

# 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, TUESDAY, OCTOBER 16, 1883.

VOL. 13.—NO. 126.

## THE DAILY EXAMINER

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Advertising at most moderate rates.  
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### ALMANAC FOR OCTOBER, 1883.

MOON'S CHANGES.

New Moon 1st day, 1h, 41.8m., a. m.  
First Quarter, 9th day, 6h, 7.1m., a. m.  
Full Moon, 16th day, 2h, 32.9m., a. m.  
Last quarter 22nd day, 7h, 6.1m., p. m.

| DAY OF WEEK  | Sun rises | Sun sets | Moon rises | Moon sets | High water | Low water |
|--------------|-----------|----------|------------|-----------|------------|-----------|
| 1 Monday     | 6 45      | 5 35     | 6 10       | 10 40     | 10 40      | 6 10      |
| 2 Tuesday    | 6 53      | 5 33     | 7 17       | 11 21     | 11 21      | 6 11      |
| 3 Wednesday  | 7 01      | 5 31     | 8 16       | 11 53     | 11 53      | 6 12      |
| 4 Thursday   | 7 09      | 5 29     | 9 14       | 12 26     | 12 26      | 6 13      |
| 5 Friday     | 7 17      | 5 27     | 10 11      | 0 26      | 0 26       | 6 14      |
| 6 Saturday   | 7 25      | 5 25     | 11 07      | 1 11      | 1 11       | 6 15      |
| 7 Sunday     | 7 33      | 5 23     | 12 02      | 1 56      | 1 56       | 6 16      |
| 8 Monday     | 7 41      | 5 21     | 12 57      | 2 43      | 2 43       | 6 17      |
| 9 Tuesday    | 7 49      | 5 19     | 1 52       | 3 30      | 3 30       | 6 18      |
| 10 Wednesday | 7 57      | 5 17     | 2 47       | 4 17      | 4 17       | 6 19      |
| 11 Thursday  | 8 05      | 5 15     | 3 42       | 5 04      | 5 04       | 6 20      |
| 12 Friday    | 8 13      | 5 13     | 4 37       | 5 51      | 5 51       | 6 21      |
| 13 Saturday  | 8 21      | 5 11     | 5 32       | 6 38      | 6 38       | 6 22      |
| 14 Sunday    | 8 29      | 5 09     | 6 27       | 7 25      | 7 25       | 6 23      |
| 15 Monday    | 8 37      | 5 07     | 7 22       | 8 12      | 8 12       | 6 24      |
| 16 Tuesday   | 8 45      | 5 05     | 8 17       | 8 59      | 8 59       | 6 25      |
| 17 Wednesday | 8 53      | 5 03     | 9 12       | 9 46      | 9 46       | 6 26      |
| 18 Thursday  | 9 01      | 5 01     | 10 07      | 10 33     | 10 33      | 6 27      |
| 19 Friday    | 9 09      | 4 59     | 11 02      | 11 20     | 11 20      | 6 28      |
| 20 Saturday  | 9 17      | 4 57     | 11 57      | 12 07     | 12 07      | 6 29      |
| 21 Sunday    | 9 25      | 4 55     | 12 52      | 1 29      | 1 29       | 6 30      |
| 22 Monday    | 9 33      | 4 53     | 1 47       | 2 16      | 2 16       | 6 31      |
| 23 Tuesday   | 9 41      | 4 51     | 2 42       | 3 03      | 3 03       | 6 32      |
| 24 Wednesday | 9 49      | 4 49     | 3 37       | 3 50      | 3 50       | 6 33      |
| 25 Thursday  | 9 57      | 4 47     | 4 32       | 4 37      | 4 37       | 6 34      |
| 26 Friday    | 10 05     | 4 45     | 5 27       | 5 24      | 5 24       | 6 35      |
| 27 Saturday  | 10 13     | 4 43     | 6 22       | 6 11      | 6 11       | 6 36      |
| 28 Sunday    | 10 21     | 4 41     | 7 17       | 6 58      | 6 58       | 6 37      |
| 29 Monday    | 10 29     | 4 39     | 8 12       | 7 45      | 7 45       | 6 38      |
| 30 Tuesday   | 10 37     | 4 37     | 9 07       | 8 32      | 8 32       | 6 39      |
| 31 Wednesday | 10 45     | 4 35     | 10 02      | 9 19      | 9 19       | 6 40      |

