

The Daily Examiner.

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NEW SERIES.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, MONDAY, FEBRUARY 25, 1884.

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Advertising at moderate rates
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ALMANAC FOR FEBRUARY, 1884.

MOON'S CHANGES.
First Quarter, 4th day, 1h. 44 7m., a. m.
Full Moon, 11th day, 0h. 35 4m., a. m.
Last quarter 18th day, 1h. 0 2m., p. m.
New Moon 26th day, 2h. 22 5m., p. m.

DAY OF WEEK	Sun	Mon	Tue	Wed	Thu	Fri	Sat
1 Friday	7 28	4 59	9 24	1 0	9 29		
2 Saturday	27 5	0 1	9 54	1 42	31		
3 Sunday	20	2 10	3 30	2 29	34		
4 Monday	24	5 11	10 3	2 29	37		
5 Tuesday	23	6 11	56	4 48	40		
6 Wednesday	21	8 47	48	6 17	43		
7 Thursday	19	9 1 47	7 39	47			
8 Friday	18	10 2 52	8 39	50			
9 Saturday	17	11 3 58	9 29	52			
0 Sunday	16	13 5 6	10 13	54			
1 Monday	14	15 6 13	10 57	57			
2 Tuesday	12	16 7 16	11 27	10 1			
3 Wednesday	11	18 8 22	11 57	4			
4 Thursday	9	19 9 24	0 34	7			
5 Friday	8	21 10 18	1 9	10			
6 Saturday	7	22 11 25	1 31	13			
7 Sunday	5	24 12 25	2 27	16			
8 Monday	3	25 0 23	3 14	19			
9 Tuesday	2	27 1 20	4 18	23			
0 Wednesday	0	28 2 13	5 32	26			
1 Thursday	6 58	29 3 5	6 46	29			
2 Friday	57	31 3 51	7 51	32			
3 Saturday	55	32 4 35	8 44	35			
4 Sunday	54	34 5 13	9 28	38			
5 Monday	52	35 5 49	10 9	42			
6 Tuesday	50	36 6 12	10 47	45			
7 Wednesday	48	37 6 53	11 21	48			
8 Thursday	47	39 7 25	11 51	51			
9 Friday	45	41 7 57	0 4	55			

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

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

Messes. 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

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 re-
ported:—

3,038 new proposals for life assu-
rance were received the year

2,561 proposals were accepted,
assuring \$ 9,754,083 38

The total existing assurances in
force at 15th November, 1882,
amounted to 96,935,302 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 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.

SIGN OF THE ELEPHANT.

W. R. BOREHAM has now on hand the LARGEST AND
BEST STOCK OF

BOOTS, SHOES, SLIPPERS, OVERSHOES & RUBBERS,

ever shown by him. His motto is a good article at a moderate
price.

LADIES' AND GENTS' FINE GOODS, a specialty.

A nice lot of LADIES' AND GENTS' FANCY SLIPPERS
for the Holidays.

Try BOREHAM for a pair of GOOD BOOTS.

W. R. BOREHAM,
North Side Queen Square.
Ch'town, Dec. 10, 1883.—mo we fr 2m

D. A. BRUCE,

MERCHANT TAILOR,

IS OVER-STOCKED with the following GOODS, and offers
them at a

REDUCTION OF TWENTY PER CENT.

Gents' Woollen Underwear, Flannel Shirts, Fur
Caps, Kid Mitts, Sleight Robes.

OVERCOATINGS,

WHICH YOU CAN HAVE

MADE TO YOUR MEASURE

Cheaper Than Imported Ready Made.

D. A. BRUCE,
72 Queen Street, Charlottetown.
Dec. 20, 1883.—eod wkly

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, &c

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, 1883.—2aw wkly pres pat

THE EXAMINER

JOB PRINTING OFFICE

HAS LATELY BEEN REPLENISHED WITH

A Large Supply of Printing Types and Material

OF THE LATEST INVENTION AND BEST DESCRIPTION.

AND WE ARE NOW PREPARED,

Under the Careful and Skilful Supervision of Mr. J. W. Mitchell,

TO PRINT

BILL HEADS, LETTER HEADS,
BLANK CHEQUES, RECEIPTS,
NOTES OF HAND, POSTERS,
HAND BILLS, DODGERS, &c., &c.

On Short Notice, in Good Style, at Cheap Prices

FOUL PLAY.

By Charles Roade.

CHAPTER LV.

ARTHUR WARDLAW was thunderstruck;
and for some time sat stupidly staring at
her. And to this blank gaze succeeded a
look of abject terror which seemed to her
strange and beyond the occasion. But
this was not all; for, after gazing at her
with scared eyes and ashy cheeks, he got
up and literally staggered out of the room
without a word.

