

The Daily Examiner.

TERMS—FIVE DOLLARS A YEAR.

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NEW SERIES.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, THURSDAY, AUGUST 23, 1883.

VOL 13.—NO. 80

THE DAILY EXAMINER
IS ISSUED EVERY EVENING,
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Advertising at most moderate rates.
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quarterly, half-yearly or yearly advertisements,
on application.

ALMANAC FOR AUGUST, 1883.

MOON'S CHANGES.

New Moon 2nd day, 9h. 13 m., p. m.
First Quarter, 10th day, 9h. 15 m., p. m.
Full Moon, 18th day, 5h. 41 m., a. m.
Last quarter 25th day, 1h. 19 m., a. m.

DAY OF WEEK	Sun	Mon	Tue	Wed	Thurs	Fri	Sat	Sun
1 Wednesday	4	7	25	3	16	9	52	
2 Thursday	49	23	4	21	10	32		
3 Friday	50	22	5	27	11	8		
4 Saturday	51	21	6	31	11	41	14	31
5 Sunday	52	19	7	35	12	1		
6 Monday	53	18	8	37	0	15		
7 Tuesday	55	16	9	37	0	47		
8 Wednesday	56	15	10	37	1	21		
9 Thursday	57	13	11	37	1	59		
10 Friday	58	12	12	36	2	39		
11 Saturday	59	10	13	34	3	32	14	13
12 Sunday	5	9	2	30	4	38		
13 Monday	2	7	3	24	5	53		
14 Tuesday	3	6	4	14	7	9		
15 Wednesday	4	4	4	5	9	12		
16 Thursday	6	2	5	4	9	3		
17 Friday	7	1	6	17	9	48		
18 Saturday	8	6	5	9	10	30	13	54
19 Sunday	9	5	7	22	11	6		
20 Monday	11	5	7	11	11	47		
21 Tuesday	12	5	8	25	11	26		
22 Wednesday	13	5	8	5	11	8		
23 Thursday	15	5	9	3	11	53		
24 Friday	17	4	11	12	3	46	13	33
25 Saturday	18	4	10	5	3	30		
26 Sunday	19	4	8	6	4	7		
27 Monday	21	4	1	8	7	57		
28 Tuesday	22	4	0	2	10	8	48	
29 Wednesday	23	3	1	5	9	31		
30 Thursday	23	3	1	5	9	31		
31 Friday	5	25	6	4	20	10	9	

R. O'DWYER,
Commission and General Merchant
DEALER IN P. E. I. PRODUCE,
289, WATER STREET,
St. John's, Newfoundland.

Capt. Edward English, a member of the firm, will give the strictest attention to consignments of Island produce.

P. E. Island vessels for and to charter. July 30, 1883.

McLEOD & MORSON
Barristers & Attorneys-at-Law,
SOLICITORS, NOTARIES PUBLIC, ETC.
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

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.

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	\$ 9,754,055 35
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, 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	29,503,416 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.

ENCOURAGE HOME WORK

G. H. HASZARD
is prepared to do all kinds of
RELIEF STAMPING,
for Envelopes, Letter Heads, on Note Paper, from
Business Dies,
Crests or Monogram Dies.
Business men, order your Stationery and Stamping as you want it, from
G. HERBERT HASZARD'S,
and do not be pestered with foreign agents, who will only take you in.
July 25.—pat cod 1m

UPHOLSTERY!

I WANT to dispose of one doz. handsome Walnut Parlor Suits, in French, Grecian, American and Turkish Styles, from \$49.00 up. Also a lot of handsome Student's and Smoking Chairs. A nice variety of Walnut Lounges, Ottomans, Parlor Foot Stools, etc. Upholstery of all kinds done at shortest notice. Fancy Wool and Fine Silk Work, a specialty.
Venetian Blinds Re-done.
SHOP ON KING STREET,
(Near A. A. Baldwin's Store.)
Can be seen at house any evening, corner King and Great George Street.
WM. E. HICKEY.
Ch'town, June 22, 1883.

JUST ARRIVED.

100 brls. No. 1 New Herring.
Come and see them, at
IMPERIAL GROCERY STORE.
Ch'town, July 21.

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,
Charlottetown, May 15, 1883. Secretary.

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

STEAMER

"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.
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TO LOBSTER PACKERS.



The well-known Clipper Brig
"ALPHETA,"
299 tons Register, classed 9 years A at Lloyds,

M. Callaghan, Commander.
due here the early part of next week,

Will Sail for Liverpool, direct, about the 30th August,
AND WILL

Carry Lobsters or other Canned Goods,
Returning will sail from

Liverpool for Charlottetown about the 1st October.

For Freight apply to
PEAKE BROS. & CO.
Ch'town, Aug. 17, '83.—3aw

COTTONS

NEW COTTONS,

—AT—
Greatly Reduced Prices.

Just received and in stock,
48 BALES AND CASES

(44,550 YARDS)

NEW BLEACHED

—AND—
Ubleached 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.

FOR SALE.

