

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, MONDAY, SEPTEMBER 3, 1883.

VOL 13.--NO. 89.

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One Month, 50

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

ALMANAC FOR SEPTEMBER, 1883.

MOON'S CHANGES.

New Moon 1st day, 10h, 1.9m., a. m.
First Quarter, 9th day, 2h, 15.3m., p. m.
Full Moon, 16th day, 5h, 28.7m., p. m.
Last quarter 23rd day, 8h, 28.5m., a. m.

DAY OF WEEK	Sun	Moon	High	Days
	ris	sets	water	len
	h	m	m	h
1 Saturday	5 26	3 34	5 23	10 42
2 Sunday	27	32	6 24	11 15
3 Monday	28	30	7 28	11 48
4 Tuesday	29	28	8 26	morn
5 Wednesday	31	26	9 26	0 18
6 Thursday	32	24	10 25	0 51
7 Friday	33	22	11 23	1 27
8 Saturday	34	20	12 19	2 7
9 Sunday	35	18	1 13	3 4
10 Monday	37	16	2 3	3 53
11 Tuesday	38	14	2 50	5 9
12 Wednesday	40	12	3 32	6 29
13 Thursday	41	11	4 10	7 40
14 Friday	42	9	4 45	8 36
15 Saturday	43	7	5 18	9 24
16 Sunday	45	5	5 51	10 7
17 Monday	46	3	6 23	10 48
18 Tuesday	47	1	6 53	11 29
19 Wednesday	48	59	7 36	aft 10
20 Thursday	50	57	8 20	0 53
21 Friday	51	55	9 1	1 41
22 Saturday	52	53	10 4	2 34
23 Sunday	53	51	11 3	3 38
24 Monday	55	49	morn	4 58
25 Tuesday	56	47	0 6	6 20
26 Wednesday	57	45	1 9	7 30
27 Thursday	59	43	2 12	8 23
28 Friday	6 0	41	3 15	9 5
29 Saturday	1	39	4 16	9 43
30 Sunday	3	37	5 18	10 17

L. ARTHUR & CO.,
GENERAL
Commission Merchants,
121 ATLANTIC AVENUE,
(ROSS MARKET)
BOSTON, MASS.

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

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

SULLIVAN & MACNELL,
ATTORNEYS-AT-LAW
Solicitors in Chancery,
NOTARIES PUBLIC, &c.

OFFICES—O'Halloran's Building, Great
George Street, Charlottetown.
Money to Loan.
W. W. SULLIVAN, C. J. CHESTER B. MACNELL.
Jan. 16, '83.

McLEOD & MORSON
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.
W. A. O. MORSON.
Nov. 24, '82.—pres her

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.
DESBRISSAY & ANGUS,
General Agents,
Office—South Side Queen Square.
Ch'town, Sept. 16, 1882.

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

OFFICE—West Side of Queen Street, Char-
lottetown, next door to Stevensons' Tin Shop.
July 25, 1883.—dy wky 6m

R. O'DWYER,
Commission and General Merchant
DEALER IN P. E. I. PRODUCE,
289, WATER STREET,
St. John's, Newfoundland.

Capt. Edward English, a member of the
firm, will give the strictest attention to con-
signments of Island produce.

P. E. Island vessels for and to charter.
July 30, 1883.

**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 for \$ 9,754,085 35
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 \$7,753,031.15 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.

Direct Steamer to London
The Halifax Steam Navigation Company
(Limited) will despatch the FIRST-
CLASS STEAMER

"SICILY,"
—FROM—
Halifax to London, direct,
About 10th September,
THROUGH RATES FOR LOBSTERS,
via P. E. I. Steam Navigation
Company,

From Charlottetown and all Sta-
tions on the P. E. I. Railway.

London, Paris and Hamburg.

The "Sicily" has a speed of twelve knots
and is expected to make the passage in 9 1/2
days.

Bills of Lading will be given from any
Station on the P. E. I. Railway, or at Char-
lottetown. Apply for all particulars to Jos.
Woot, Secretary Halifax Steam Navigation
Company (Limited), 58 Bedford Row, Hal-
fax, or to

WM. H. SHANKS,
Agent, Charlottetown, P. E. I.
August 13, 1883.

COAL! COAL!
IN STORE,
AND WILL BE SOLD CHEAP.

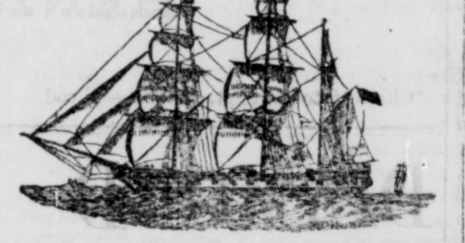
Anthracite Egg and Chestnut Sizes.
(BEST QUALITY.)

