

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, OCTOBER 4, 1883.

VOL. 13.—NO. 116.

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ments, on application.

ALMANAC FOR OCTOBER, 1883.

MOON'S CHANGES.

New Moon 1st day, 1h. 41m., a. m.
First Quarter, 9th day, 6h. 7m., a. m.
Full Moon, 16th day, 2h. 32m., a. m.
Last quarter 22nd day, 7h. 6m., p. m.

DAY OF WEEK	Sun	Moon	High	Days
	rises	sets	rises	water
	h m	h m	h m	len
1 Monday	4 5	35 6	6 10	40
2 Tuesday	5 33	7 17	11 21	
3 Wednesday	7 31	8 16	11 53	
4 Thursday	8 29	9 14	morn	
5 Friday	9 27	10 11	5 1	
6 Saturday	10 25	11 5 1		
7 Sunday	12 24	11 56	1 40	11 36
8 Monday	13 22	12 43	2 26	
9 Tuesday	15 20	1 26	3 18	
10 Wednesday	16 18	2 5	4 28	
11 Thursday	17 16	2 40	5 47	
12 Friday	19 14	3 14	7 4	
13 Saturday	20 12	3 43	8 7	
14 Sunday	21 10	4 17	8 57	11 04
15 Monday	23 9	4 49	9 45	
16 Tuesday	24 7	5 28	10 29	
17 Wednesday	26 5	6 11	11 12	
18 Thursday	27 3	6 58	11 57	
19 Friday	28 1	7 54	12 40	
20 Saturday	30 0	8 54	1 28	
21 Sunday	31 4	9 57	2 19	10 40
22 Monday	33 5	11 1	3 9	
23 Tuesday	34 5	12 1	4 27	
24 Wednesday	35 5	0 7	5 42	
25 Thursday	37 5	1 8	6 52	
26 Friday	38 5	2 10	7 49	
27 Saturday	40 4	3 10	8 34	
28 Sunday	41 4	4 10	9 12	10 21
29 Monday	43 4	5 10	9 49	
30 Tuesday	44 4	6 10	10 23	
31 Wednesday	46 4	7 10	10 51	

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 Wiltshe	" 7.35 "	" 10.50 "	" 5.25 "
Hunter R'r	" 7.45 "	" 11.06 "	" 5.40 "
Bradalaba	" 8.10 "	" 11.46 "	" 6.16 "
Co'ty Line	" 8.15 "	" 11.56 "	" 6.30 "
Freewater	" 8.25 "	" 12.12pm	" 6.45 "
Kensing'tn	" 8.40 "	" 12.37 "	" 7.08 "
Summ'side	Ar 9.05 "	Ar 1.15 "	Ar 7.45 "
Miscoche	Dp 9.25 "	Dp 1.45 "	
Wellington	" 9.40 "	" 2.08 "	
Port Hill	" 9.59 "	" 2.37 "	
O'Leary	" 10.28 "	" 3.22 "	
Bloomfield	" 11.20 "	" 4.53 "	
Alberton	" 11.38 "	" 5.20 "	
Tignish	Ar 12.40pm	Ar 7.20 "	
Ch'town	Dp 4.00pm	Dp 7.00am	
Royalty Jo	" 4.15 "	" 7.23 "	
York	" 4.27 "	" 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	Dp 5.15pm	Dp 9.10am	
Cardigan	" 6.11 "	" 10.33 "	
Georgetown	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 Jo	Dp 1.45 "	Dp 3.21 "	Dp 9.55 "
N Wiltshe	" 7.11 "	" 2.25 "	" 9.04 "
Hunter R'r	" 7.00 "	" 2.08 "	" 8.48 "
Bradalaba	" 6.36 "	" 1.27 "	" 8.10 "
Co'ty Line	" 6.30 "	" 1.17 "	" 7.57 "
Freewater	" 6.19 "	" 1.01 "	" 7.42 "
Kensing'tn	" 6.04 "	" 12.37 "	" 7.20 "
Summ'side	" 5.40 "	" 12.00 "	" 6.45 "
Miscoche	Ar 5.15 "	Ar 11.30am	
Wellington	Dp 5.00 "	Dp 11.04 "	
Port Hill	" 4.42 "	" 10.35 "	
O'Leary	" 4.13 "	" 9.43 "	
Bloomfield	" 3.22 "	" 8.20 "	
Alberton	" 3.05 "	" 7.54 "	
Tignish	" 2.38 "	" 7.15 "	
Ch'town	Ar 10.00am	Ar 7.00pm	
Royalty Jo	Dp 9.45 "	Dp 6.37 "	
York	" 9.33 "	" 6.20 "	
Bedford	" 9.20 "	" 6.00 "	
Mt. Stew't	" 8.55 "	" 5.29 "	
Morell	" 8.16 "	" 4.42 "	
St. Peter's	" 7.55 "	" 3.49 "	
Bear River	" 7.22 "	" 3.27 "	
Souris	" 6.50 "	" 2.00 "	
Mt. Stew't	Dp 5.55 "	Dp 5.20pm	
Cardigan	" 7.49 "	" 3.27 "	
Georgetown	" 7.30 "	" 3.00 "	