THE Subscriber offers for sale the following properties:—
All the western moiety of those beautiful grounds adjoining the eastern boundary of the Hon. Judge Young's property, comprising Town Lots Nos. 26 and 71, in 5th 100, Charlottetown, and consisting of a fine old garden and lawn.
—ALSO—
A Building Lot, 75 feet Square, on Orleans Street, near Euston Street.
Also, Royalty Lots Nos. 385 and 429 (12 acres each) in the Eastern Royalty of Charlottetown.
BENJ. DESBRISAY.
July 23.—2w 2aw

Fire Brick and Cement.

IN STORE FOR SALE LOW:
2,000 FIRE BRICK,
1 ton FIRE CLAY,
20 brls. PORTLAND CEMENT.
SIMON W. CRABBE,
Sign of the Store, Walker's Corner.

A New Freight and Passenger Route.

A correspondent of the Moncton *Transcript* writes from Richibucto on the subject of steam communication between that port and West Point. He says: "It has now become an open secret that a number of our Provincial capitalists intend putting a freight and passenger steamer on the route between Richibucto and West Point, P. E. Island. It is certainly true that the advantages of this route should be recognized. From Richibucto Cape to West Point is about fifteen miles. From Richibucto Cape to good anchorage and safe harborage inside Richibucto bar is about three miles. This route of twenty miles between the Island and the mainland will certainly in summer command the traffic of the northern half of P. E. Island, being much shorter than the line of travel from Summerside to Shediac, or any other point on the mainland blessed with railway communication. In winter the route from West Point to Richibucto is the only practicable one. By this route only will the problem of adequate winter communication with the Island be solved. On any winter day, except when strong northeasters blow, you can stand on Richibucto Cape and see a clear path of water from the mainland to the Island Shore. The peculiar shape of the Strait and the action of the tides at that particular place, make a winter highway for the Island trade. Our pilots and the other dwellers at Richibucto Cape, have noticed this phenomenon for years, but, strange to say, until lately it has not found its way into public ken or into the columns of the press, and never yet into the deliberations of winter navigation committees at Ottawa. The boat, if put on the route, now that the Kent Northern Railway, is about finished, will be a public boon and a private success."

To Prevent the Foundering of Leaking Vessels.

A new patent, to prevent the foundering of leaking vessels, called the "ship suction valve," was recently recorded at the patent office at Washington, D. C., as well as in the countries of Europe. A stock company, for the purpose of supplying vessels—sails as well as steam—with this really novel production, was formed and titled the "Ship Suction Valve Manufacturing Company," with Mr. Thomas Keating as President, Mr. Ed. Voegel, Vice President, and Mr. Wm. Scott, General Agent of the New Haven Steamboat Co., Treasurer. The patent consists of a valve fastened to the bottom of a vessel, about a foot from the keel, with screws reaching to the deck, enabling the captain or any other officer, in case of a leakage, to lower a small plate, which, while it makes a hole in the vessel forms a vacuum and forces the encroaching water out. To illustrate the workings of the new patent a steamboat was chartered, and a number of scientists and members of the press were invited to accompany the vessel down to Newark Bay, N. J., where a very small scow, (intended to be used as representing a sinking vessel, though entirely too small for experimenting purposes), with a four inch apparatus attached to her bottom, was allowed to fill with water. A tug was made fast to it and dragged it through the water on a straight course at a very fast rate, and in an incredible short space of time the scow was completely emptied of water. Another trial was attempted to show that a leaking vessel could be emptied just as fast when on a turn, but it was not successful. In slewing round against a strong tide, the scow, which was apparently a very old one, began to crumble to pieces, the boards breaking from the sides, allowing the water to pour into her from every quarter, entirely submerging the remaining portions of the scow. On this account the experiments made were only partially successful. In conducting any future trials of this suction valve the Company would do well to select a much larger and stronger vessel than the one that was used, that they may be able to demonstrate more fully the usefulness of that invention. The office of the company is at 86 Duane St., New York.

An editor in Chicago recently ordered a pair of trousers from the tailor. On trying them on they proved to be several inches too long. It being late on Saturday night the tailor's shop was closed, and the editor took the trousers to his wife and asked her to cut them off and hem them over. The good lady, whose dinner had, perhaps, disagreed with her, brusquely refused. The same result followed an application to the wife's sister and the eldest daughter. But before bedtime, the wife relenting took the trousers and, cutting off six inches from the legs, hemmed them up nicely and restored them to the closet. Half an hour later, her daughter, taken with compunction for her unkind conduct, took the trousers out, and cutting off six inches, hemmed and replaced them. Finally, the sister-in-law felt the pang of conscience, and she, too, performed an additional surgical operation on the garment. When the editor appeared at breakfast on Sunday the family thought a Highland chieftan had arrived.

