

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.

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NEW SERIES.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, MONDAY, NOVEMBER 26, 1883.

VOL. 13.—NO. 5.

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ments, on application.

ALMANAC FOR NOVEMBER, 1883.

MOON'S CHANGES.
First Quarter, 7th day, 7h. 51.9m., a. m.
Full Moon, 14th day, 2h. 24.5m., p. m.
Last Quarter, 21st day, 3h. 31.1m., a. m.
New Moon, 29th day, 2h. 41.7m., p. m.

DAY OF WEEK Sun Sun Moon High Days
M rises sets rises water len h.

DAY OF WEEK	Sun rises	Sun sets	Moon rises	High water	Days len
1 Thursday	6 47	4 40	8 51	11 30	
2 Friday	48	39	9 0	morn	
3 Saturday	50	37	9 53	0 6	10 04
4 Sunday	51	36	10 41	0 41	
5 Monday	53	34	11 25	1 19	
6 Tuesday	54	33	12 1	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	27	2 44	7 23	9 46
12 Monday	3	26	3 19	8 33	
13 Tuesday	5	24	3 58	9 24	
14 Wednesday	6	23	4 44	10 12	
15 Thursday	7	22	5 36	10 57	
16 Friday	9	21	6 36	11 42	
17 Saturday	10	20	7 39	12 25	
18 Sunday	12	19	8 45	1 12	9 30
19 Monday	13	18	9 53	1 59	
20 Tuesday	14	17	10 58	2 47	
21 Wednesday	16	16	morn	3 44	
22 Thursday	17	16	0 1	4 49	
23 Friday	19	15	1 2	5 58	
24 Saturday	20	14	2 3	7 1	9 15
25 Sunday	21	13	3 3	7 57	
26 Monday	23	13	4 2	8 40	
27 Tuesday	24	12	4 56	9 20	
28 Wednesday	25	12	5 59	9 51	
29 Thursday	26	11	6 55	10 34	
30 Friday	28	10	7 49	11 10	

Prince Edward Island RAILWAY.

TIME TABLE NO. 20.

SUMMER ARRANGEMENT.

To take effect on the 24th May, 1883.

TRAINS OUTWARD.

(READ DOWN.)

STATIONS.	EXPRESS.	MIXED.	MIXED.
Ch'town	Dp 6.45am	Dp 9.20am	Dp 4.15pm
Royalty Jc	" 7.00 "	" 9.35 "	" 4.35 "
N Wilkes's	" 7.35 "	" 10.50 "	" 5.25 "
Hunter R's	" 8.10 "	" 11.06 "	" 5.40 "
Bradalba's	" 8.10 "	" 11.46 "	" 6.16 "
Co'ty Line	" 8.15 "	" 11.56 "	" 6.30 "
Freestown	" 8.26 "	" 12.12pm	" 6.45 "
Kensing'n	" 8.40 "	" 12.37 "	" 7.08 "
Summ'side	Ar 8.05 "	Ar 1.15 "	Ar 7.45 "
Miscouche	Dp 9.25 "	Dp 1.45 "	
Welling'tn	" 9.40 "	" 2.08 "	
Port Hill	" 9.59 "	" 2.37 "	
O'Leary	" 10.28 "	" 3.53 "	
Bloomfield	" 11.20 "	" 5.20 "	
Alberton	" 12.03pm	" 6.20 "	
Tignish	Ar 12.40 "	Ar 7.20 "	
Ch'town	Dp 4.00pm	Dp 7.00pm	Dp 4.15pm
Royalty Jc	" 4.15 "	" 7.23 "	" 4.35 "
York	" 4.37 "	" 7.41 "	" 5.04 "
Bedford	" 4.57 "	" 8.02 "	" 5.40 "
Mt. Stew't	" 5.15 "	" 9.00 "	" 6.16 "
Morell	" 5.44 "	" 9.45 "	" 6.30 "
St. Peter's	" 6.04 "	" 10.17 "	" 6.45 "
Bear River	" 6.39 "	" 11.11 "	" 7.08 "
Souris	Ar 7.10 "	Ar 12.00m	
Mt. Stew't	Dp 5.15pm	Dp 9.10am	
Carlign	" 6.11 "	" 10.33 "	
Georget'n	Ar 6.30 "	Ar 11.00 "	

TRAINS INWARD.

(READ UP.)

