

The Daily Examiner.

TERMS:—FIVE DOLLARS A YEAR.

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NEW SERIES.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, WEDNESDAY, SEPTEMBER 10, 1884.

VOL. 15.—NO. 95.

THE DAILY EXAMINER
is issued every evening, by
The Examiner Publishing Co.
From their office, corner of Water and
Great George Streets, Charlottetown,
Prince Edward Island.
RATES OF SUBSCRIPTION:
Six Months, \$2 50
Three Months, 1 25
One Month, 0 50
Advertising at most moderate rates.
Contracts may be made for monthly,
quarterly, half-yearly or yearly advertise-
ments, on application.

ALMANAC FOR SEPTEMBER, 1884.

MOON'S CHANGES.
Full Moon, 5th day, 6h. 43m., a. m.
Last Quarter 12th day, 4h. 40m., a. m.
New Moon 19th day, 5a. 24m., a. m.
First Quarter, 27th day, 6a. 8.4a., a. m.

DAY OF WEEK	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
h m	h m	h m	h m	h m	h m	h m	h m	h m	h m	h m	h m	h m	h m	h m	h m
1 Monday	5 25	6 34	4 15	7 33	13 9										
2 Tuesday	27	32	4 52	8 27	5										
3 Wednesday	28	30	5 26	9 12	2										
4 Thursday	29	28	5 58	9 54	12	59									
5 Friday	30	26	6 28	10 31	56										
6 Saturday	32	24	6 59	11 7	52										
7 Sunday	33	22	7 31	11 45	49										
8 Monday	34	20	8 5	12 23	46										
9 Tuesday	36	18	8 43	1 3	42										
10 Wednesday	37	17	9 29	1 49	40										
11 Thursday	38	15	10 18	2 42	37										
12 Friday	39	13	11 15	3 52	34										
13 Saturday	41	11	12 10	5 18	30										
14 Sunday	42	9	0 17	6 46	24										
15 Monday	43	7	1 23	7 57	17										
16 Tuesday	44	5	2 31	8 49	21										
17 Wednesday	45	3	3 39	9 24	17										
18 Thursday	47	1	4 46	10 13	14										
19 Friday	47	5	5 59	10 48	11										
20 Saturday	50	5	6 57	11 22	7										
21 Sunday	51	5	7 59	11 56	4										
22 Monday	52	5	9 1	12 0	0										
23 Tuesday	53	5	10 0	0 30	11	57									
24 Wednesday	54	4	10 57	1 5	55										
25 Thursday	55	4	11 52	1 44	52										
26 Friday	56	4	12 41	2 27	49										
27 Saturday	58	4	1 27	3 11	45										
28 Sunday	6	0	41	2 5	42	42									
29 Monday	1	39	2 48	5 37	39										
30 Tuesday	2	38	3 22	6 51	36										

THE RAILWAY TIME TABLE.

(Charlottetown Time.)

GOING WEST.	A. M.	P. M.	P. M.	P. M.
Charlottetown	6 47	9 12	4 27	
Hunter River	7 47	10 55	5 47	
Kensington	8 42	12 22	7 05	
Summerside	9 07	12 57	7 37	
Port Hill	10 30	4 15		
Alberton	12 05	6 57		
Tignish	12 42	7 47		
FROM WEST. <th>P. M.</th> <th>A. M.</th> <th>A. M.</th> <th>A. M.</th>	P. M.	A. M.	A. M.	A. M.
Tignish	2 02	6 47		
Alberton	2 40	7 57		
Port Hill	4 15	10 25		
Summerside	5 17	12 07		
Charlottetown	5 42	1 22	6 57	
Kensington	6 07	2 09	7 30	
Hunter River	7 02	3 25	8 47	
Charlottetown	8 02	5 07	10 07	
GOING EAST. <th>P. M.</th> <th>A. M.</th> <th>A. M.</th> <th>A. M.</th>	P. M.	A. M.	A. M.	A. M.
Charlottetown	4 17	7 02		
Mount Stewart	5 22	8 37		
Mount Stewart	5 27	9 02		
St. Peter's	6 17	10 02		
Souris	7 22	12 02		
Mount Stewart	8 32	9 07		
Cardigan	6 29	10 22		
Georgetown	6 47	10 47		
FROM EAST. <th>A. M.</th> <th>P. M.</th> <th>P. M.</th> <th>P. M.</th>	A. M.	P. M.	P. M.	P. M.
Souris	6 47	2 17		
St. Peter's	7 52	4 00		
Mount Stewart	8 42	5 17		
Charlottetown	8 47	5 42		
Georgetown	9 52	7 27		
Cardigan	7 27	3 32		
Mount Stewart	7 45	3 57		
Charlottetown	8 42	5 12		

L. ARTHUR & CO.,

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

Eggs and Produce a Specialty.
May 15, 1884 wkly tf

N. J. CAMPBELL,

(Successor to Campbell & Rayden)
Auctioneer and Commission Merchant,
SHIP BROKER,
AND INSURANCE AGENT,
COR. OF QUEEN AND WATER STS.,
Charlottetown, P. E. Island.