**PICTOU ROUND & NUT,
ALBION SLACK,**
(For Blacksmiths' use, good).

Sydney Old Mines
—AND—
GOWRIE MINES ROUND.

CAPT. JOHN HUGHES.
Ch'town, Aug. 10. Water Street,
[mo w fr pat tu th sa 3m. ho pres 3m]

TO LOBSTER PACKERS.



The well-known Clipper Brig
"ALPHETA,"
299 tons Register, classed 9 years A
at Lloyds,
M. Callaghan, Commander.

Will Sail for Liverpool, direct, about
the 30th August,
AND WILL
Carry Lobsters or other
Canned Goods,
Returning will sail from
Liverpool for Charlottetown about
the 1st October.

For Freight apply to
PEAKE BROS. & CO.
Ch'town, Aug. 17, 1883.—2aw

**IF YOU CALL YOU WILL FIND
I HAVE ON HAND**
Black, White and Colored Perforated Card
Boards,
Gold and Silver Papers,
Blue, Pink, Green and White Tissue Papers,
Royal Readers,
Franklin Square and other Novels.

S. T. NELMES,
Standard Bookstore.
Ch'town, Aug. 15, 1883.—6m eod

**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	Dep 6.45am	Dep 9.20am	Dep 4.15pm
Royalty Je	" 7.00 "	" 9.35 "	" 4.35 "
N Wilts's	" 7.35 "	" 10.10 "	" 5.25 "
Hunter R'r	" 7.45 "	" 11.06 "	" 5.40 "
Bradaba'e	" 8.10 "	" 11.46 "	" 6.16 "
Co'ty Line	" 8.15 "	" 11.56 "	" 6.30 "
Freetown	" 8.26 "	" 12.12pm	" 6.45 "
Kensing'n	" 8.40 "	" 12.37 "	" 7.08 "
Summ'side	Ar 9.05 "	Ar 1.15 "	Ar 7.45 "
Misouche	Dep 9.25 "	Dep 1.45 "	
Wellingt'n	" 9.40 "	" 2.07 "	
Port Hill	" 9.59 "	" 2.38 "	
O'Leary	" 10.28 "	" 3.22 "	
Bloomfield	" 11.20 "	" 4.53 "	
Alberton	" 11.38 "	" 5.30 "	
Tignish	" 12.03pm	" 6.20 "	
Ch'town	Dep 4.00pm	Dep 7.00am	
Royalty Je	" 4.15 "	" 7.23 "	
York	" 4.37 "	" 7.41 "	
Bedford	" 4.40 "	" 8.02 "	
Mt. Stew't	" 5.15 "	" 9.00 "	
Morell	" 5.44 "	" 9.45 "	
St. Peter's	" 6.04 "	" 10.17 "	
Bear River	" 6.39 "	" 11.11 "	
Souris	Ar 7.10 "	Ar 12.00m	
Mt. Stew't	Dep 5.15pm	Dep 9.10am	
Cardigan	" 6.11 "	" 10.35 "	
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 Je	Dep 7.45 "	Dep 3.21 "	Dep 9.55 "
N Wilts's	" 7.11 "	" 2.25 "	" 9.04 "
Hunter R'r	" 7.00 "	" 2.08 "	" 8.45 "
Bradaba'e	" 6.36 "	" 1.27 "	" 8.10 "
Co'ty Line	" 6.30 "	" 1.01 "	" 7.57 "
Freetown	" 6.19 "	" 1.01 "	" 7.42 "
Kensing'n	" 6.04 "	" 12.37 "	" 7.30 "
Summ'side	Ar 5.15 "	Ar 11.30am	" 6.45 "
Misouche	Dep 5.00 "	Dep 11.04 "	
Wellingt'n	" 4.42 "	" 10.35 "	
Port Hill	" 4.13 "	" 9.43 "	
O'Leary	" 3.22 "	" 8.20 "	
Bloomfield	" 3.05 "	" 7.54 "	
Alberton	" 2.38 "	" 7.15 "	
Tignish	" 2.00 "	" 6.00 "	
Ch'town	Ar 10.00am	Ar 7.00pm	
Royalty Je	Dep 9.45 "	Dep 6.37 "	
York	" 9.33 "	" 6.20 "	
Bedford	" 9.20 "	" 6.00 "	
Mt. Stew't	" 8.55 "	" 5.20 "	
Morell	" 8.18 "	" 4.45 "	
St. Peter's	" 7.35 "	" 3.49 "	
Bear River	" 7.22 "	" 3.42 "	
Souris	" 6.50 "	" 2.00 "	
Mt. Stew't	Dep 8.55 "	Dep 5.20pm	
Cardigan	" 7.49 "	" 4.27 "	
Georget'n	" 7.30 "	" 3.00 "	

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

**P. E. ISLAND
Steam Navigation Co'y.**



STEAMERS ST. LAWRENCE AND
PRINCESS OF WALES.