Halifax has a lady physician in the person of Dr. Maria L. Anguin. The lady is daughter of Rev. Thos. Anguin, and is a graduate, M. L. A. at Mount Allison. In an interview with a Halifax *Herald* reporter, Dr. Anguin relates that at the time of passing her final examination preparatory to receiving a diploma, nine ladies were examined, all of whom passed but one, who had been ill for months. At the New York College, which she attended, some sixty ladies in all received diplomas. She states that there are some seven or eight Nova Scotia lady physicians in regular practice, all doing well. Dr. Anguin will establish herself in Halifax.

Hot Words in Parliament.

SAVAGE DEBATE UPON A CLAUSE OF THE SUPPLY BILL—MR. GLADSTONE MAKES AN AFFECTING PERSONAL APPEAL TO THE FARNELLITES—MR. HEALY'S FORCIBLE REMARKS—MR. BIGGER INSULTS THE PREMIER.

A correspondent of the Boston *Globe*, writing from London at ten p. m. on the 18th inst., says the scene in the House of Commons during the debate on the supply bill, will be long memorable because of the personal appeal made to the Irish obstructionists by Mr. Gladstone. The first appeal ever made by the Premier. He warmly reviewed his many attempts to overcome the popular English hostility towards measures looking to Irish welfare, and passionately denounced the tactics adopted by Irish members to compel the government to neglect all British public business for distinctively Irish measures, and pointed out that during the existence of the present government Irish questions had been allowed to occupy more of the time of the Imperial Parliament than the combined affairs of England, Scotland and Wales. He said that the obstruction was mainly unreasonable and pettish, that it had seriously hindered the progress of measures for Irish relief by creating English hostility. He besought the members of the Irish party to desist and to allow the government to speedily finish their programme of parliamentary business, so that the much-needed recess should not be unnecessarily delayed. The House was now attempting to get through by working fourteen hours each day, the members being forbidden to leave, and he protested that, in view of all the circumstances, obstruction was not only wrong, politically, but was simply villainous as parliamentary practice, including what will undoubtedly prove to be one of the ablest and most incisive addresses ever made by Mr. Gladstone. The aged premier used some language which deeply affected every auditor but one. He apologized for the personality of his remarks, and for whatever feeling he had shown while making them, and said his anxiety was the natural anxiety of a man who, being in the wane of life and desirous to finish his tasks, appreciated the value of time and keenly felt its loss. While Mr. Gladstone, with emotional voice and perceptible feeling, was making these concluding remarks, the whole House was plainly affected, and many of the old men hid their faces. But Mr. J. G. Biggar, when the premier was speaking of his fast waning life, tauntingly yelled out the British parliamentary sneer, "Hear, hear," to the intense disgust and indignation of every other person present. Mr. Gladstone never noticed the insulting interruption. The endurance and present vigor of the premier are amazing. He seems to be about the only member of the House who is not absolutely tired out with the work of the present long session.

The discussion was heated and acrimonious to the last degree, and with the angry feelings displayed on both sides the supply bill is making only the slowest possible progress. Just now one pretext as well as another answer the purpose of the opposition, and to-day's hard words grew out of the police tax clause of the bill, the Irish members denouncing it directly as discriminating against the classes least able to bear the imposition. It was more than hinted that the discrimination was intentional as well as unjust. The Irish leaders have all quickly followed Farnell's aggressive course of Thursday, and insinuate, though they do not directly charge, a lack of good faith on the part of the English Government in the application of remedial legislation.

Mr. Molloy complained that the distribution of the tax as proposed in the clause appropriating moneys for police purposes, especially for the local police of Ireland, was wholly unfair, and that the heaviest burdens really fell to those districts where outrages have been committed by the Crown witnesses themselves. If this was the way in which Ireland was to be treated, the Government could not but expect the people to feel irritated and to show resentment in any of the few ways in which they still had it in their power to do.

Mr. Healey spoke angrily, and declared that the tax, on the terms on which it was proposed to enforce it, was little less than a blood tax to enable the employment of unrighteous methods for bringing the victims of the government to the gallows. It was not a police tax, but a bribery tax, an informers' tax, and not in any sense a tax intended to preserve the peace and protect property and the people. He stigmatized it as the "Spencer blood tax" and alluded to some of the specific uses to which he charged it had been put in his own county of Monaghan. He was repeatedly called to order, but continued, saying that wronged Ireland's rights must be listened to and her citizen's lives must not be placed at the mercy of infamous witnesses procured for the prosecution by any infamous means.

Toward the close of the debate, Mr. Healey insisted on resuming the floor, and his language was more an attack on the government than a reply to Mr. Gladstone. He averred that the relations existing between Ireland and England had been so strained that open rupture was only avoided by England's weakness. Her wrongs were so bitterly and deeply felt, and her sufferings from the present war, if it might be so called, were so great, that the war must become a physical one, if ever Ireland had the power to engage in such a struggle.

The debate and proceedings generally increased in bitterness, and the scenes between the ministry and the more aggressive of the Irish members were also disgraceful.

The worst cases of weakness, exhaustion, impotency, and all diseases and weakness of the generative organs can be cured by Mack's Magnetic Medicine. Sold in Charlottetown at Apothecaries Hall. See advertisement in another column. [aug 20 1w wklly