## 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 Jc  | " 7.00 "  | " 9.55 "  | " 4.35 "  |
| N Wilsh's   | " 7.35 "  | " 10.50 " | " 5.25 "  |
| Hunter R'r  | " 7.45 "  | " 11.06 " | " 5.40 "  |
| Bradalbe's  | " 8.10 "  | " 11.46 " | " 6.16 "  |
| Co'ty Line. | " 8.15 "  | " 11.56 " | " 6.30 "  |
| Freetown    | " 8.26 "  | " 12.12pm | " 6.45 "  |
| Kensing'n   | " 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 "  | " 2.03 "  |           |
| Port Hill   | " 9.59 "  | " 2.37 "  |           |
| O'Leary     | " 10.28 " | " 3.22 "  |           |
| Bloomfield  | " 11.20 " | " 4.53 "  |           |
| Alberta     | " 11.38 " | " 5.20 "  |           |
| Tignish     | " 12.03pm | " 6.20 "  |           |
| Ch'town     | Ar 12.40  | Ar 7.20   |           |
| Royalty Jc  | Dp 4.00pm | Dp 7.00am |           |
| N Wilsh's   | " 4.15 "  | " 7.23 "  |           |
| Hunter R'r  | " 4.27 "  | " 7.41 "  |           |
| Bradalbe's  | " 4.40 "  | " 8.02 "  |           |
| Co'ty Line. | " 5.15 "  | " 9.00 "  |           |
| Freetown    | " 5.44 "  | " 9.45 "  |           |
| Kensing'n   | " 6.04 "  | " 10.17 " |           |
| Summ'side   | " 6.39 "  | " 11.11 " |           |
| Misouche    | Ar 7.10   | Ar 12.00m |           |
| Wellington  | Dp 5.15pm | Dp 9.10am |           |
| Port Hill   | " 6.11 "  | " 10.33 " |           |
| O'Leary     | Ar 6.30   | Ar 11.00  |           |

#### TRAINS INWARD.

(READ UP.)

| STATIONS.   | EXPRESS.   | MIXED.     | MIXED.     |
|-------------|------------|------------|------------|
| Ch'town     | Ar 8.00pm  | Ar 3.45pm  | Ar 10.15am |
| Royalty Jc  | Dp 7.45    | Dp 3.21    | Dp 9.55    |
| N Wilsh's   | " 7.11 "   | " 2.25 "   | " 9.04 "   |
| Hunter R'r  | " 7.00 "   | " 2.08 "   | " 8.45 "   |
| Bradalbe's  | " 6.38 "   | " 1.27 "   | " 8.10 "   |
| Co'ty Line. | " 6.30 "   | " 1.01 "   | " 7.57 "   |
| Freetown    | " 6.19 "   | " 1.01 "   | " 7.42 "   |
| Kensing'n   | " 6.04 "   | " 12.37 "  | " 7.20 "   |
| Summ'side   | Ar 5.15    | Ar 11.30am | " 6.45 "   |
| Misouche    | Dp 5.00    | Dp 11.04   |            |
| Wellington  | " 4.42 "   | " 10.35 "  |            |
| Port Hill   | " 4.13 "   | " 9.43 "   |            |
| O'Leary     | " 3.22 "   | " 8.20 "   |            |
| Bloomfield  | " 3.05 "   | " 7.54 "   |            |
| Alberta     | " 2.38 "   | " 7.15 "   |            |
| Tignish     | " 2.00 "   | " 6.00 "   |            |
| Ch'town     | Ar 10.00am | Ar 7.00pm  |            |
| Royalty Jc  | Dp 9.45    | Dp 6.37    |            |
| N Wilsh's   | " 9.33 "   | " 6.20 "   |            |
| Hunter R'r  | " 9.20 "   | " 6.00 "   |            |
| Bradalbe's  | " 8.55 "   | " 5.20 "   |            |
| Co'ty Line. | " 8.16 "   | " 4.15 "   |            |
| Freetown    | " 7.55 "   | " 3.42 "   |            |
| Kensing'n   | " 7.22 "   | " 2.49 "   |            |
| Summ'side   | " 6.50 "   | " 2.00 "   |            |
| Misouche    | Dp 5.55    | Dp 5.20pm  |            |
| Wellington  | " 7.40     | " 3.27 "   |            |
| Port Hill   | " 7.30     | " 3.00 "   |            |

**JAMES COLEMAN,**  
Superintendent,  
Railway Office, Charlottetown, May 21, 1883.  
(S1. press her sur 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 Orwell 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 1m]

## 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

## 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. Hazzard, Barrister, or to the undersigned.

**J. LONGWORTH,**  
Ch'town, Sept. 12, 1883.—2aw sf.

## 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.—3i taw&wky.

## 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 tt

## 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

## 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.

## 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 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 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.

## NEW GOODS.

October.