STATIONS.	EXPRESS.	MIXED.	MIXED.
Ch'town	Ar 8.00pm	Ar 3.45pm	Ar 10.15am
Royalty Jc	Dp 7.45 "	Dp 3.21 "	Dp 9.55 "
N Wilkes's	" 7.11 "	" 2.25 "	" 9.04 "
Hunter R's	" 7.00 "	" 2.08 "	" 8.48 "
Bradalba's	" 6.36 "	" 1.27 "	" 8.16 "
Co'ty Line	" 6.30 "	" 1.17 "	" 7.57 "
Freestown	" 6.19 "	" 1.01 "	" 7.42 "
Kensing'n	" 6.04 "	" 12.37 "	" 7.20 "
Summ'side	Ar 5.15 "	Ar 11.30am	" 6.45 "
Miscouche	Dp 5.00 "	Dp 11.04 "	
Welling'tn	" 4.42 "	" 10.35 "	
Port Hill	" 4.13 "	" 9.43 "	
O'Leary	" 3.22 "	" 8.20 "	
Bloomfield	" 3.05 "	" 7.54 "	
Alberton	" 2.33 "	" 7.15 "	
Tignish	" 2.00 "	" 6.00 "	
Ch'town	Ar 10.00am	Ar 7.00pm	
Royalty Jc	Dp 9.45 "	Dp 6.37 "	
York	" 9.33 "	" 6.20 "	
Bedford	" 9.20 "	" 6.00 "	
Mt. Stew't	" 8.55 "	" 5.20 "	
Morell	" 8.16 "	" 4.15 "	
St. Peter's	" 7.55 "	" 3.42 "	
Bear River	" 7.22 "	" 2.49 "	
Souris	" 6.50 "	" 2.00 "	
Mt. Stew't	Dp 5.55 "	Dp 5.20pm	
Carlign	" 7.49 "	" 3.27 "	
Georget'n	" 7.30 "	" 3.00 "	

JAMES COLEMAN,
Superintendent,
Railway Office, Charlottetown, May 21, 1883.
[81 pres her sum]r 61

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, Sum-
merside, P. E. Island.

MONEY TO LOAN, on good security, at
moderate interest.

NETL 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,
BOSTON, MASS.

Eggs and Produce a Specialty.
April 26, 1883.—wily 47

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 wily 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.

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

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
Labrador Herring would do well to consult
R. O'Dwyer,
Sept. 11, 1883.—31 tawwly.

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, 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

Messrs. B. Williams & Co.,
Lumber and Coal Dealers, Pownal 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 as-
surance 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 66,398,302 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.

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.

FOUL PLAY.

By Charles Reade.

CHAPTER IX.

AFTER this Helen Rolleston and Mr.
Hazel never spoke. She walked past him
on the deck with cold and haughty con-
tempt.

He quietly submitted to it, and never
presumed to say one word to her again.
Only, as his determination was equal to his
delicacy, Miss Rolleston found one day a
paper on her table, containing advice as to
the treatment of disordered lungs, expressed
with apparent coldness, and backed by a
string of medical authorities, quoted
memoriter.

She sent this back, indorsed with a line,
in pencil, that she would try hard to live,
now that she had a friend to protect from
calumny, but should use her own judgment
as to the means.

But women will be women. She had
carefully taken a copy of his advice before
she cast it out with scorn.

He replied:
"Live with whatever motive you please—
only live."

To this she vouchsafed no answer; nor
did this unhappy man trouble her again,
until an occasion of a very different kind
arose.

One fine night he sat upon the deck,
with his back against the mainmast, in deep
melancholy and listlessness, and fell at last
into a doze, from which he was awakened
by a peculiar sound below. It was a beauti-
ful and still night; all sounds were
magnified, and the father of all rats seemed
to be gnawing the ship down below.

Hazel's curiosity was excited, and he
went softly down the ladder to see what
the sound really was. But that was not so
easy, for it proved to be below decks; but
he saw a light glimmering through a small
scuttle about the mate's cabin, and the
sounds were in the neighborhood of that
light.

It now flashed upon Mr. Hazel that this
was the very quarter where he had heard
that mysterious knocking when the ship
was lying in the gale.

Upon this a certain degree of vague suspi-
cion began to mingle with his curiosity.
He stood still a moment, listening acutely;
then took off his shoes very quietly, and
moved with noiseless feet toward the scut-
tle.

The gnawing still continued.
He put his head through the scuttle and
peered into a dark, dismal place, whose
very existence was new to him. It was, in
fact, a vacant space between the cargo and
the ship's run. This wooden cavern was
very narrow, but not less than fifteen feet
long. The candle was at the farther end,
and between it and Hazel a man was work-
ing, with his flank turned toward the spec-
tator.

This partly intercepted the light, but still
it revealed in a fitful way, the huge ribs of
the ship, and her inner skin, that formed
the right hand partition, so to speak, of this
black cavern; and close outside these gaudy
timbers was heard the wash of the sea.

There was something solemn about the
close proximity of the tremendous element
and the narrowness of the wooden barrier.

