

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, SATURDAY, OCTOBER 20, 1883.

VOL. 13.—NO. 130.

THE DAILY EXAMINER

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

DAY OF WEEK	San	Sun	Moon	High	Days
M	ris	sets	rises	water	in
1 Monday	6 45	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	0 26		
6 Saturday	10 25	11 5 1	1 1		
7 Sunday	12 24	11 56	1 40	11 36	
8 Monday	15 22	12 43	2 26		
9 Tuesday	18 20	1 26	3 18		
10 Wednesday	16 18	2 5 4	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 56	11 1 3	3 9		
23 Tuesday	34 55	morn	4 27		
24 Wednesday	35 53	0 7 5	5 42		
25 Thursday	37 52	1 8 6	6 52		
26 Friday	38 50	2 10 7	7 49		
27 Saturday	40 48	3 10 8	8 34		
28 Sunday	41 46	4 10 9	9 12	10 21	
29 Monday	43 45	5 10 9	9 49		
30 Tuesday	44 44	6 9 10	23		
31 Wednesday	6 46	42 7 7	10 56		

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 Wilah'e	" 7.35 "	" 10.50 "	" 5.25 "
Hunter R'r	" 7.45 "	" 11.06 "	" 5.40 "
Bradalbe'e	" 8.10 "	" 11.46 "	" 6.16 "
Co'ty Line.	" 8.15 "	" 11.56 "	" 6.30 "
Freetown	" 8.28 "	" 12.12 pm	" 6.45 "
Kensing'tn	" 8.40 "	" 12.37 "	" 7.08 "
Summ'side	Ar 9.05 "	Ar 1.15 "	Ar 7.45 "
Misouche	Dp 9.25 "	Dp 1.45 "	
Wellingt'n	" 9.59 "	" 2.37 "	
Port Hill	" 10.28 "	" 3.22 "	
O'Leary	" 11.20 "	" 4.53 "	
Bloomfield	" 11.38 "	" 5.20 "	
Alberton	" 12.03 pm	" 6.20 "	
Tignish	Ar 12.40 "	Ar 7.20 "	
Ch'town ..	Dp 4.00 pm	Dp 7.00 am	
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 12.00 m	
Mt. Stew't	Dp 5.15 pm	Dp 9.10 am	
Cardigan	" 6.11 "	" 10.33 "	
Georget'n.	Ar 6.30 "	Ar 11.00 "	

TRAINS INWARD.

(READ UP.)

STATIONS.	EXPRESS.	MIXED.	MIXED.
Ch'town ..	Ar 8.00 pm	Ar 3.45 pm	Ar 10.15 am
Royalty Jo	Dp 7.45 "	Dp 3.21 "	Dp 9.55 "
N Wilah'e	" 7.11 "	" 2.25 "	" 9.04 "
Hunter R'r	" 7.00 "	" 2.08 "	" 8.48 "
Bradalbe'e	" 6.36 "	" 1.27 "	" 8.10 "
Co'ty Line.	" 6.30 "	" 1.17 "	" 7.57 "
Freetown	" 6.19 "	" 1.01 "	" 7.42 "
Kensing'tn	" 6.04 "	" 12.37 "	" 7.20 "
Summ'side	" 5.40 "	" 12.00 "	" 6.45 "
Misouche	Dp 5.00 "	Dp 11.30 am	
Wellingt'n	" 4.42 "	" 10.35 "	
Port Hill	" 4.32 "	" 9.43 "	
O'Leary	" 4.22 "	" 8.20 "	
Bloomfield	" 3.05 "	" 7.54 "	
Alberton	" 2.38 "	" 7.15 "	
Tignish	" 2.00 "	" 6.00 "	
Ch'town ..	Ar 10.00 am	Ar 7.00 pm	
Royalty Jo	Dp 9.45 "	Dp 6.37 "	
York	" 9.33 "	" 6.20 "	
Bedford	" 9.20 "	" 6.00 "	
Mt. Stew't	" 8.55 "	" 5.20 "	
Morell	" 8.16 "	" 4.15 "	
St. Peter's	" 7.55 "	" 3.42 "	
Bear River	" 7.22 "	" 2.49 "	
Souris	" 6.50 "	" 2.00 "	
Mt. Stew't	Dp 8.55 "	Dp 5.20 pm	
Cardigan	" 7.49 "	" 3.27 "	
Georget'n.	" 7.30 "	" 3.00 "	

JAMES COLEMAN,
Superintendent,
Railway Office, Charlottetown, May 31, 1883.
[St. pres her num jr 61]

STEAMER "HEATHER BELLE."

FALL ARRANGEMENT.

