

The Daily Examiner.

TERMS.—FIVE DOLLARS A YEAR.

"This is true Liberty, when Free-born Men, having to advise the Public, may speak free."—EUPHROS.

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NEW SERIES.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, THURSDAY, OCTOBER 30, 1884.

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ALMANAC FOR OCTOBER, 1884.

MOON'S CHANGES.

Fall Moon, 4th day, 5h. 47.5m. p. m.
Last Quarter 11th day, 10h. 16.7m. a. m.
New Moon 18th day, 5h. 18.9m. p. m.
First Quarter, 27th day, 0a. 41.9m. a. m.

DAY OF WEEK	Sun	Mon	Tue	Wed	Thurs	Fri	Sat	Sun	Mon	Tue	Wed	Thurs	Fri	Sat	Sun
1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
2	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
3	31	1	2	3	4	5	6	7	8	9	10	11	12	13	14
4	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
5	30	31	1	2	3	4	5	6	7	8	9	10	11	12	13
6	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28
7	29	30	31	1	2	3	4	5	6	7	8	9	10	11	12
8	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
9	28	29	30	31	1	2	3	4	5	6	7	8	9	10	11
10	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
11	27	28	29	30	31	1	2	3	4	5	6	7	8	9	10
12	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
13	26	27	28	29	30	31	1	2	3	4	5	6	7	8	9
14	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
15	25	26	27	28	29	30	31	1	2	3	4	5	6	7	8
16	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
17	24	25	26	27	28	29	30	31	1	2	3	4	5	6	7
18	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
19	23	24	25	26	27	28	29	30	31	1	2	3	4	5	6
20	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
21	22	23	24	25	26	27	28	29	30	31	1	2	3	4	5
22	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
23	21	22	23	24	25	26	27	28	29	30	31	1	2	3	4
24	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
25	20	21	22	23	24	25	26	27	28	29	30	31	1	2	3
26	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
27	19	20	21	22	23	24	25	26	27	28	29	30	31	1	2
28	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
29	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1
30	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
31	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

THE RAILWAY TIME TABLE.

(Charlottetown Time.)

GOING WEST.	A. 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, (arrive)	9 07	12 57	7 37
Summerside, (depart)	9 27	2 32	
Port Hill	10 30	4 15	
Alberton	12 05	6 57	
Tignish	12 42	7 47	
FROM WEST.	P. M.	A. M.	A. M.
Tignish	2 02	6 47	
Alberton	2 40	7 37	
Port Hill	4 15	10 25	
Summerside, (arrive)	5 17	12 07	
Summerside, (depart)	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.	P. M.	A. M.	A. M.
Charlottetown	4 17	7 02	
Mount Stewart, (arrive)	5 22	8 37	
Mount Stewart, (depart)	5 27	9 02	
St. Peter's	6 17	10 02	
Souris	7 22	12 02	
Mount Stewart	5 32	9 07	
Cardigan	6 29	10 22	
Georgetown	6 47	10 47	
FROM EAST.	A. M.	P. M.	P. M.
Souris	6 47	2 17	
St. Peter's	7 52	4 00	
Mount Stewart, (arrive)	8 42	5 17	
Mount Stewart, (depart)	8 47	5 42	
Charlottetown	9 52	7 27	
Georgetown	7 27	3 32	
Cardigan	7 45	3 57	
Mount Stewart	8 42	5 12	

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 Captain
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.
The firm is one of the oldest and most re-
liable in Newfoundland Returns guaranteed
to be prompt and satisfactory. Parties wish-
ing to procure Labrador Herring should send
their orders in time.
Sept. 6, 1884.—till 31st Dec. '84.

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

Eggs and Produce a Specialty.
MAY 15, 1884—wky if

Dr. Toombs,
PHYSICIAN AND SURGEON,
Mount Stewart.
Charlottetown, Oct. 20.—In wky 6m

McLeod, Morson & McQuarrie,
BARRISTERS
—AND—
ATTORNEYS-AT-LAW.
Office in Old Bank.
(UP STAIRS).
Ch'town, Feb. 21, 1884.

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, Q. C. | CHESTER B. MACNELL
Jan. 16, '88.

