

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, FRIDAY, SEPTEMBER 28, 1883.

VOL 13.—NO. 111.

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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 SEPTEMBER, 1883.

MOON'S CHANGES.
New Moon 1st day, 10h. 19m. 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. 38.3m. a. m.

DAY OF WEEK	Sun rises	Sun sets	Moon rises	Moon sets	High water	Days len.
1 Saturday	5 26	6 34	5 23	10 42		13 13
2 Sunday	5 27	6 32	6 24	11 15		
3 Monday	5 28	6 30	7 25	11 48		
4 Tuesday	5 29	6 28	8 25	12 21		
5 Wednesday	5 31	6 26	9 26	0 15		
6 Thursday	5 32	6 24	10 25	0 51		
7 Friday	5 33	6 22	11 23	1 27		
8 Saturday	5 34	6 20	12 19	2 7		
9 Sunday	5 36	6 18	1 13	3 4		12 50
10 Monday	5 37	6 16	2 3	3 53		
11 Tuesday	5 38	6 14	2 50	5 9		
12 Wednesday	5 40	6 12	3 32	6 29		
13 Thursday	5 41	6 10	4 10	7 40		
14 Friday	5 42	6 8	4 45	8 36		
15 Saturday	5 43	6 6	5 18	9 24		
16 Sunday	5 45	6 4	5 51	10 7		12 30
17 Monday	5 46	6 2	6 23	10 48		
18 Tuesday	5 47	6 0	6 58	11 29		
19 Wednesday	5 48	5 59	7 36	12 10		
20 Thursday	5 50	5 57	8 20	0 53		
21 Friday	5 51	5 55	9 9	1 41		
22 Saturday	5 52	5 53	10 4	2 34		
23 Sunday	5 53	5 51	11 3	3 35		12 09
24 Monday	5 54	5 49	12 6	4 58		
25 Tuesday	5 56	5 47	0 6	6 20		
26 Wednesday	5 57	5 45	1 9	7 30		
27 Thursday	5 59	5 43	2 12	8 23		
28 Friday	6 0	5 41	3 15	9 5		
29 Saturday	6 1	5 39	4 16	9 43		
30 Sunday	6 3	5 37	5 18	10 17		11 48

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 Jo	" 7.00 "	" 9.55 "	" 4.35 "
N Wiltah'e	" 7.35 "	" 10.50 "	" 5.25 "
Hunter R'r	" 7.45 "	" 11.06 "	" 5.40 "
Bradab'a'e	" 8.10 "	" 11.46 "	" 6.16 "
Co'ty Line.	" 8.15 "	" 11.56 "	" 6.30 "
Freetown.	" 8.25 "	" 12.12 pm	" 6.45 "
Keasing'tn	" 8.40 "	" 12.37 "	" 7.08 "
Summ'side	Ar 9.05	Ar 1.15	Ar 7.45
Misouche	Dp 9.25	Dp 1.45	
Wellingt'n	" 9.40 "	" 2.08 "	
Port Hill.	" 9.59 "	" 2.27 "	
O'Leary.	" 10.28 "	" 2.52 "	
Bloomfield	" 11.20 "	" 4.53 "	
Alberton.	" 11.38 "	" 5.20 "	
Tignish.	" 12.03pm	" 6.20 "	
Ch'town ..	Ar 12.40	Ar 7.20	
Ch'town ..	Dp 4.00pm	Dp 7.00am	
Royalty Jo	" 4.15 "	" 7.23 "	
N Wiltah'e	" 4.45 "	" 7.41 "	
Hunter R'r	" 4.40 "	" 8.02 "	
Bradab'a'e	" 5.15 "	" 9.00 "	
Co'ty Line.	" 5.44 "	" 9.45 "	
Freetown.	" 6.04 "	" 10.17 "	
Keasing'tn	" 6.39 "	" 11.11 "	
Summ'side	Ar 7.10	Ar 12.00 m	
Misouche	Dp 5.15pm	Dp 9.10am	
Wellingt'n	" 6.11 "	" 10.33 "	
Port Hill.	" 6.50 "	Ar 11.00 "	

TRAINS INWARD.

(READ UP.)

STATIONS.	EXPRESS.	MIXED.	MIXED.
Ch'town ..	Ar 8.00pm	Ar 3.45pm	Ar 10.15am
Royalty Jo	Dp 7.45 "	Dp 3.21 "	Dp 9.55 "
N Wiltah'e	" 7.11 "	" 2.25 "	" 9.04 "
Hunter R'r	" 7.00 "	" 2.08 "	" 8.48 "
Bradab'a'e	" 6.36 "	" 1.27 "	" 8.10 "
Co'ty Line.	" 6.30 "	" 1.17 "	" 7.57 "
Freetown.	" 6.19 "	" 1.01 "	" 7.42 "
Keasing'tn	" 6.04 "	" 12.37 "	" 7.20 "
Summ'side	" 5.40 "	" 12.00 "	" 6.45 "
Misouche	Ar 5.15	Ar 1.30am	
Wellingt'n	Dp 5.00	Dp 11.04	
Port Hill.	" 4.42 "	" 10.35 "	
O'Leary.	" 3.29 "	" 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 Jo	Dp 9.45 "	Dp 6.37 "	
N Wiltah'e	" 9.33 "	" 6.20 "	
Hunter R'r	" 9.20 "	" 6.00 "	
Bradab'a'e	" 8.55 "	" 5.20 "	
Co'ty Line.	" 8.16 "	" 4.15 "	
Freetown.	" 7.55 "	" 3.42 "	
Keasing'tn	" 7.22 "	" 2.49 "	
Summ'side	" 6.50 "	" 2.00 "	
Mt. Stew't	Dp 8.55	Dp 5.20pm	
Cardigan.	" 7.49 "	" 3.27 "	
Georgetown.	" 7.30 "	" 3.00 "	

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

L. ARTHUR & CO.,

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

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

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.—3i taw&wky.