JAMES COLEMAN,
Superintendent.

Railway Office, Charlottetown, May 21, 1883.
(S. pres her sum jr 51)

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.—31 tawakly.

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.

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

L. ARTHUR & CO.,
GENERAL
Commission Merchants,
121 ATLANTIC AVENUE,
(ROSS MARKET)
BOSTON, MASS.
Eggs and Produce a Specialty.
April 26, 1883.—wkly 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

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 reported:—
3,038 new proposals for life assurance were received the year for \$ 9,754,055 38
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 amounted to, including bonus additions, 2,462,236 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.

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, Summerside, P. E. Island.
MONEY TO LOAN, on good security, at moderate interest.
NEIL McLEOD. **W. A. O. MORSON.**
Nov. 24, '82.—pres her

The Glasgow and London
INSURANCE COMPANY
OF ENGLAND.
Capital, One Million Dollars.
This Company does a re-insurance business only.
FRED. W. HYNDMAN,
General Agent for P. E. Island.
Ch'town, Sept. 27.—law 3w pat

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.
M. A. CAMERON, Special Agent.
Sept. 25, 1883.—2aw

MONCTON
Sash and Door Factory.
M. R. 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 Patents and Strong Bakers.
375 brls. Choice Superior Extra.
TO ARRIVE:
300 brls. Choice Sup. Extra.
OFFICE AND WAREHOUSES:
OPPOSITE RANKIN HOUSE.
J. F. SHATFORD,
AGENT.
Sept. 11, 1883.

! PREPARE !
—FOR—
WINTER'S STORMY BLAST,
AND BUY YOUR
COAL
—AT—
McMILLAN'S DEPOT.
R. McMILLAN.
Sept. 8, 1883.—2m 2aw wkly 3m pd.

Vernon River Daily Mail,
(Commencing Oct. 1, 1883).
LEAVES Charlottetown P. O. at 6.30 a. m., returning leaves Vernon River at 10.30 a. m., arriving in Charlottetown at noon.
Good horses and comfortable accommodation for passengers.
Freight and Parcels can be left at
Norton Bro., City Hardware Store,
where all information will be given, or with the contractor and driver,
P. LANTRY.
Sept. 25, 1883.—wkly

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 Charlottetown, connecting at Shediac with Trains for each of the above named places; and at St. John, with steamers of the International Company and Railway for Portland and Boston. Also leave Charlottetown for Summerside 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 Summerside for Charlottetown every Saturday evening, about 5 o'clock.
By order,
F. W. HALES,
Secretary.
Charlottetown, May 15, 1883.

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

"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, leaving Charlottetown at 3 p. m., for Halliday'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 Charlottetown, 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 Charlottetown 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 returning 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 wkly 3m pres her pat tra

The Sovereign Grand Lodge, I. O. O. F.
SYNOPSIS OF THE SESSION OF THE ABOVE LODGE.—GENERAL INFORMATION.

