfully made up of facts enough to deceive a careless listener; but when Wylie read it over to them, he slurred over certain parts, which he took care, also, to express in language above the comprehension of such men. Of course they assented eagerly to what they did understand, and signed the statement conscientiously.

So Wylie and his three men were shipped on board the "Boadicea," bound for Liverpool, in Old England, while the others sailed with Captain Slocum for Nantucket, in New England.

The 'Boadicea' was a clipper laden with hides and a miscellaneous cargo. For seventeen days she flew before a southerly gale, being on her best sailing point, and after one of the shortest passages she had ever made, she lay to, outside the bar, off the Mersey. It wanted but one hour to daylight, the tide was flowing; the pilot sprang aboard.

'What do you draw?' he asked of the master.

'Fifteen feet, barely,' was the reply.

'That will do,' and the vessel's head was laid for the river.

They passed a large bark, with her topsails backed.

'Ay,' remarked the pilot, 'she has waited since the half-ebb; there ain't more than four hours in the twenty-four that such a craft as that can get in.'

'What is she? An American liner?' asked Wylie, peering through the gloom.

'No,' said the pilot; 'she's an Australian ship. She's the 'Shannon' from Sydney.'

The mate started, looked at the man, then at the vessel. Twice the 'Shannon' had thus met him, as if to satisfy him that his object had been attained, and each time she seemed to him not an inanimate thing but a silent accomplice. A chill of fear struck through the man's frame as he looked at her. Yes, there she lay and in her hold were safely stowed £165,000 in gold, marked lead and copper.

Wylie had no luggage nor effects to detain him on board; he landed, and having bestowed his three companions in a sailors' boarding house, he was hastening to the shipping agents of Wardlaw & Son to announce his arrival and the fate of the 'Proserpine.' He had reached their offices in Water street before he recollected that it was barely half-past five o'clock, and, though broad daylight on that July morning, merchants' offices are not open at that hour. The sight of the Shannon had so bewildered him that he had not noticed that the shops were all shut and the streets deserted. Then a thought occurred to him, why not be a bearer of his own news? He did not require to turn the idea twice over, but resolved; for many reasons, to adopt it. As he hurried to the railway station he tried to recollect the hour at which the early train started; but his confused and excited mind refused to perform the function of memory. The 'Shannon' dazed him.

At the railway station he found that a train had started at 4 a. m., and there was nothing until 7.30. This check sobered him a little, and he went back to the docks; he walked out to the farther end of that noble line of berths, and sat down on the verge, with his legs dangling over the water. He waited an hour; it was six o'clock by the great dial at St. George's Dock. His eyes were fixed on the 'Shannon,' which was moving slowly up the river; she came abreast to where he sat. The few sails requisite to give her steerage fell. Her anchor chain rattled, and she swung round with the tide. The clock struck the half hour; a boat left the side of the vessel and made straight for the steps near where he was seated; a tall, noble-looking man sat in the stern-sheets beside the coxswain; he was put ashore, and after exchanging a few words with the boat's crew, he mounted the steps which led him to Wylie's side, followed by one of the sailors who carried a portmanteau.

He stood for a single moment on the quay, and stamped his foot on the broad stones; then, heaving a deep sigh of satisfaction, he murmured, 'Thank God!'.

He turned toward Wylie.

'Can you tell me, my man, at what hour the first train starts for London?'

'There is a slow train at 7.30, and an express at 9.'

'The express will serve me, and give me time for breakfast at the Adelphi. Thank you; good morning,' and the gentleman passed on, followed by the sailor.

Wylie looked after him; he noted that erect military carriage, and crisp, gray hair, and thick white moustache; he had a vague idea that he had seen that face before, and the memory troubled him.

At 7.30 Wylie started for London; the military man followed him in the express at 9, and caught him up at Bugby; together they arrived at the station at Euston Square; it was a quarter to three. Wylie hailed a cab, but, before he could struggle through the crowd to reach it, a railway porter threw a portmanteau on its roof, and his military acquaintance took possession of it.

'All right,' said the porter. 'What address sir?'

Wylie did not hear what the gentleman said, but the porter shouted it to the cabman, and then he did hear it.

'No. —Russell Square.'

It was the house of Arthur Wardlaw!

Wylie took off his hat, rubbed his frowsy hair, and gaped after the cab.

He entered another cab, and told the driver to go to 'No. — Fenchurch street.'

It was the office of Wardlaw and Son.

(To be continued.)