Importer and Jobber of Choice
Groceries and Spices.

General Agent for P. E. Island of the
British Empire Mutual Life Assurance Com-
pany, of London, England.
Special attention given to Auction Sales of
Lumber, Coal, Fish, Apples and other Fruit,
Real Estate, Household Furniture, Bankrupt
and other Stocks, and all kinds of Merchandise.

Correspondence and consignments solicited.
Returns promptly made.
March 26, 1884.

Old, Successful, Trustworthy,

PURELY MUTUAL,

No Stockholders, Dividends Annually.

ORGANIZED 1845.

NEW YORK

LIFE INSURANCE CO.

Cash Assets over \$55,000,000.

McLEAN & MARTIN,
Agents for P. E. Island.
Ch'town, Aug 27—2aw wkly

McLeod, Morson & McQuarrie,
BARRISTERS

ATTORNEYS-AT-LAW.

Office in Old Bank.

(UP STAIRS).
Ch'town, Feb. 21, 1884.

SULLIVAN & MACGILL,
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. MACGILL
Jan. 18, '83.

W. WHEATLEY,

(OF WHEATLEY & SOSS, CHARLOTTETOWN,
P. E. ISLAND)

Commission Merchant,

269 BARRINGTON STREET,
HALIFAX, N. S.

Special attention given to the sale of
P. E. Island produce.
April 24, 1884.

WEST & RENDELL,

Commission Merchants,

St. John's, Newfoundland.

Consignments solicited. Liberal advances
made.
July 25, 1884.—2aw 4m

APPLES, APPLES, APPLES.

CHARLES DONALD & CO.,

79 Queen St, London, E. C.

Will be glad to correspond with Apple Grow-
ers, Merchants and Shippers, with a
view to Autumn and Spring
business.

They will also give the usual facilities to
customers requiring advances. aug1

CAIRNS' MARBLE WORKS.

MR. CHARLES CAIRNS, in returning
thanks to the public for the liberal
patronage extended to him, begs leave to in-
form his old customers and the public generally,
that he has taken into partnership Mr.
Malcolm McLean, and that hereafter the
business will be carried on under the title of

CAIRNS & CO.,

Marble & Stone Cutters.

They have on hand a fine stock of Monu-
ments, Tablets and Headstones, in Italian and
American Marble. They are of the latest de-
signs, and at prices to suit all.

C. CAIRNS,
M. McLEAN.
Ch'town, June 30, 1884—pres n e pat s j wp

Piano Tuning & Repairing

MR. VINNICOMBE begs to inform the
musical public that he is now prepared
to take in Pianos for repair. Pianos recapped
with neatness, defective sound boards re-
newed, keys tightened, actions regulated.—in-
fact the whole construction renovated. Cabri-
net Organs repaired. Church Organs voiced
and tuned.—Having received a large stock of
Piano Fittings, Wire, etc., from the celebrated
Emerson Piano Manufacturers, with nearly
twenty years experience in that business, and
under the patronage of Government House,
the Convents, and the leading musical families
on the Island, feels sure of giving universal
satisfaction.

Terms—Cash when work is done.
Office—C. P. Fletcher's New Music Store.
Ch'town, May 21—wo as

NEW SEASIDES,

—AT—

BREMNER BROS.

July 28, 1884.

NEW FALL GOODS!

FIRST INSTALMENTS

NOW OPENING,

—AT—

J. B. MACDONALD'S,

QUEEN STREET.

Ch'town, Sept. 1, 1884.—2aw wkly.

TEA. TEA.

Extra, Prime, Cheap, Strong, Nice, All, Splendid

Beer & Goff's for Extra Tea,

WHOLESALE.

BEER & GOFF'S FOR PRIME TEA.

RETAIL.

BEER & GOFF'S FOR CHEAP TEA,

WARRANTED.

BEER & GOFF'S FOR NICE TEA,

5 POUND TINS.

BEER & GOFF'S FOR ALL TEA,

HALF-CHESTS.

BEER & GOFF'S FOR SPLENDID TEA,

ANY QUANTITY.

WHOLESALE & RETAIL.

Ch'town, July 9, 1884—2aw

ROYAL CANADIAN INSURANCE CO.

FIRE.

CAPITAL, \$2,000,000

HEAD OFFICE—Montreal.
HALIFAX BRANCH—J. Scott Mitchell, Agent.

Risks Taken on Most Favorable Terms.

AGENT FOR PRINCE EDWARD ISLAND:

F. H. ARNAUD,
Merchants Bank of Halifax

Ch'town, Feb. 27, 1884.

Attention Ye Who Are In Doubt.

Let Experience be Judge,—Comparison and Purse the Jury.

MARK WRIGHT & CO.,

Because of the excellent facilities they possess, have been able

to reduce the price of all goods manufactured by them, and by

buying their raw material in the best markets, for cash, are

prepared to give the purchasing public

THE BEST VALUE IN THE PROVINCE.

They are selling from thirty to fifty per cent. below prices
asked some time ago in the same establishment.

Factory, Office and Showroom—King Square, Kent Street.
Ch'town, May 27, 1884—New wkly

Prevention of Accidents at Sea.

