

The Daily Examiner.

TERMS—FIVE DOLLARS A YEAR.

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SINGLE COPIES TWO CENTS.

NEW SERIES.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, TUESDAY, OCTOBER 2, 1883.

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quarterly, half yearly or yearly advertise-
ments, on application.

ALMANAC FOR OCTOBER, 1883.

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

DAY OF WEEK	MOON	SUN	MOON	High	Days
	riser	sets	riser	(water)	len n.
1 Monday	h	m	h	m	afn
2 Tuesday	4	33	6	10	40
3 Wednesday	5	31	7	11	21
4 Thursday	8	29	9	14	53
5 Friday	8	27	10	14	0
6 Saturday	10	25	11	5	1
7 Sunday	12	24	11	55	1 40
8 Monday	13	22	11	55	2 26
9 Tuesday	15	20	12	3	18
10 Wednesday	16	19	2	5	4 28
11 Thursday	17	18	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
15 Monday	23	9	4	49	9 45
16 Tuesday	24	7	5	28	10 29
17 Wednesday	26	5	6	11	12
18 Thursday	27	3	6	58	11 57
19 Friday	28	1	7	54	11 49
20 Saturday	30	0	8	54	1 28
21 Sunday	31	0	8	57	2 19
22 Monday	33	5	11	4	3 9
23 Tuesday	34	5	11	4	4 27
24 Wednesday	35	5	10	7	5 42
25 Thursday	37	5	9	8	6 52
26 Friday	38	5	8	10	7 49
27 Saturday	40	8	3	10	8 34
28 Sunday	41	4	4	10	9 12
29 Monday	43	4	5	10	9 49
30 Tuesday	44	4	6	9	10 23
31 Wednesday	46	4	7	7	10 53

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	" 7.01 "	" 9.55 "	" 4.35 "
N. Witche's	" 7.35 "	" 10.50 "	" 5.25 "
Hunter R't	" 7.45 "	" 11.05 "	" 5.40 "
Bradford's	" 8.10 "	" 11.45 "	" 6.16 "
Co'ty Line	" 8.15 "	" 11.56 "	" 6.30 "
Freetown	" 8.25 "	" 12.12pm	" 6.45 "
Kensington	" 8.40 "	" 12.37 "	" 7.08 "
Summ'side	Ar 9.05 "	Ar 1.15 "	Ar 7.45 "
Misouche	Dp 9.25 "	Dp 1.45 "	
Wellington	" 9.40 "	" 2.08 "	
Port Hill	" 9.59 "	" 2.37 "	
O'Leary	" 10.2 "	" 3.22 "	
Bloomfield	" 11.23 "	" 4.53 "	
Alberton	" 11.34 "	" 5.20 "	
Tignish	" 12.03pm	" 6.20 "	
Ch'town	Ar 12.40 "	Ar 7.29 "	

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. Witche's	" 7.11 "	" 2.25 "	" 9.04 "
Hunter R't	" 7.00 "	" 2.08 "	" 8.45 "
Bradford's	" 6.36 "	" 1.27 "	" 8.10 "
Co'ty Line	" 6.30 "	" 1.17 "	" 7.57 "
Freetown	" 6.19 "	" 1.01 "	" 7.42 "
Kensington	" 6.04 "	" 12.37 "	" 7.20 "
Summ'side	" 5.40 "	" 12.03 "	" 6.45 "
Misouche	Ar 5.15 "	Ar 11.30am	
Wellington	Dp 5.00 "	Dp 11.04 "	
Port Hill	" 4.42 "	" 10.45 "	
O'Leary	" 4.13 "	" 9.43 "	
Bloomfield	" 3.25 "	" 8.20 "	
Alberton	" 3.05 "	" 7.54 "	
Tignish	" 2.23 "	" 7.15 "	
Ch'town	" 2.00 "	" 6.09 "	
Ch'town	Ar 10.00am	Ar 7.0 pm	
Royalty Jo	Dp 9.45 "	Dp 6.37 "	
N. Witche's	" 9.33 "	" 6.23 "	
Hunter R't	" 9.0 "	" 6.0 "	
Bradford's	" 8.55 "	" 5.50 "	
Co'ty Line	" 8.16 "	" 4.15 "	
Freetown	" 7.55 "	" 3.42 "	
Kensington	" 7.22 "	" 2.49 "	
Summ'side	" 6.50 "	" 2.09 "	
Misouche	Dp 8.55 "	Dp 5.20pm	
Wellington	" 7.49 "	" 3.27 "	
Port Hill	" 7.30 "	" 3.00 "	
O'Leary	" 7.09 "	" 2.37 "	
Bloomfield	" 6.11 "	" 1.33 "	
Alberton	" 5.50 "	" 1.03 "	
Tignish	" 5.12 "	" 11.03 "	
Ch'town	Ar 6.30 "	Ar 11.00 "	

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

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 taw&wky.

SULLIVAN & MACNELL,

ATTORNEYS-AT-LAW

Solicitors in Chancery,
NOTARIES PUBLIC, &c.