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

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.

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.

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 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 \$6,938,302 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.

P. E. ISLAND

Steam Navigation Co'y.



STEAMERS ST. LAWRENCE AND
PRINCESS OF WALES.

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

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 (Sundays
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

"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 Halli-
day'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.
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COTTONS

NEW COTTONS,
—AT—
Greatly Reduced Prices.

Just received and in stock,
48 BALES AND CASES
(44,550 YARDS)

NEW BLEACHED

—AND—
Unbleached Cottons,
COTTON FLANNELS,
—AND—
BED TICKINGS.

These Goods will be sold low to make room
for fall importations. WHOLESALE AND
RETAIL.

W. A. WEEKS & CO.,

SIGN OF THE LION.

TEAS. TEAS.

NEW TEAS, of Prime Quality, 75 Chests,
at low prices, WHOLESALE.

W. A. Weeks & Co.

Ch'town, Aug. 8, 1883.

IN STORE.

10 puns choice Bright Molasses,
25 brls. White and Yellow Refined Sugars,
36 half-chests finest Congou Teas, "Ning
Chow," "Ching Wo," etc.

6 half-chests choice Assam Souchong,
40 brls. Flour, "Marshall's XX,"
125 brls. American K. D. Cornmeal,
30 brls. Kerose, Lard, Wool and Machine
Oils,

20 boxes Valencia Raisins,
20 boxes Layer Raisins,
5 brls. Superior English Pickles,
4 cases Worcestershire Sauce,
1 case Italian Condensed Milk,
1 case James Keller & Son's James,
4 dozen Inks (pints),
Ground Pepper, Ginger, Cinnamon, Mustard,
etc., etc.

—ALSO—
An assortment of Cut Tobaccos,
Cigarettes, etc.

CAMPBELL & RAYDEN.

Ch'town, Sept. 14, 1883.—eod

GOAL! GOAL!

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 we fr pat tu th sa 3m. he pres 3

JOB PRINTING of every description
executed with Neatness and Despatch
at the EXAMINER JOB PRINTING
ROOMS, cor. Water and Great George Street.

LETTERS TO THE EDITOR.

The Fire Department.

SOME VALUABLE HINTS—BETTER HOSE WANT-
ED—THE ADVANTAGE OF HAVING ONE
CENTRAL ENGINE HOUSE—HOW IT MAY BE
PURCHASED.

Sir,—I wish to call the attention of the
City Council and citizens, to a few matters
in reference to our City Fire Department,
with the hope that some interest may be
awakened in both Council and citizens to
the fact that our Fire Department must be
placed on a better and safer footing.

I am informed that the Silby fire engine
is so much worn in some parts that it is not
competent to draw water from any deep
well, and further that the suction hose are
defective, and during the fire at J. D.
McLeod's had to be bandaged up to enable
the engine to draw water from the tank;
and further that the hose belonging to both
engines, with exception of the 1000 feet
purchased with the Silby, are not strong
enough to stand much more than one half
the pressure that good hose would stand,
and consequently the engineers can only
put on a pressure of fifty pounds of steam
instead of ninety pounds; and further that
owing to there not being a proper tower in
either of the engine houses to dry the hose
in, they are reeled without being perfectly
dry, and become damaged from that cause.

Now, Sir, allow me to suggest a few
remedies for the above-mentioned defects,
viz.:

1. Have the "Silby" thoroughly re-
paired; procure a "Patent Heater" for each
steam engine, which will keep the water in
the boilers at any heat required, thus sav-
ing time in getting up steam, and prevent-
ing the boiler tubes from rusting.

2. Purchase sufficient hose of the best
quality—not trash as was purchased by the
City some time ago—and the price of which
the party who sold them had to reduce,
or have them returned, as ought to have
been done, because cheap hose are dear at
any price.

The City now maintain two engine
houses, a house for the Hook and Ladder
carriage, and two stables for the City
horses. Let the City Council purchase the
land where Dr. Jenkins' house stood, or
some other property near Queen Square,
it being the highest land in the centre of
the City, and erect a building for the fol-
lowing purposes:—Have the cellar made
into an immense tank to hold water, which
can be filled, to a certain extent, by the
water from the roof; have the first
floor for the two steam
engines, hose reels, hook and ladder
wagon and a stable for the horses, and
when an alarm is given the horses can be
immediately attached to the engines or
hose reels. If the fire should happen
within a certain distance from the Engine
House it would only be necessary to run
the engines outside the engine house, let
down the suction hose through hatches in
the floor, run the hose reels to the fire, and
by the time the nozzle is screwed on to the
hose, steam will be up in the engines, and,
owing to the elevation of the tank, the
water can be forced through the hose down
any of the streets with comparative ease,
provided the hose are strong enough to
stand the necessary pressure.

The second floor of the building can be
used for a Police Station, dwelling for
engine keeper, and a room for the firemen
to hold their business meetings in. Then
there could be a small tower on the build-
ing high enough to hang up the hose full
length. This would allow the air to pass
through them and dry them thoroughly
before being placed on the reels.

I suppose the present city government
and some of the citizens will exclaim, "It
is all very fine for 'A Citizen' to talk or
write about building an engine house, etc.,
but where is the money to come from?"
We took the reins of government with
the understanding that we could run the
city machinery cheaper than any other
Council, and would only require to levy a
tax of 1 per cent., but unfortunately for
our miscalculations before being elected,
we now find it necessary to