W. WHEATLEY,
(O'HALLORAN & SONS, 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

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 Mould-
ings, Window Sashes, Doors, etc., at

LOWEST CASH PRICES.
All orders entrusted to them will receive
prompt attention.
LEA & ROGERS,
Moncton, N. B.

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 \$6,936,302 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 1,062,048 35
JOHN LONGWORTH,
Agent for Charlottetown.
THOMAS KERR,
Inspector of Agencies.
Ch'town, August 2, 1883.

FLOUR. FLOUR.
125 bbls. CHOICE PATENT,
375 bbls. SUPERIOR EXTRA,
for prompt delivery at Charlottetown or
Summerside.
20 bbls. No. 1 PILOT BREAD,
10 bbls. THIN FAMILY,
FOR SALE BY
J. A. CHIPMAN & CO.,
Corner Pownal and Water Streets,
Ch'town, Sep 5.

WANZER
Sewing Machines.
THESE CELEBRATED MACHINES
RECEIVED HIGHEST AWARDS
At all the leading Exhibitions of the
World.
Only Gold Medal in Canada, 1883.
J. F. WILLIS & CO.,
Sole and only authorized Agents for P. E. I.
July 30

ELECTRIC GLOSS.
FOR cleaning Solid Silver, Nickel, Brass,
Copper and Plate Glass. Quick! Sure!
Permanent! No dirt, no trouble, no labor.
Being entirely free from grit and acids, it
cannot injure the most finely polished sur-
face. It is the only preparation ever pro-
duced that will polish brass or copper with-
out the use of acid. Nothing approaches it
for removing grease and finger marks from
Brass, Copper, Glass, etc.; while for cleaning
Nickel or Stoves it is especially useful.
Retail price, 25 cents per bottle.

MICA WASH.—This wash is the only
thing of the kind ever invented. A stove
may be as handsome as a jewel and shine like
ebony; but smoked mica lights will spoil it
all. Day by day mica becomes scarcer and
higher in price, and an article that will clean
and preserve it is valuable to all concerned.
Try this wash once, and you will always use
it. Retail price, 25 cents per bottle.
The above-named necessities are manufac-
tured by The Electric Gloss Co., Philadelphia,
U. S. A., and sold by every respectable Drug
gist, Stove Dealer, Hardware Merchant and
General Dealer in Canada. The Canadian
trade supplied by
JOHN T. REED,
105 Water Street, St. John, N. B.
Aug 6.—6m eod

THE EXAMINER
JOB PRINTING
OFFICE
has lately been replenished with a
supply of
Printing Types and Material
—OF THE—
Latest Invention and Best
Description.

Careful and Skillful Supervision of
Mr. J. W. Mitchell,
BILL HEADS,
BLANK CHEQUES,
NOTES OF HAND,
HAND BILLS,
LETTER HEADS,
RECEIPTS,
POSTERS,
DODGERS, &c.
On Short Notice, in Good Style,
AND AT CHEAP PRICES.

Superb Baking Powder.
(Manufactured by Hollister, Crane & Co.,
99 Broad Street, New York.)
UNQUESTIONABLY the purest and most
wholesome Baking Powder made. Gro-
cers are authorized to guarantee every can to
be full weight, and positively pure. Ask for
the "Superb" and take no other. Put up in
1/2 and 1-lb. tins, and for sale by every re-
sponsible wholesale and retail grocer and
general dealer in Canada. The Canadian
trade supplied by
JOHN T. REED,
105 Water Street, St. John, N. B.
Aug 6.—6m eod

New Watches,
New Clocks,
New Barometers,
New Thermometers,
New Spectacles,
Just Received and
Offered Cheap.
Old Stock Cheaper than
ever, to Clear.
E. W. TAYLOR.
NEXT TO WATSONS.
(eod wky.)

Matchless Flour
—AND—
OTHER BRANDS,
AT REDUCED PRICES, AT
BEER & GOFF'S.
New Raisins,
New Currants,
New Figs,
Green Grapes,
WHOLESALE AND RETAIL,
—AT—
BEER & GOFF'S.

COFFEE.
JAVA and Other Kinds,
FRESH ROASTED,
FRESH GROUND.
Pure and Cheap,
—AT—
BEER & GOFF'S.
APPLES.
FOR Sale by the Barrel, Cheap, at
BEER & GOFF'S.