He had been taken by surprise, and
for once his arts had failed him.

Helen, whose eyes had never left his
face, and had followed his retiring figure,
was frightened at the weight of the blow
she had struck, and strange thoughts and
conjectures filled her mind. Hitherto, she
had felt sure Robert Penfold was under a
delusion as to Arthur Wardlaw, and that
his suspicions were as unjust as they cer-
tainly were vague. Yet now, at the name
of Robert Penfold, Arthur turned pale and
flashed like a guilty thing. This was a coin-
cidence that confirmed her good opinion of
Robert Penfold and, and gave her ugly
thoughts of Arthur. Still, she was one
very slow to condemn a friend, and too
generous and candid to condemn on suspi-
cion; so she resolved, as far as possible, to
suspend her unfavorable judgment of
Arthur, until she should have asked him
why this great emotion, and heard his
reply.

Moreover, she was no female detective,
but a poor creature bent on clearing inno-
cence. The object of her life was, not to
discover the faults of Arthur Wardlaw or
any other person, but to clear Robert
Penfold of a crime. Yet Arthur's strange
behavior was a great shock to her; for
here, at the very outset, he had somehow
made her feel she must hope for no assist-
ance from him. She sighed at this check,
and asked herself to whom she should
apply first for aid. Robert had told her to
see his counsel, his solicitor, his father,
and Mr. Underhill, an expert, and to sift
the whole matter.

Not knowing exactly where to begin,
she thought she would, after all, wait a day
or two to give Arthur time to recover him-
self, and decide calmly whether he would
co-operate with her or not.

In this trying interval, she set up a diary
—for the first time in her life, for she was
no egotist; and she noted down what we
have just related, only in a very condensed
form, and wrote at the margin,
Mysterious.

Arthur never came near her for two
whole days. This looked grave. On the
third day she said to General Rolleston:

'Papa, you will help me in the good cause
will you not?'

He replied that he would do what he
could, but feared that would be little.

'Will you take me down to Elm-trees,
this morning?'

'With all my heart.'

He took her down to Elm-trees. On the
way she said, 'Papa, you must let me get a
word with Mr. Wardlaw alone.'

'Oh, certainly. But of course, you will
not say a word to hurt his feelings.'

'Oh, papa!'

'Excuse me; but, when a person of your
age is absorbed with one idea, she some-
times forgets that other people have any
feelings at all.'

Helen kissed him meekly, and said that
was true; and she would be upon her
guard.

To General Rolleston's surprise, his
daughter no sooner saw old Wardlaw than
she went—or seemed to go—into high
spirits, and was infinitely agreeable.

But at last she got him all to herself,
and then she turned suddenly grave, and said

'Mr. Wardlaw, I want to ask you a ques-
tion. It is something about Robert Pen-
fold.'

Wardlaw shook his head. 'That is a
painful subject, my dear. But what do
you wish to know about that unhappy
young man?'

'Can you tell me the name of the council
who defended him at the trial?'

'No, indeed, I cannot.'

'But perhaps you can tell me where I
could learn that?'

'His father is in our office still; no doubt
he could tell you.'

Now, for obvious reasons, Helen did not
like to go to the office; so she asked faintly
if there was nobody else who could tell
her.

'I suppose the solicitor could.'

'But I don't know who was the solicitor,'
said Helen, with a sigh.

'Hum!' said the merchant. 'Try the
bill-broker. I'll give you his address; and
he wrote it down for her.'

Helen did not like to be too importunate,
and she could not bear to let Wardlaw
senior know she loved anybody better than
his son; and yet some explanation was
necessary, so she told him, as calmly as she
could, that her father and herself were both
well acquainted with Robert Penfold, and
knew many things to his credit.

'I am glad to hear that,' said Wardlaw;
'and I can believe it. He bore an excel-
lent character here, till, in an evil hour,
a strong temptation came, and he fell.'

'What! You think he was guilty?'

'I do. Arthur, I believe, has his doubts
still. But he is naturally prejudiced in
his friend's favor; and besides, he was not
at the trial. I was.'

'Thank you, Mr. Wardlaw,' said Helen,
coldly; and within five minutes she was on
her way home.

'Arthur prejudiced in Robert Penfold's
favor? That puzzled her extremely.'

She put down the whole conversation
while her memory was fresh. She added
this comment: 'What darkness I am group-
ing in!'

Next day she went to the bill-broker,
and told him Mr. Wardlaw, senior, had re-
ferred her to him for certain information.
Wardlaw's name was evidently a passport.