The Sovereign Grand Lodge of the I. O. O. F. was recently in Session in Providence City, Rhode Island. Benjamin Bremner, Esq., of this city, was the Island delegate, and to him we are indebted for Providence papers with full reports of the proceedings, as well as for much verbal information. The Grand Lodge opened its session on the 15th September last, and closed after a week's deliberation. Though working every day, and sometimes until late at night, the amount of business transacted was not very great. That is to be accounted for, however, by the fact that the body is rather conservative in its character, and is not disposed to hasty legislation. Many propositions are laid before it which are considered, discussed at some length, it may be, and then rejected. For example a number of amendments to the constitution were presented, but every one was rejected. Other proposals looking to changes in the laws of the Order met with the same fate. Among the few

LEGISLATIVE CHANGES that were made the following may be mentioned:—In future in all processions, etc., a Grand Lodge will take precedence over a Grand Encampment.
Grand Lodges and Grand Encampments are permitted to admit qualified degree members to their sessions during the exemplification of the degree work.
The N. G. and R. S. of a Lodge may hereafter issue visiting cards to members in good standing, when application for the same is made to them in writing.
Grand Bodies failing to make their annual returns before the 1st of June will be disfranchised.
Grand Bodies are authorized to enact such legislation as shall allow of the consolidation of two or more of their subdivisions.
Visiting cards will have to be endorsed by the R. S. with the character of the attentive benefits allowed the bearer, the compensation for nurses, &c.
A lodge will have to give the same attentive benefits to visiting members as to its own members.
A member suspended or dropped for non-payment of dues applying for reinstatement and a withdrawal card at any time within five years from date of suspension, may hereafter receive the same on payment of one year's dues.
State Grand Bodies are authorized to declare for themselves what length of time, and what amount of indebtedness, is necessary to make a member non-beneficial, whether less or more than thirteen weeks.

CANADIAN AFFAIRS.
A charter was granted for a Grand Lodge of the Province of Manitoba, which body will be instituted in a short time, most probably by the present District Deputy, Mr. J. P. Young, of Portage. British Columbia has a Grand Lodge already, but no representatives from that body was present. The delegates from the other Provinces who were present were all placed on important committees. Woodvatt, of Ontario, was Appeals; Campbell, of Ontario, on Foreign Relations, also Chairman of Special Committee on Dues and Benefits; Gibson, of Ontario, on Constitutions; Rae, of Ontario, on Grand Bodies not Represented; Silverman, of Quebec, on Returns; Cushing, of New Brunswick, on Foreign Relations; Bremner, of Prince Edward Island, on Unfinished Business.

EXPENSES
As becomes an important body like this, the S. G. L. requires considerable money to run its affairs properly. Its expenses for the present year are calculated as follows:—For mileage and sessional allowances of officers, representatives and committees \$22,396 30; salaries \$4,812 40; printing (including supplies) \$12,000 00; \$300; incidentals, refunds, rents, etc., \$1,733; drawn in excess of last year's appropriation for printing, supplies, etc., \$1,843 66. The total amount reaches \$43,237 66. To meet these expenses the estimated receipts are as follows: Representative tax \$10,000; sale of supplies \$18,000; charter fees \$300; interest on U. S. bonds, \$2,651; dues of subordinates, \$1,000; amounts due S. G. L. from various sources, \$3,632; cash, \$14,772 55—total \$50,355 55 in all.

NEXT MEETING.
Invitations were presented from Louisiana, Texas, Virginia, and Minnesota, asking for the next session of the Sovereign Grand Lodge. The principal contest was between Texas and Minnesota, and it was finally decided in favor of the latter. The meeting next year will therefore be held in Minneapolis on the third Monday in September, 1884.
A PLEASANT SESSION.
The general opinion was expressed that the session was one of the most pleasant in the history of the S. G. L. The Odd-fellows and citizens generally of Providence exerted themselves to the very utmost for the purpose of making their visitors enjoy themselves, and succeeded admirably. Coming from every State and Territory in the American Union, and from nearly every Province of the Dominion, the members of the body seem to leave at home State and national prejudices, several distinctions and peculiarities of race and creed, and meet together with the express purpose of working in harmony, and of enjoying a fraternal union. When in addition to these inherent elements of pleasure, the people of the locality exert themselves for the comfort of the representatives as earnestly as did the people of Providence, it is no matter of surprise if the occasion becomes a memorable one; and that is what the meeting in Rhode Island will always be considered.

HOME made Boots take the lead. Call for a pair at the Boot and Shoe Factory. [step 6 tf

Murder Discovered by a Dream.
ONE OF THE MOST REMARKABLE CASES ON RECORD—TWO INDEPENDENT WITNESSES.