GRAND
BAZAAR!
UNDER THE PATRONAGE OF
His Honor Lieut. Governor Macdonald
THE MEMBERS OF
ST. JOSEPH'S SOCIETY
PURPOSE HOLDING A BAZAAR
In the Market Hall,
—ON—
Nov. 12th and 13th,

the proceeds to be devoted to the Enlarge-
ment, and Improvement of St. Joseph's Con-
vent on Pownal Street.
An abundant Refreshment Table will be
provided, and various kinds of amusements.
Admission, Ten Cents.
Return tickets at one first-class fare will be
issued from all stations on the P. E. Island
Railway to Charlottetown, on the 12th and
13th November, good to return up to and in-
cluding November 14th, to parties desirous
of attending bazaar.
Ch'town, Oct. 10, 1884—3 aw

GOLD MEDAL-PARIS 1878
JOSEPH GILLOTT'S
STEEL PENS
—SOLD BY ALL—
STATIONERS THROUGHOUT THE WORLD

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—2m 2aw wky

The Cruise of the Neptune.
The narrative of the cruise of the Ne-
ptune in Hudson's Bay is exceedingly in-
teresting. The voyage was one of explora-
tion. Its object was to test the navigabil-
ity of the bay—to find out whether or not it
is a safe route for the commerce of the
rapidly developing Northwest.
This experimental trip was made in the
best season of the year for the purpose in-
tended. A sea route to be of use, ought
surely to be clear of ice in August and
September. If vessels cannot navigate it
with safety during those two months, it is
likely that it will be more open at any
other season of the year!
Let us see what was the experience of
the navigators of the Neptune in August
and September. Off Stupart's Bay belts
and strings and floes of ice were met. One
floe was fourteen miles in breadth, and the
ice was between six and sixteen feet thick.
On this part of the vessel's route there was
so much ice that it was considered danger-
ous to sail the ship at night, and conse-
quently for two nights her commander con-
sidered it right to lay her to. At an-
other part of the route the ice ex-
tended as far as the eye could reach, and
several vessels were drifting about, com-
pletely helpless, in the pack. The shoals
were all covered with solid ice. One cake
was found to be forty-two feet thick. In
another part of his narrative Lieut. Gordon
speaks of whalers that had been seen out
of harbor on the 7th of June, but which
were unable to proceed on their voyage on
account of the ice.
On the return voyage in September the
strait was by no means clear of ice. Near
Nottingham the floes were sufficiently large
to impede navigation and bergs were to be
seen; although not so numerous as they
were a month before.
It is said more than once that the season
was exceptional. We regard this as rather
fortunate for the purposes of the expedi-
tion than otherwise. A route which is to be
the outlet of the commerce of a large com-
munity must be uniformly safe, and every
commercial man must be able to calculate
with a very near approach to accuracy the
time it will take the vessels that sail by it
to complete the voyage, and it is also
necessary that insurers should know the
precise amount of the risk they take. As a
chain is no stronger than its weakest link,
so a sea route must, in a very great measure,
be judged by its exceptional seasons.
How far the experience of last summer
in Hudson's Bay is exceptional remains to
be proved, but from the facts which are
now in the possession of the public, most
thoughtful men will conclude that unless
the average season is very much better than
that of 1884, it would be the height of
impudence to make any preparations for
adopting it as a commercial route.—*Mont-
real Herald.*

The Chinese Question.
New questions arise almost every day
at the Treasury Department concerning the
law respecting the emigration of Chinese
people in the United States. The latest
point raised is one of the most interesting.
The question which Secretary Gresham is
now called upon to settle is whether a
Chinese merchant doing business in San
Francisco before the Anti-Chinese law
was passed, who shall now go to Victoria,
in British Columbia, can afterward return
to San Francisco without going back to
China and getting a certificate, as re-
quired by law. Of course if the Secretary
ruled that he could not return without the
certificate he must either go to China and
get it or else a rule must be made allowing
the Chinese Consul at ports visited by such
Chinese travellers to give the necessary
certificate. It is thought that Mr.
Gresham may so decide. The Collector of
Customs at San Francisco, who insists that
a certificate must come from China, is
acting under a recent decision of Justice
Field in the Circuit Court. This law
evidently causes many hardships to in-
dividuals. It is stated at the Treasury
Department that there is absolutely no way
of avoiding the application of the law to
the two educated Chinese women recently
brought to San Francisco by the Presby-
terian Missionary Board. The law requires
them to have a certificate, and their excuse
for not having it is that they and the people
who brought them did not know of the
law. They will be compelled to return
to China to get their certificate, thus making
three trips across the Pacific instead of one
on account of the ignorance of themasters
of the Presbyterian Missionary Society.