Northwest Lands

LARGE EXCESS OF HOMESTEADS AND PRE-EMPTIONS — AN IMPORTANT ANNOUNCEMENT.

The St. John *Sun* remarks that whatever the party "organs," for purely political political motives, may write as to what they style the shameful and complete failure of the Northwest lands policy and administration, the records continue to show a gratifying and wonderful increase in the business done. The number of homestead and pre-emption entries for 1882 is very great and tremendously in excess of those for 1881. In that year the total entries in seven offices were 2,753 homesteads and 1,647 pre-emptions, with a total average of 702,354. In 1882 a single office, that at Regina, shows 2,268 homesteads and 1,843 pre-emptions, and the acres covered amounted to 657,760. That is, one office in 1882 did nearly as much business as did seven in the preceding year. And yet the people are asked to believe that more settlers are leaving the country than are entering it, and that the Government policy is a total failure.

The following important announcement is made respecting the policy of the Minister of Interior regarding the Northwest lands. The southern reserve, between the Canadian Pacific Railway belt and the international boundry, comprising some four million acres, withdrawn from settlement in July, 1882, is to be opened for homestead and pre-emption entries from the 1st Jannary, 1884. Although these lands have attained very considerable value, the Government has not increased the price of pre-emptions, desiring to give settlers the full benefit of the enhanced value of the land. This part of the country should prove very attractive to settlers, being not only intersected by the branch of the Canadian Pacific Railway, but for some distance by the Manitoba and South Western Railway. The latter road it is expected will be rapidly extended to the mile belt.

The effect of this policy is that the even numbered sections along and on both sides of the Canadian Pacific Railway, withdrawn from settlement in March, 1882, is to be reopened for homestead and pre-emption entries from the 1st January next under the terms respecting residence provided by the Dominion Lands Act and subject to the conditions of cultivation of one fourth of the homestead quarter-section within three years. The price of pre emption in this reserve has not been increased, although from their proximity to the railway they are specially attractive from their additional value. The terms on which this reserve is thrown open are most liberal.

The reserve in connection with Regina town site is also opened; the lands therein are to be sold at public auction in April next at the upset price of $5 per acre, the purchase money payable in cash at the time of sale. All lands are to be sold to *bona fide* homesteaders only, and not more than one-quarter section (160 acres) is to be sold to any person. They are to be subject to the same conditions respecting residence and cultivation as homesteads in the mile belt. On fulfilling which conditions within three years from the date of purchase, the settler is entitled to a rebate of half the purchase money and a patent for his land. If he fails to carry out the conditions, the Governor General in Council may order the cancellation of the sale and the return of the purchase money without interest to the purchaser. These charges and ameliorations will effect a great benefit in the conditions of homesteaders and must tend to promote the rapid settlement of the country.

The Dorchester Penitentiary.

SOMETHING ABOUT THE PRESENT STATE OF THE PRISON—CONVICTS WHO ARE REFORMED.

The *Chignecto Post* prints a long article on the Dorchester Penitentiary. There are at present 130 convicts in the prison, only five of whom are women. Since the new penitentiary was opened, and the convicts in the different prisons in the Maritime Provinces removed to it, many improvements have been made to the buildings and the grounds. A reservoir, which supplies the prison with water, has just been completed. It has a capacity of 200,000 gallons, and has an elevation of 115 feet above the penitentiary buildings. A farm of 100 acres has been cleared up for sheep raising. The warden has now 150 sheep, which he expects will yield him next year 750 pounds of wool. Besides the keeping of the sheep there were raised on the farm last season 3,500 bushels of turnips, 1,200 bushels of potatoes and 130 tons of hay. The workshops are now complete. Regarding the order in the prison, Warden Botsford told the reporter:—

"The worst class of men we have to deal with are those who come from the slums of cities. The wharf rats and roughs we find almost incorrigible. The sight of soap and water is a punishment to them. Their personal habits are bad, and we have great difficulty in making them keep themselves clean and their cells in order. It requires unceasing vigilance on the part of the officers to make them perform their duties.

"Do you think the system pursued tends to reform?"

"In very many cases, I think it does. I have met outside released convicts, who are doing well and I am sure will continue to do so. I have received very good letters from others. No doubt some relapse into their former bad habits."

"What class of men generally reform?"

"The men who are easiest handled and most penitent and most anxious to regain their former place in society, are known as 'stabbers'—men who in rum or in the heat of passion commit bodily harm. Once sober, they are sorry. Once out, they don't come back. With the class formerly mentioned it is different; the evil in which they are born and brought up seems a part of themselves, and they are at war with society."