The summer birds are deserting us. The swallows have already gone, and in a few days more there will be none of nature's sweet voiced minstrels left to lull us into the delusion that it is yet summer. Through the long sunny days of the buried months they have delighted us with their carols, these happy companions of the flowers, but now, their long journeys southward, the fields shorn of their ripened harvest—God's garnered sunshine and rain and dew, the meadows cropped and brown, the beech, birch, and maple leaves taking on their rich autumn colors, or fluttering to the ground as softly as angels' blessings, warn us that winter is near.

Large, billowy, soft, puffy looking clouds float in snowy masses over bright blue skies, impelled by breezes that are scarce strong enough to move them along; the hazy days of the hunting month are beautiful with their alternate shine and shade; and the seas and rivers are lazily sleeping beneath the glinting sunlight, or playfully lapping the long white sand dunes. The night's now growing chill and frosty; the withered stalks; the many tinted leaves that take from each night's frost a deeper glow and more glorious shades of crimson, orange, and gold; the chattering of the squirrel as he lays away rich hoards of brown nuts, beech and hazel; the stray bees flying languidly home, laden with the last sweets of some chance flowers; and every-thing of the bright and beautiful that gladdened the bygone months, now sadly fading and sleeping, speak in the clear and unmistakable language of nature the summer's death. But it also speaks of a springtime to come, when the resurrection of the seeds and plants will clothe the earth with new beauty.

October, 1883.

Small Farming.

The possible results to be achieved by small farming are well illustrated by the State of New York. In that State the great majority of the farms are small, ranging from 10 acres to 200, the average being something under 50 acres. In 1879 the total quantity of land cultivated in farms was 18,000,000 acres, and the farms were 377,000 in number. In 1881 there were 7,360,000 acres reported by the several county assessors under cultivation in the State of California. But these reports are considered short of the mark, and the total acreage may be taken at 8,500,000. The total products of the 18,000,000 acres in small farms in New York were valued at 178,925,095 dol. Only one other state, Illinois, which has 26,000,000 acres cultivated, produced more than New York. The acreage cultivated in Illinois was forty per cent. more than in New York, but the value of products was only thirteen per cent. more. This illustrates the difference between large and small farms; in the case of the latter, every acre can be brought under close and direct supervision. New York, while not a great grain state, produces one-seventh of all the hay of the country, and that signifies a large dairy business, which is generally more profitable than grain farming. In 1879 New York State produced nearly one-seventh of all the butter made in the United States, and nearly one-third of all the cheese.

Lord Coleridge at Buffalo, N. Y.

Lord Chief Justice Coleridge has a sharp tongue and a good memory. When he was being entertained at Buffalo the other day, a Mr. Rogers, who was in the chair, quoted "a distinguished ex-Senator" as saying that "the shallow murmur but the deep are dumb." Lord Coleridge, when his turn came, said: "My life in this country has been a series of surprises. Your chairman has given me, if not the greatest, at least the latest surprise. I am somewhat astonished to find Sir Walter Raleigh, who I was under the impression, was executed at Tower Hill, was also an ex-Senator of the United States. It gives me a lively impression of the appropriating qualities of the United States to learn that such was the case. But whether Raleigh was an ex-Senator or not, I agree with the sentiments expressed."

Electric Storm at Sea.

The steamship "International," which arrived at New York from Trieste, on the 9th instant, experienced a severe shock supposed to be caused by an earthquake, and encountered two heavy electric storms during the voyage at eleven a. m., on October 3, when the vessel was in latitude 35 deg. 18 min., and longitude 50 deg. 16 min., chief engineer Hall felt a violent shock, which led him at first to believe that one of the boilers had exploded. Two of the firemen rushed from the stoke-hole, and cried out that something had exploded, and the officers on the bridge called down through the speaking-tube asking what had exploded. The shock was felt throughout the vessel, and several of the crew said they heard a report like the discharge of a cannon. An examination showed that the boilers were all right, and that the ship was not leaking. The captain and his officers think that the shock must have been caused by an earthquake. The sea was rather heavy at the time, and no unusual agitation of the water was observed. At three o'clock at night an electric storm set in. It was comparatively calm, but lightning flashed in all directions, and lit up the sky as brightly as if it had been day. Only one peal of thunder was heard during the electric storm, which continued for nine hours. Last Saturday night the International encountered another electric storm. This began at about the o'clock, and continued until three o'clock the next morning. Lightning flashes blazed in all directions. The sea was not heavy, the wind was not high, and there was no thunder. Electricity ran down the rigging and along the railing. The officers could feel it running down their

arms, and their fingers frequently tingled as if they had touched a galvanic battery. The