The discovery of natural gas in the earth
in Western Pennsylvania is a singular
feature of recent discovery. Hundreds of
companies are being formed, says the
Philadelphia Record, to develop leased
properties: "The search for natural gas
deposits is now prosecuted with as much
energy as the original quest for petroleum."
The gas is used for making iron, producing
steam, for cooking, heating, and lighting
purposes, and is thus made to take the
place of coal and more costly fuel. As
there is a large area of gas-producing
territory, extending south-westward and
north-eastward from the oil fields, there is
no reason to doubt that the supply will be
maintained for many years.

In the eastern cities of the United States
competition grows continually keener be-
tween live stock and dressed meats of cattle
slaughtered in Chicago and the west. Car-
casses can be shipped in the improved re-
frigerator cars with less cost than the live
stock, and in perfectly fresh and good con-
dition. As a result the great cattle mar-
kets of Brighton and Watertown have been
gradually diminishing in importance, and it
is estimated that now fully two-thirds of
the beef consumed in the eastern states is
slaughtered in the west and brought
through dressed and packed in refrig-
erators. British farmers are feeling the effects
of this same competition from both
America and Australia.

Another powerful ship of war, belonging
to what is technically known as the "Ad-
miral" class in our navy, was successfully
launched at Chatham on the 22nd inst.
Now that the condition of the British navy
is commanding most serious attention, the
addition of the Rodney to our naval
strength is especially satisfactory. The
event indicates the progress that is being
made in this class of first-class armor-clad
vessels which severally bear grand old
names, famous in the naval history of the
nation. The five sister-ships of the Rodney
are the Collingwood, the Howe, the Camper-
down, the Benbow, and the Anson.
The Rodney was preceded by the Colling-
wood, commenced at Pembroke more than
four years since, and launched in Novem-
ber, 1882. The displacement of the Rodney
is 9,600 tons, and the engines, of 7,600
horse-power, will realize a speed of fifteen
knots.

THE ARMAMENT OF THE SHIP
consists of four 13½ inch breechloaders of
63 tons, half a dozen 6 inch breechloaders,
and several machine guns. The ship is
constructed of steel and has two screw
propellers, and the armor is wrought of
compound plates 18 inches thick. The
two barbette towers are polygonal in form,
their armor being on the slope. The
muzzles of the guns will be always visible
over the edge of the barbette, but the
breech end will drop below the summit
during loading, which will be performed
under cover. The broadside guns will not
be protected by armor, but will be shielded
from a raking fire by a massive armor-
screen extending from the barbette towers
to the side of the ship. An under-water
deck of steel will afford protection to the
citadel fore and aft, and there will be an
armor communication between the bar-
bettes and the protected part of the ship
below. An armored belt will shield the
water-line in the central part of
the vessel. The ships of the "Admiral"
class will have no sails, a military pole-
mast alone being carried for signals and
for working the Nord-feldt guns. The
squadron of "Admirals" will be costly.
The energetic

must at last awaken those who are respon-
sible for the state of the British navy.
There must be no false economy, no delay,
or lethargy. When the entire squadron of
"Admirals" is ready for the pennant they
will constitute merely a portion of the fleet
that must be afloat in the near future.
Recent experiments have proved that
invulnerability is a chimera, as modern
artillery has pierced and broken the thick-
est plates. Despite all these results, the
necessity to keep "pegging away" is im-
perative. The Italia, Lepanto, Dandolo
and Duilio could "drive our admirals off
the water, or sink them in battle," but the
knowledge of the vast power of these
vessels belonging to the Italian government
will not prevent the construction of the
six barbette ships. The Duilio carries four
100-ton guns behind 22 inches of armour.
The Benbow is intended to carry two 17-
inch 100-ton guns in each barbette, and ten
6-inch guns on the broadside, the armour
being 18 inches thick in the central belt,
12 inches on the barbette towers, and six
inches on the transverse screens. The two
GREAT GUNS