ON and after Tuesday, Oct. 16th, 1883, the steamer "Heather Belle," will run as follows:—
Will leave Orwell Brush Wharf for Charlottetown every Tuesday, Wednesday, and Thursday mornings at seven o'clock, calling at China Point and Halliday's Wharves.
Leaving Charlottetown for Holiday's, China Point and Orwell Brush Wharf same evenings, at two o'clock, remaining at Brush Wharf every Tuesday and Wednesday nights, and Thursday night returning to Charlottetown, arriving about eight o'clock.
Every Friday morning, at seven o'clock, leave Charlottetown for Crapaud; leaving Crapaud for Charlottetown at eleven o'clock, remaining at Charlottetown same night.
Saturday, leave Charlottetown for Crapaud, at nine o'clock, a. m., leaving Crapaud for Charlottetown, about one o'clock, p. m.

JOHN HUGHES,
Agent.
Ch'town, Oct. 13, 1883.
[2aw wky pat ne her pres im]

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 8 o'clock.
By order,
F. W. HALES,
Secretary.
Charlottetown, May 15, 1883.

BOSTON 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

Valuable Property.

FOR SALE by private contract that beautifully situated and valuable field comprising about six and a quarter acres fronting northwardly on St. Peter's Road and southwardly on Euston Street, forming part of Common Lot 32, and being that well known field in which the Caledonia Gatherings have for several years past been held.
For terms and further particulars apply to F. L. Hassard, Barrister, or to the undersigned.
J. LONGWORTH,
Ch'town, Sept. 12, 1883.—2aw st.

McLEOD, MORSON & McQUARRIE,

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,
NEIL McQUARRIE.
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.

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 wky 6m

L. ARTHUR & CO., GENERAL

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

Eggs and Produce a Specialty.
April 26, 1883.—wky st

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.
DESBIRAY & ANGUS,
General Agents.
Office—South Side Queen Square.
Ch'town, Sept. 15, 1882.

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.—st aw wky.

STANDARD LIFE ASSURANCE CO.

At the 37th 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 this year for \$ 7,734,985 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 \$7,733,081 15 was re-assured with other offices)
The claims by death which arose during the year amounted 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 1,062,643 35
JOHN LONGWORTH,
Agent for Charlottetown.
THOMAS KERR,
Inspector of Agencies,
Ch'town, August 3, 1883.

NORWICH AND LONDON LETTERS TO THE EDITOR.

ACCIDENT Insurance Association, OF ENGLAND,

Insures against accidents of all kinds. Rates moderate. Prompt settlement of claims.
JOHN MACEACHERN,
Agent for P. E. Island.
Ch'town, Oct. 16, 1883.

AUCTION SALES, MARKET DAYS,

Stevenson's Building, Queen Street,
(NEAR THE MARKET).
AUCTION SALES OF Furniture, Farm Implements, Carriages, Sleighs, etc., promptly attended to on market days at the above central stand for market-days sales.
A. McNEILL,
Auctioneer.
11 Queen Street, Ch'town, Oct. 15, '83.—cod ft

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.
Sept. 25, 1883.—2aw

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

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

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, Pownall 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. 4, 1883.—2aw wly

! PREPARE !

FOR WINTER'S STORMY BLAST, AND BUY YOUR COAL

McMILLAN'S DEPOT.
R. McMILLAN,
Sept. 8, 1883.—2m 2aw wky 3m pd.

The Potato Digger Test

AS SEEN BY A SPECTATOR.

SIR,—With a number of others I went over to Capt. Alyward's farm to see the test of the several Potato Diggers. There was on the field, the McKenzie, Common Sense, Ainsley, of New York, and Smallwoods. The first tried was McKenzie's, which did fair work, the great objection being that in scattered the potatoes too far. Next came Mr. Smallwood's, which also did very fair work; but as it is the first one built, is not yet in a good working order, as, no doubt, it will be after Mr. S. finds out what is wanted. The next tried was the Ainsley, of New York, exhibited by Messrs. Dover & Robertson. This digger, owing no doubt to the fact that it was not properly handled, was a complete failure. In fact, some of the people present thought it would make a better road sulky than potato digger. The next tried was the Common Sense, which, at first, was much laughed at no doubt for its simple appearance; but when it got to work it rather surprised some of the spectators, for it did fair work and is very light in draught. In the opinion of the writer the prizes should be given first to McKenzie's and second to Common Sense. Had the owner of the Common Sense been there to work it, or any person who understood setting it the result no doubt would have been different, but as it was, the one exhibited (and did good work) was very much wrecked, having been at work a great deal and not intended for any test. In fact Mr. Lane did not know it was there at all. It was sent over by the agent in town just to let people see the principle of it—not to try it at all.
Yours truly,
ONE WHO WAS PRESENT.