The bare place, and the gentle, monoton-
ous wash of the liquid monster, on that calm
night, conveyed to Mr. Hazel's mind a
thought akin to David's:

"As the Lord liveth, and as the soul liveth,
there is but a step between me and death."

Judge whether that thought grew weaker
or stronger, when, after straining his eyes
for some time, to understand what was
going on at that midnight hour, in that
hidden place, he saw who was the workman,
what was his occupation.

It was Joseph Wylie, the mate. His
profile was illuminated by the candle, and
looked ghastly. He had in his hand an
auger of enormous size, and with this he
was drilling a hole through the ship's side,
just below the water-mark, an act,
the effect of which would be to let
the sea bodily into the ship and sink
her, with every soul on board, to the bot-
tom of the Pacific Ocean.

"I was stupefied; and my hair stood on
end, and my tongue clove to my jaws."

Thus does one of Virgil's characters de-
scribe the effect his mind produced upon his
body, in a terrible situation.

Mr. Hazel had always ridiculed that trite
line as a pure exaggeration; but he altered
his opinion after that eventful night.

When he first saw what Wylie was doing,
obstupid, he was merely benumbed; but as
his mind realized the fiendish nature of the
act, and its treacherous consequences, his
hair actually bristled, and for a few
minutes, at least, he could not utter a
word.

In that interval of stupor, matters took
another turn. The auger went in up to the
haft; then Wylie caught up a hammer, and
swiftly inserted the plug.

Rapid as he was, a single jet of water
came squirting viciously in. But Wylie
lost no time; he tapped the plug smartly
with his hammer several times, and
then, lifting his mallet with both hands,
rained heavy blows on it that drove it in,
and shook the ship's side.

Then Hazel found his voice, and he
uttered an ejaculation that made the mate
look round. He glared at the man who
was glaring at him, and, staggering back-
ward, trod on the light, and all was
darkness and dead silence—all but the
wash of the sea outside, and that louder
than ever.

But a short interval sufficed to restore
one of the parties to his natural self-pos-
session.

"Lord, sir," said Wylie, "how you startled
me! You should not come upon a man at
his work like that. We might have had an
accident."

"What were you doing?" said Hazel, in a
voice that quavered in spite of him.

"Repairing the ship. Found a crack or
two in her inner skin. There, let me get a
light, and I'll explain it to you, sir."

He groped his way out, and invited Mr.

Hazel into his cabin. There he struck a
light, and, with great civility, tendered an
explanation. The ship, he said, had labor-
ed a good deal in the last gale, and he had
discovered one or two flaws in her, which
were of no immediate importance; but ex-
perience had taught him that in calm
weather a ship ought to be kept tight.

"As they say ashore, a stitch in time
saves nine."

"But drilling holes in her is not the way,"
said Hazel, sternly.

The mate laughed.

"Why, sir," said he, "what other way is
there? We cannot stop an irregular crack;
we can frame nothing to fit it. The way is,
to get ready a plug measured a trifle larger
than the aperture you are going to make;
then drill a round hole, and force in the
plug. I know no other way than that;
and I was a ship's carpenter for ten years
before I was a mate."

(To be continued.)

New Time Standard.
SANDFORD FLEMING ON THE HISTORY AND
DEVELOPMENT OF THE NEW SYSTEM.

(From the Milwaukee Journal.)

DEAR SIR,—The standard time project
which is being discussed all over the coun-
try is a comparatively new question. Yet it
is one which would have commanded no
attention had it been brought forward at
any other period in our history. The mar-
vellous progress which we have of late
years made has forced the question upon
the public. It is an outcome of the great
social and commercial changes which have
been effected in the community through the
agencies of steam and electricity, the grand
civilizers of the age in which we live.

LONG AGES BACK,
before artificial time measures were in-
vented or needed, the human race had only the
rising and setting of the sun to govern them
in their daily avocations. The Greek and
Roman civilization divided the interval of
daylight between sunrise and sunset into
two parts. This established noon, and for
ages it was the only period noticed by
the Romans. Noon was proclaimed
by a sound of trumpets and manifested by
the sun's shadow in a particular direction
along the forum. This led to the introduc-
tion of sun-dials and the arbitrary division
of forenoon and afternoon into hours, but
the nights remained undivided for many
centuries. This is the origin of the system
of chronometry which we have inherited.

It so happens that, at the hour of noon, at
any given place, the sun is south in the
heavens, and as every individual place on
the surface of the earth

HAS ITS OWN NOON
except in the same meridian, there are no
two places with the same noon. Theoretic-
ally, there is everywhere a difference in
the same State, in the same city, and even
in the same street. It is only by a com-
promise that the inhabitants of the same
large city can use