The dead body of William Scott was found lying along the track of the Erie Railway, a mile from the Olean, N. Y., depot, about midnight on the 11th ult. There were bad cuts about the head, back, and abdomen. A Coroner's jury returned a verdict that Scott had been killed by the cars. On Thursday, word was received from a brother of the dead man that he had dreamed on Tuesday night that his brother was murdered in a piece of woods and robbed. When the dreamer awoke he was so nervous that he was unable to sleep again during the night. He awoke from his dream between 11.30 o'clock and midnight.
On the same day a sister of Scott's, who lives in Rochester, sent word to a friend in Olean that she had a dream Tuesday night, in which she saw two men beat her brother to death in the woods, and take money from his pockets. She awoke screaming, "Don't touch the money! There is blood on it!" She says she was frightened so that she arose from bed and struck a light. A clock on the bureau showed the time to be a little past 11.30.

These singular declarations led to bringing to light the fact that on the day of Wm. Scott's death he had sold some property, for which he was paid \$1,000. In the afternoon he was seen in an out-of-the-way saloon kept by a man named O'Mara, in company with two strange men. He was intoxicated and exhibited a large roll of money, and boasted of the bargain he had made in the sale. Between four and five o'clock he was so drunk that the men carried him out to a barn in the rear of the saloon and left him there. About 11.30 o'clock that night he was met by an acquaintance on the road leading from O'Mara's to the Erie depot, near a piece of woods. He was not seen alive again.
There was no money in his clothes when found. It is noted now that there was no blood on the rails or anywhere about the track at the spot where he was found, and railroad men say that it would be next to an impossibility for a person to be hit by an engine or run over there without the fact being discovered at once either by the engineer or fireman. The belief is strong now that Scott was murdered and robbed and placed where he was found to give the impression that he had been killed by the cars.

The case is to be re-investigated.
Growth of Salvation Army.
The Salvation Army is about to celebrate its eighteenth anniversary, and it is authoritatively stated that whereas at the last anniversary there were only 320 corps and 766 officers, the army now possesses, at home and abroad, 591 corps and 1,439 officers. A new order of sergeants has been created; 245 outposts have been occupied under their command, and each sergeant, taking with him a detachment of from two to twenty soldiers, marches on Sundays, frequently from five to ten miles, to some village, where service is conducted in any school room, barn, or other building.
The army has 180 officers abroad. In India a sufficient number of natives have joined the army to provide interpreters in the most prevalent language of the principal cities; and the work has been, with the exception of £100 or £200, entirely supported by funds raised in India. The growth of the army in the Australian Colonies has been the marvel of the year. Twelve months ago there were only three or four corps established in South Australia. Now in the four Australian Colonies and in New Zealand the army has twenty corps, under some forty officers. Half a dozen buildings have been erected or purchased. The English War Cry, issued once a week twelve months ago, has become a bi-weekly, while no fewer than eleven other War Cries are published in different parts of the world, and there is a prospect of four others before the end of the year.—London Standard.

Hanlan in New York.
The New York Herald reporter interviewed the Champion in New York the other day. He asked him:—
"Have you any prospective matches on hand?"
"I have made no arrangements except in the case of Laycock. But I would like to row a race in the fall with any man in the country. It was reported that Laycock broke his leg. So to-day I cabled him asking for information. I offered to row him for a purse of \$5,000 if he allowed me \$1,500 for my expenses to row on his waters, the race to take place in the latter part of March. I expect an answer to-morrow."
"Is it possible to have a match arranged between you and Courtney?"
"I am willing to row a race with Courtney if anyone will make a match; but I have been looking for that man all summer and I can't find him."
"What do you think of the fast time Courtney is reported to have made at Union Springs?"
"I don't believe he made it. If there is any doubt about my position with reference to his reported time, I am ready to bet \$5,000 that I can row three miles faster than any man alive. I will make another proposition, I will undertake the task of rowing six races in one week; that is, I will match myself against six of the picked oarsmen of the world to row six races of a mile each—each race to be for \$1,000.

The Horsford Almanac and Cook Book
mailed free on application to the Rumford Chemical Works, Providence, R. I.
The young men are requested to call and see L. E. Prowse's American Hats. They are nobly and cheap.