Cyclones at Sea.

THE DANGERS ENCOUNTERED BY VESSELS ON THE OCEAN.

Already vessels arriving at New York bring accounts of meeting cyclones in mid-ocean or along our coasts, and from now until the end of October these perilous storms may be expected at any time. Inasmuch as this has been rather an exciting year, meteorologically considered, it is reasonable to expect cyclones of an unusual number and an exceptional severity. It is apparent from the accounts given by some of the vessels that their captains were either lacking in the knowledge which would have enabled them to escape the greatest force of the wind and sea, or else they were indifferent to their danger. It is not uncommon feeling among old seamen—particularly those who have had little "book learning"—that "a storm is a storm, and what is the use of dodging it?" They think it unmanly to alter a ship's course to avoid a cyclone, or else they have little confidence in the theories that by such an avoidance safety is secured. The sooner this class of men gives way to the educated, careful, modern seaman, the better it will be for ships, shippers, owners and crews.
A cyclone is a phenomenon that no man can afford to despise. It is a storm of wind which revolves about a centre where there is a spot of absolute calm. This calm spot may have a diameter of from one to three miles, and the revolving wind outside may exert an influence over a diameter ranging between one hundred and four hundred miles. The nearer the centre the greater the wind's velocity, and as a rule, the cyclones having the smallest area of disturbance are the most intense—the force of the wind being the greatest and their rate of travel the fastest. For these storms are like a wheel spun in the water and drawn through it—they not only revolve around their centres but they have also a steady progress over the globe. In the North Atlantic they generally originate between latitude 15 deg. and 23 deg. and travel in a westerly or north westerly direction until they reach the American coast, when—sometimes after travelling some distance inland—they curve around to the northeast and expend themselves in mid-ocean or on the European shores.
The difference in the danger caused by an ordinary gale and that produced by a cyclone is enormous. Few straight gales blow with the force of an average cyclone near the centre, while the exceptional cyclones exercise a pressure almost inconceivable by those who have not witnessed their effects. At St. Thomas a piece of well-laid brick wall, one foot thick and three feet high, was broken off near the ground by a cyclone, although it was attached to a smaller wall running parallel with the direction of the wind. At sea the revolving wind creates such a confused sea that nothing better resembles the action of the water near the centre than the Niagara whirlpool in its angriest moods. Great peaks of water shoot into the air, and a vessel is liable to be crushed by a thousand tons of water falling upon her bow and stern while her midship section alone is buoyed up. No captain is justified in risking a near approach to a cyclone's centre, and it is easy to avoid it by learning the lay of storms and then exercising prudence and common sense.

A Czar's Pardon.

Czar Alexander III. is the son of his father in all things. A few years ago Col. Krozinski, who took part in the uprising in Poland in 1862-3, made application for a pardon to Alexander II., after a ukase had been issued that all who would apply in good faith should have full liberty to reside in their native country. The nephew of the author of "The Undivine Comedy" asked and obtained a full pardon, signed by Alexander II.'s own hand. At the frontier he was arrested, and three days after was shot in the citadel in Warsaw. Alexander III. at his coronation proffered a full pardon to all Polish refugees, and Polish only, who would return. A few exiles who placed faith in the words of Romanoff left their homes in France, upon their setting foot on Russian soil were at once arrested, and are now imprisoned at Warsaw, although they all had passports from the Russian ambassador in Paris. The remonstrance of the French consul in Warsaw proved of no avail in their behalf. He was told by the officials that they should at first have applied from Paris to the governors of the respective governments in which they intended to reside, who would pass upon their guilty transactions of former years. The object of the imperial "pardon" was attained by entrapping a few exiles, who might have at some future time been of service in a future Polish or general Russian uprising.

It Will Cost You Nothing

to get from Drs. Starkey & Palen, 1109 Girard Street, Philadelphia, an honest opinion in your case, if you are suffering from any chronic disease, as Consumption, Catarrh, Neuralgia, Rheumatism, or nervous irritability and weakness. They are making wonderful cures with their new Compound Oxygen Treatment. Write to them and give a clear statement of your case. They will answer promptly as to the chances of a cure. They make no charge for consultation. If, however, you do not wish to consult them at present, drop a postal-card asking for their Treatise on Compound Oxygen, in which you will find a history of its discovery, nature, and action, and a large number of reports of difficult and desperate cases which they have treated successfully. It will be sent free.

The Victoria Colonist thinks a fine politician was spoiled when Principal Grant decided to become a clergyman. Certainly a fine clergyman would have been spoiled if Principal Grant had decided to become a politician.

AVER'S SERRAPILLA is the quickest cure for all blood diseases. Its effects are felt immediately. [St. pres her num jr 61]