Vice-Admiral J. E. Commerell favored

the British Association with a paper on

"The Prevention of Avoidable Accidents

in Packet Ships." The paper commenced

by saying that in the competition which at

the present day exists among the various

large steamship companies for the privileges

and emoluments of transporting the largest

number of passengers from England to the

United States and Canada and back, there

appeared to be only one or two things taken

into consideration. The ship which could

land her passengers in the shortest possible

time, house them with the greatest degree

of luxury, and feed them with high meats

and strong drinks, bears off the palm, to be

succeeded in her turn by a vessel a few—

very few—hours faster, and perhaps with a

more delicate style of saloon furniture.

The question of how much pressure there is

on the boilers and what provision there is

made for preventable accidents never enters

into the calculation of any passenger; all

these vital points, which it might be sup-
posed would be considered as main ques-
tions, are left to chance and the Board of
Trade. To class a vessel as Lloyd's the
most crucial examinations are exacted,
Building, scantling, thickness of plates,
stringers, are all closely laid down and in-
sisted on. But the moment a ship is off
the ways, everything seems of small
moment and taken into little account. It
must not be lost sight of that Lloyd's sur-
veyor, after all, in strictly private em-
ploy, and the ships of these companies who
do their own insurance do not come under
his examination at all. He was not desir-
ous for one moment to suggest that these
magnificent vessels which cross the Atlantic
are not well and faithfully kept, well
found and excellently well commanded,
but he thought that a portion of the enor-
mous sums of money lavished on the last
half-mile of speed, the luxurious cushions
and gorgeous looking-glasses and pictures,
might with more justice to passengers and
shareholders be laid out in providing
against preventable accidents. It had been
said that an accident to machinery by fire,
by loss of rudders, occurred so seldom that
it did not pay to provide against it, but
experience showed that this argument did
not hold good. During the months of
October, November and December, 1881,
thirty-five vessels were reported at Lloyd's
two as having damaged them, and fifty-
two as desirous of seeing the rudders of
the present day hung in such a manner
(with all their parts equally strong) so as
to bear the increased strain brought upon
them, and so attached that if any part
should go or become damaged no difficulty
whatever may be experienced in any weath-
er in unshipping the damaged rudder,
and substituting a new one equally strong
and efficient as the old one, and he had
laid before the public an invention for the
remedy of this defect, which was strong,
light and economical; eight ships had been
tried with it, and it had never been found
to fail. A ship using it need not go into
the nearest port for repair, but may con-
tinue her voyage in safety. He had once
received the following answer from a very
successful underwriter to whom he made
the suggestion, that there was a chance for
him to negotiate the loss of some of the
ships he had insured: "The loss of a rud-
der (causing frequently the loss of all
hands) is a nautical incident which we
have taken into account in the regulation
of our premiums, it would therefore be bad
policy on our part to diminish such inci-
dents." A reference was then made to a
most serious accident which occurred to
one of the Atlantic steamers about three
years ago, the vessel having remained
helpless for some fourteen days, and
repeated attempts having been made to fit
a jury rudder, but without success, until at
last she was towed in at an expense of £7,-
000. The paper concluded by giving the
following questions to be asked by persons
going on a voyage across the ocean them-
selves, or sending those they held most
dear:—
In the case of fire—How many steam
pumps have you? and is there a steam
pump?
In the case of collision—Are the bulk-
heads strong enough to resist the pressure
which can be brought against them, high
enough to keep the water out with de-
creased flotation?
In case of loss of ship—Are the boats
sufficient in number, and efficient to carry
all the passengers and crew?

Another New Party in Ireland.

Another party is said to be in process of

organization for regulating the political

affairs of Ireland. The new institution is

decidedly a Home Rule party; but the self-

government of Ireland is to be upon the

basis of loyalty to the crown of England.

It is proposed to establish peasant prop-
rietorship in Ireland, thus conceding to the
Land Leaguers the main principle for which
they have striven, and to form an Irish
parliament to sit at Dublin. This parlia-
ment is to consist of existing Irish peers
and their successors, to sit as a House of
Lords, and of such members as may be
duly elected to the Irish House of Com-
mons. All members of both Houses must
take the oath of allegiance to the Queen
of England or her successor, and the func-
tions of Parliament will be confined to ad-
ministering details within the provinces of
Ireland.

Spencer puts his Foot in it!

It is stated that Gladstone expressed sur-
prise and annoyance at the recent declara-
tion of Earl Spencer, that the policy of
concession towards the Irish could not be
carried further than it had been. Cham-
berlain is reported as being furious over
this maladroit statement by Spencer, and
says he will publicly disavow it on behalf
of the Government. There is no doubt
that the Liberal Ministers ardently desire
to bring about an alliance between all
leaders, both English and Irish, who favor
democratic principles, and they will cling
to the hope that such an alliance is possible.
Chamberlain says, Spencer has in one
moment, retarded by twenty years the
pacification of Ireland, and points to the
sullen reception of the Lord Lieutenant at
Kilmeragh as confirmatory of his opinion.
Parnell orators, in