Mr. Adams said obsequiously, 'Anything in
the world I can do, madam.'

'It is about Mr. Robert Penfold. I wish
to know the name of the counsel he had at
his trial.'

'Robert Penfold. What, the forger?' said
Helen, turning red.

'Accused; madam! He was convicted,
I ought to know! for it was my partner he
tried the case on. But I was too sharp
for him. I had him arrested before he had
time to melt the notes; indicted him, and
sent him across the herring pond in spite of
his father's coat, the rascal!'

Helen drew back as if a serpent had
stung her.

'It was you who had him transported?'
cried she, turning her eyes on him with
horror.

'Of course it was me,' said Mr. Adams,
firing up; 'and I did the country good ser-
vice. I look upon a forger as worse than a
murderer. What is the matter? You are
ill.'

(To be continued.)

WINTER COMMUNICATION.

DEBATE IN THE SENATE.

SENATOR CARVELL'S SPEECH.

HON. MR. CARVELL.—As some of my
references to the condition of the ice in the
Straits of Northumberland have been re-
presented to be very strong, I wish to
strengthen them by saying that all the
steam power in the world, if there is any
vessel in the world large enough to carry
it, could not pass through those Straits
at times. I believe it to be impossible.
When icebergs, many times larger than
this chamber, with sufficient small ice for
broken stowage, are pressed together by
winds from the northwest, blowing for
days together, it becomes so packed that
it is simply as impossible to run a vessel
through it as it is to run into the face of
the Rocky Mountains. This is not a con-
dition of things that exists occasionally. I
have known Georgetown harbor to have
been blocked by ice on the fifth of June,
but it is an extreme case. Shediac harbor,
on the other side, has kept one of our
steamers imprisoned for weeks with ice,
until it was the twenty-third of May before
she could get out. This is another ex-
treme case. The importance of this ques-
tion is very great, and I would like very
much if hon. gentlemen would disabuse
their minds of the idea that it is merely a
matter of local interest. Prince Edward
Island is very largely a market for the sale
of manufactures and importations from
Montreal, Quebec, Toronto, Kingston, and
other parts of the Dominion, and the pas-
sengers to and from Prince Edward Island
are composed more largely of residents of
other parts of the Dominion than of Prince
Edward Island. The "Northern Light," in
my opinion, has done very good service.
To me it is a marvel that she lives, perhaps
no so much a marvel when we consider the
enormous sums of money that have been
expended on her in the last few years. She
has been a very expensive vessel annually
to one Government after another, until, I
suppose, her first cost is very small com-
pared with the cost for repairs. She has, how-
ever, done a very good service in the early
winter, and in the early spring. She does
a service which I very much doubt can be
much improved upon. The boat itself I
look upon as being admirably adapted, so
far as her model is concerned, to the ser-
vice, and there I differ from my hon. friend
from Alberton. She has never been used in
the manner in which her builder intended her
to be. The idea of her builder, as shown
by her model, was that she should never be
permitted to run into this wall of ice in a
wild, haphazard way, but to be run upon ice
which, failing to break through with her bow
she would mount up upon and break down
by her weight. In crossing the Straits of
Northumberland at all seasons of the year,
I dare say I have had as much experience
as any other gentleman from Prince Edward
Island of the navigation there, and I have
had the felicity of spending forty-eight
hours in the "Northern Light" in the
Straits and have been comfortable under the
circumstances, although we did not get
along very fast, as we were obliged to wait
patiently for the chapter of events. My
hon. friend from Lunenburg, seems to have
got this navigation question rather mixed
up. He has mixed up the open boats and
service between Capes Tormentine and
Traverse, and the steam service between
Georgetown and Pictou. I say that the
service is not only a very important one,
but I think it has been very well performed.
The uncertainty is when this ice comes
down from the north, because, as it has
been stated, it is not the local ice that in-
terferes with the navigation. I dare say
the "Northern Light" can master all the
local ice, but the great icebergs that are
swept down from the north, block up the
Straits and make it impossible for the ves-
sel to force her way through it. I do not
hesitate to say that it will be found
after the new ship, which I am glad
to hear the Government are providing for
that in conjunction with other services, will
not be any more successful, and that it will
be found that the "Northern Light" will
make the passage when the new vessel will
be unequal to the task. Her length will be
a very serious objection, because in
passing around between the icebergs
it is absolutely necessary to be able
to turn in a short space, and when a boat
is built specially, as one should be built,
for that service, I think the old model, if
not strictly adhered to, will be very nearly
adhered to in making it a success. The
condition of the boat at present is a source
of some anxiety to a portion of the travel-
ling public. A rumor got about last
autumn, in Prince Edward Island, that the
vessel had something wrong with her, and
the Inspector of Steamboats ordered her
over to Pictou to go on the slip. The in-
spector was ignorant at the time, of the