OFFICES—O'Halloran's Building, Great George Street, Charlottetown.
Money to Loan.

GEORGE TWEEDY,
ATTORNEY-AT-LAW,

Notary Public, &c.

OFFICE—West Side of Queen Street, Charlottetown, next door to Stevenson's Fin Shop.
July 25, 1883.—dy wky 6m

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

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.
DESERISAY & 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, 1882, were reported:—

3,038 new proposals for life assurance were received the year for	\$ 9,754,035 38
2,561 proposals were accepted, assuring	7,230,048 13
The total existing assurances in force at 15th November, 1882, amounted to	\$6,937,302 91
(Of which \$7,753,031 15 was reassured with other offices)	
The claims by death which arose during the year amounted, including bonus additions, 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	29,563,416 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 2, 1882.

The Glasgow and London

INSURANCE COMPANY

OF ENGLAND.

Capital, One Million Dollars.

This Company does a re-insurance business only.

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

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

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 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 wky 3m pd.

Vernon River Daily Mail,

(Commencing Oct. 1, 1883).

LEAVES Charlottetown P. O. at 8.30 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 Bros., City Hardware Store,
where all information will be given, or with the contractor and driver,
P. LANTEY.
Sept. 25, 1883.—wky

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, leave 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 wky 6m pres her pat ere]

China's Defence.

HER FORTS, FLEET, GUNS, AND ARSENALS—DISADVANTAGES OF FRANCE.

If France should declare war her actual difficulty, says the *Pall Mall Gazette*, will be the question of transport. Unlike England, which has coaling stations at intervals all over the world, the French possess few points between Toulon and Saigon where they could put in to replenish their bunkers or refit their ships. In case of war between the friendly Powers the ports of neutrals would necessarily be closed to the ships of both belligerents. To China this would not matter, for she is self-contained, and would merely be fighting a defensive battle. To France it might be serious indeed. The enormous fleet of transports necessary to convey an army of 30,000 men across the world would find the greatest difficulty in securing coal. No doubt this difficulty might be surmounted, but no small part of the resolution of the Chinese to oppose the aggression of the French arises from the belief that it is practically impossible for any Power but England to land an effective expedition on the Chinese Coast.

THE CHINESE FORTS.

The old Taku forts have not only been made twice as effective as they were when they were captured in 1860, with a loss to the allies of 400 men, but new forts have been erected at some distance from the mouth of the river. Forty-three guns of heavy calibre are mounted on the Taku forts, and it is believed they could be almost impregnable without much difficulty. Seven detached forts have been erected round Tien-tsin, and altogether the fortresses of the Chinese littoral are so strong that some time ago, when confidential enquiries were made as to the number of troops necessary for a successful invasion of China by two European Governments, it was stated that it could not be safely undertaken with less than forty thousand men.

THE FLEET.

In addition to the fortresses on the coast the Chinese possess a fleet which, although in some respects inferior to that of the French, is much stronger in weight of metal. It is divided into four squadrons, the vessels for the defence of Pei-ho consisting of two ironclads of the type of the *Inflexible*—namely, the *Yan-quei* and the *Chao-yong*. Both of these were built in England; their horsepower is 2,400 and their tonnage 1,300; they carry each two Armstrong guns of 26 tons and six muzzle-lenses; their speed over the measured mile was 16 1/2 knots. They are the best vessels in the Chinese fleet, and they are supported by 13 gunboats. The squadron of Foochow consists of two cruisers and 21 smaller boats. At Shanghai there are six frigates and one armored gunboat. The Canton squadron consists of two cruisers and 22 gunboats. The majority of these gunboats are very small vessels of little importance, but eight are very formidable fighting vessels indeed. They are the *Alpha*, *Beta*, *Gamma*, *Delta*, *Epsilon*, *Zeta*, *Eta* and *Theta*, built in England by Sir William Armstrong. These boats have a displacement of from 400 to 450 tons, engines of 310 horsepower, a speed of nine knots, and a draught of only eight feet, the first four carrying each a 27-ton gun, and the others a 38-ton gun, all worked by hydraulic power. With slight differences in construction the length of each of these gunboats is 125 feet, and the breadth between perpendiculars 30 feet.

THE GUNS.

The guns are fixed irremovably along the centre line of the boat and rest upon trunnion blocks, which work upon a couple of beam slides. The projectiles are brought by steam from the magazines below to the loading positions and thrust home by a mechanical rammer working beneath the glacis plates at the bow. In addition to these there are two gunboats, constructed in England, of 250 tons, each carrying a sixteen-ton gun. The number of cannons in the Chinese fleet is said to be 250. It is manned by 8,000 seamen, 2,000 of whom, however, are in the reserve.

THE ARSENALS.

The Chinese maritime arsenals stand at Foochow, Shanghai, and Canton. The old arsenal still stands at Canton; a new one has been established at Tientsin; a third stands at Hankin. The manufactory of arms has been established at the capital of the province of Kan-tau, on the Yellow River, and artillery and torpedo factories are established at