SUMMER ARRANGEMENT,
Commencing Wednesday, 16th May, 1883.

NOVA SCOTIA.
Leave Charlottetown for Pictou Landing
every Monday, Wednesday, Thursday and
Saturday mornings, at 7 o'clock, connecting
there with the Train for Halifax. Returning
to Charlottetown on Monday, Wednesday Friday
and Saturday, about 2 p. m., on arrival of
Train from Halifax.

Leave Pictou Landing for Georgetown on
Thursday, on arrival of train at 2 p. m.
Leave Georgetown for Pictou Landing
every Friday morning, at 5 a. m.

**NEW BRUNSWICK, CANADA AND THE
UNITED STATES.**
Leave Summerside every day (Sunday
excepted) on arrival of Train from Char-
lottetown, connecting at Shediac with
Trains for each of the above-named places;
and at St. John, with steamers of the Interna-
tional Company and Railway for Portland and
Boston. Also leave Charlottetown for Sum-
merside every Monday morning at 1 o'clock.
Returning, leave Shediac every day (Sunday
excepted) on arrival of day train from St.
John, for Summerside, connecting there with
Train for Charlottetown. Also leave Sum-
merside for Charlottetown every Saturday
evening, about 5 o'clock.

By order, **F. W. HALES,**
Charlottetown, May 15, 1883. Secretary.

BOSTON STEAMERS.

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

ONE of the above FIRST-CLASS STEAM-
ERS will leave
Charlottetown for Boston
EVERY
THURSDAY AFTERNOON, AT 5 P. M.

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

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

**STEAMER
"HEATHER BELLE,"**
Summer Arrangement, 1883.

ON and after Tuesday, July 24th, the new
steamer "Heather Belle," Hugh McLean,
master, will run as follows:—

Every Tuesday morning at four o'clock, will
leave Charlottetown for Orwell Brush
Wharf, leaving Orwell Brush Wharf, at
seven a. m., for Charlottetown, calling at
China Point and Halliday's Wharves,
leave Charlottetown at 3 p. m., for Hal-
liday's China Point and Brush Wharves,
where she will remain over night.

Wednesday, will leave Brush Wharf for
Charlottetown, at seven a. m., calling at
China Point and Halliday's Wharves,
leaving Charlottetown at three p. m., to
return, remaining at Brush Wharf over
night.

Thursday, will leave Brush Wharf for Char-
lottetown, at seven a. m., calling at China
Point and Halliday's Wharves, leaving
Charlottetown at three p. m. to return,
leaving Brush Wharf about six p. m. for
Charlottetown.

Friday, will leave Charlottetown for Crapaud
at four a. m., leaving Crapaud at seven
a. m. for Charlottetown, leaving Char-
lottetown at three p. m. for Crapaud,
remaining there over night.

Saturday, will leave Crapaud at seven a. m.
for Charlottetown, leaving Charlottetown
at one o'clock p. m. for Crapaud and re-
turning to Charlottetown from Crapaud
same evening.

FARES—Cabin, to and from Orwell and
Wharves, 30 cents; deck, 20 cents. Cabin,
to and from Crapaud, 40 cents; deck 30 cents.
Excursion Return Tickets will be issued
from Charlottetown to Orwell every Thursday
evening at one first-class fare. Also, Excursion
Return Tickets will be issued
Saturday to Crapaud at one first-class fare.

JOHN HUGHES,
Agent,
Ch'town, July 25, 1883.
[2aw wky 3m pres her pat era]

Post Office Accommodation at
Bay Fortune.

Pursuant to notice a meeting of the in-
habitants of Bay Fortune and adjoining
vicinities, was held in the Fortune Bridge
schoolroom, on Tuesday the 28th ult., to
take into consideration the necessity of a
tri-weekly mail along the Bay Fortune mail
line.

The meeting was called to order by ap-
pointing Chas. Aitken, Esq., chairman, and
the undersigned secretary.

The inconvenience of a bi-weekly mail
was foremost in the minds of all. A bi-
weekly mail, it was contended, did not at
all meet the requirements of those inter-
ested in the mail. Persons receiving mail
communications by Saturday's mail had no
means of replying, let the circumstances be
ever so urgent, before the following Wed-
nesday—a space of four days—unless they
travel a distance of from six to eight miles
to the Souris East Post Office.