fact that she had, a short time previously,
been taken out and thoroughly overhauled.
When that was discovered she was sent
back. Our people got alarmed and thought
that the Government were not doing what
they should have done. What her actual
condition is I do not know. Just one
word in explanation of what seemed to a
good many people to be wrong. The boat
had very shortly before that been hauled
out and repaired so far as was deemed
necessary. The life of a boat being seven
years is not an argument at all against a
vessel being built to take her place because
really anyone who has been on board her
during the heavy ice season would wonder
that a boat could live so long. The ex-
perience of passengers on board the "North-
ern Light" last winter was very trying. As
has been said, after the vessel had been out
for some weeks the lives of passengers were
spared not through the experience of the
navigator, but by the goodness of God.
During that voyage she twice circumnavigated
Pictou Island, which very few men ex-
pected that a vessel drawing 17 feet of
water could do in open water. As I have
stated, the importance of this service, and
the necessity of looking ahead long enough
to get an efficient boat there, is, I think,
very apparent, and I cannot help ex-
pressing my appreciation of the course
that is being taken by the Government in
this matter. In the autumn, after the
ordinary travel boats are obliged to stop,
the vessel can do good service during the
early winter months, but there will be a
time each winter when the "Northern
Light" can do better service than any larger
vessel.

HON. MR. MONTGOMERY'S SPEECH.
This question
has been before us now for a couple of
years, and has been pretty well discussed.
It is not my intention to occupy the time
of the Senate very long, but I might say
that the "Northern Light" has done very
good service during the last season. There
is a great deal of freight to be carried from
Pictou over to Georgetown, and the
consequence is that the
vessel is generally loaded too much by
the head, is not well trimmed and runs
into the ice too much; if that were not the
case, I think she would answer the purpose
for which she is intended much better than
she does at present. One thing should be
brought to the notice of the Government—
if anything should occur to the "Northern
Light"—if any accident should happen out
in the Straits—there is no possibility of
rescue under present conditions. I believe
it is the intention to place another steamer
there, and I would suggest that the
"Northern Light" might then be placed in
such a position that she could be kept in
reserve in case of such accidents. Two
years ago the "Northern Light" was out in
the Straits for a fortnight, and the pas-
sengers got so alarmed at last that they
should run out of fuel and provisions, that
some eighteen or twenty of them one day
took to the boats and made for the shore.
They were out all night and fortunately
were rescued by the inhabitants, but it is a
wonder they did not all perish. There is
great need for having some craft in reserve
which might come to the rescue in
such cases, for it is hard to tell
what might occur to passengers out in the
middle of the Straits in bad weather, un-
less some such means for escape are pro-
vided. Even if a very inferior steamer was
placed there, she might go part of the way
towards the distressed vessel, and might
then connect by means of boats; but, at
present, in the event of accident, all on
board the "Northern Light" might perish.
I crossed in her this winter, in the middle
of January, and I must say it was the best
crossing I have had from the Island to the
Mainland. We left Georgetown at seven
o'clock, and arrived at Pictou wharf at a
quarter past eleven. We had a great
deal of ice in the Gulf between Cape Bear
and Pictou Island, and we had to run three
or four miles at one time out of our course,
as we got into broken ice. Where the ice
is not solid through, the "Northern Light"
makes very good work, in fact she surprised
me many a time by the way she got through
the ice; I have seen her go through fields of
ice from a foot to fourteen inches thick,
—breaking her way through. But as soon as
she got into solid ice I believe she was too
much loaded by the head, and when she
went into the ice, they would be unable to
back her out by reversing the engines. I
crossed some five years ago, and there was
on board a passenger for Newfoundland,
who had for several years been sea-fishing
on a steamer there. He told me that the
steamers they had there would not mind
ice of the sort surrounding us any more
than if there was nothing before them.
He said the "Northern Light" was not
built properly for ice, that she was
too much like a wedge and went into the
ice. However, the "Northern Light" has
done a great deal of good service; she has
continued running between Pictou and
Georgetown for a month or six weeks to
two months longer than the other steamers
we had in the Island, to keep up commu-
nication between the Island and Pictou. As
to certain seasons of the year, I think it
is impossible for a steamer to get through at
all times. The route by the Capes must be
kept open, and some improvements I think
might be made there. That was spoken of
last year in