The Postmaster at Rollo Bay gave in-
formation that though he believed at least
one half the written postal matter of Rollo
Bay and vicinity was posted in Souris, yet
the amount of mail matter posted in Rollo
Bay Post Office was gradually increasing.

It was presumed that an additional mail
each week along the line would be self-
sustaining, as the post matter would then
be posted at the office to which it properly
belonged.

Therefore Resolved, That this meeting nomi-
nate one person in the vicinity of each post
office along the mail line to form themselves
into a committee to draft a petition for sig-
natures and present it to the Hon. Postmaster
General, Ottawa, praying for a tri-weekly
mail along the Bay Fortune mail line.

The following persons were then appoint-
ed in pursuance of the resolution: Little
River, J. C. Underhay, Esq.; Bay Fortune,
Chas. Aitken, Esq.; Rollo Bay, D. McRae,
Esq.; Souris West, Mr. J. R. Coffin.

J. E. MORSON, Sec'y.
Fortune Bridge, Aug. 27, '83.

Important to Travelers.
"In the spring a young man's fancy
lightly turns to thoughts of love" and a
vacation, but when he misses a train on
which he agreed to meet his best girl, on
account of not having a reliable guide, his
"love to hatred turns," and he wisely con-
cludes that a copy of the A B C Pathfinder
Railway Guide, with its large colored map,
sectional maps, and official tables, is as
necessary on a pleasure or business trip as
a railroad or steamboat ticket. Ask your
newsdealer for the Pathfinder as it is the
only official Guide in New England, and its
time tables are not lost in a mass of adver-
tising schemes called guides. You can
have it mailed to your address monthly by
sending the subscription price, \$2.50 per
annum, to the New England Railway
Publishing Company, Boston. Single
copies 25 cents.

How They Won.
THE CANADIAN ARTILLERYMEN'S VICTORY AT
SHOEBURYNESS.

The most popular of yesterday's contests
was the fight for the Governor-General of
Canada's prize, a silver cup, to be presented
to the team which would perform the re-
pository shift in "A" in the quickest time.
The operation consist in dismounting a 64-
pounder gun from one carriage, moving it
20 feet to the rear on rollers, then 45 feet
to flank, and remounting it on another car-
riage.

Just before eight o'clock, after a magnifi-
cent display of skill, the Canadians suc-
ceeded in winning the Governor-General of
Canada's prize for the special repository
shift. The competition commenced at half-
past five, when the second and fourth de-
tachments of the 1st Essex men came on the
ground, where were assembled Colonel
Strangways, the School of Gunnery Com-
mandant, Col. Betty, R. A., Major Pearce,
R. A., Col. Macdonald, of the Canadians,
and his next in command, Major Short.
During a portion of the contest the Mar-
quess of Londonderry was also present. All
volunteers were excluded from the ground,
in order to ensure perfect fairness to every-
body concerned. The Essex men did not
get very quickly, and they completed the
operation in 31 min. 58 1/2 sec. Next came
the 11th and 12th detachments of the 1st
Glamorgan. Their time was bad, viz. 22
min. 23 1/2 sec. The first men to gain any
praise from Colonel Strangways were the
2nd and 3rd detachments of the 2nd Kent,
who did the work smartly in 10 min.
25 1/2 sec. Next came the squad that was
looked upon as certain of being the
winners—the Woolwich Arsenal men (2nd
Kent), under command Sergeant-Major
Horne. Dismounting the gun with remark-
able celerity, they succeeded in getting it
round to the second carriage and leaving it
in line of fire in 5 min. 58 1/2 sec. Just be-
fore getting the gun into position the No.
1 called out, "Now then, some strong men
here," pointing to the skid or long beam
on which the gun, weighing nearly three
tons, was resting. The response came im-
mediately, in the shape of a number of the
team getting hold of the skid and raising it
bodily, so that the gun at once fell into
the required position, amid cheers. Col.
Strangways described it as a very fine per-
formance. It was freely predicted that it
would be impossible to beat the time made
by the Arsenal men, but when the Cana-
dians paraded before the gun, under
Sergeant-Major Lyndon, the opinion
appeared to be somewhat modified. The
word of command being given, the gun, as
if by magic, was dismounted and run
along the skid towards the carriage. Such
was the perfection of drill that in 4 min. 36
secs. after starting the gun was left mounted
in its second position in line of fire. A
cheer again and again repeated, burst forth
from the spectators, and Colonel Strang-
ways turned to the men, said:—"Sergeant-
Major, I am very glad to congratulate you

on the splendid bit of work which you
have just performed. From beginning
to end there was not a single fault.
The work was done quietly, quickly and
safely." The