

# The Daily Examiner.

TERMS:—FIVE DOLLARS A YEAR.

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NEW SERIES.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, TUESDAY, SEPTEMBER 4, 1883.

VOL 13.--NO. 90.

## THE DAILY EXAMINER

IS ISSUED EVERY EVENING, BY THE EXAMINER PUBLISHING COMPANY, FROM THEIR OFFICE, CORNER OF WATER AND GREAT GEORGE STREETS, CHARLOTTETOWN, P. E. ISLAND.

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Advertising at moderate rates. Contracts may be made for monthly, quarterly, half-yearly or yearly advertisements, on application.

## ALMANAC FOR SEPTEMBER, 1883.

### MOON'S CHANGES.

New Moon 1st day, 10h. 1 9m., a. m. First Quarter, 9th day, 2h. 15.3m. p. m. Full Moon, 16th day, 5h. 28.7m. p. m. Last quarter 23rd day, 8h. 35.3m., a. m.

Table with columns: DAY OF WEEK, Sun (Sun/Moon/High/Low), Sun (Sun/Moon/High/Low), Sun (Sun/Moon/High/Low), Sun (Sun/Moon/High/Low). Rows for days of the month.

## Prince Edward Island RAILWAY.

### TIME TABLE NO. 20.

## SUMMER ARRANGEMENT.

To take effect on the 24th May, 1883.

### TRAINS OUTWARD.

(READ DOWN.)

Table with columns: STATIONS, EXPRESS, MIXED, MIXED. Rows for stations like Ch'town, Royalty, etc.

### TRAINS INWARD.

(READ UP.)

Table with columns: STATIONS, EXPRESS, MIXED, MIXED. Rows for stations like Ch'town, Royalty, etc.

## JAMES COLEMAN,

Superintendent, Railway Office, Charlottetown, May 21, 1883.

## CARD.

DR JENKINS has taken the house on Prince Street, opposite the eastern end of St. Paul's Church, where patients may consult him.

Hours for consultation—8 to 11 a. m., and 8 to 10 p. m. Charlottetown, Sep. 1.—1w

## 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.

## L. ARTHUR & CO.,

### GENERAL

Commission Merchants,

121 ATLANTIC AVENUE,

(ROSS MARKET)

BOSTON, MASS.

Eggs and Produce a Specialty.

April 26, 1883.—wkly 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

## 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 wkly 6m

## 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, '83.

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.

DESBIRASAY & ANGUS,

General Agents.

Office—South Side Queen Square. Ch'town, Sept. 15, 1882.

## OLD BONES.

HIGHEST PRICE paid for old bones, in large or small lots, delivered at John Newson's Furniture Factory.

JOHN NEWSON.

Ch'town, Aug. 17.—2m

## 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 excellent.

## 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 Wharf, leaving Orwell 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 Tickets will be issued Saturday to Crapaud at one first-class fare.

## JOHN HUGHES,

Agent.

Ch'town, July 25, 1883.

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## COTTONS

## NEW COTTONS,

Greatly Reduced Prices.

Just received and in stock,

48 BALES AND CASES

(44,550 YARDS)

## NEW BLEACHED

## Tubleached Cottons,

### COTTON FLANNELS,

## 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. 3, 1883.

## 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 \$ 9,754,085 38

2,561 proposals were accepted, assuring 7,239,048 13

The total existing assurances in force at 15th November, 1882, amounted to \$6,936,502 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.

## 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 Orlebar Street, near Euston Street.

Also, Royalty Lots Nos. 355 and 429 (12 acres each) in the Eastern Royalty of Charlottetown.

BENJ. DESBRISAY. July 23.—2w 2aw

Union Bank of P. E. Island. AT the Special General Meeting of the Stockholders, held at the Union Bank this day, in pursuance of the notice published in the Royal Gazette of 30th June last, the President in the Chair, it was, on motion, unanimously resolved to adjourn the said meeting till Thursday, the 6th day of September next, 1883, at 12 o'clock, noon, at the Union Bank, Charlottetown, then to be held for the purposes mentioned in the said notice. Dated 6th August, 1883. CHARLES PALMER, President and Chairman. Aug. 8, 1883.

## Fatal Wreck of the Schooner

"Welcome" off Black Point.

NINE LIVES LOST—ISRAEL SPINDLER THE ONLY SURVIVOR—A NIGHT OF MISERY—EVIDENCE AT THE CORONER'S INQUEST.

One of the most fatal shipping disasters occurring on the coast of this island for some time, was that of the wreck of the schooner "Welcome" off Black Point, on Thursday morning last. The "Welcome" left Lunenburg on the 10th ult., with a crew of ten men, and arrived at the island one week later. From the story of the Israel Spindler, the sole survivor of the unfortunate disaster, it appears that they had been fishing off Fairfield all day Wednesday and anticipating heavy weather during the night, set sail with the intention of making Souris Harbor. The wind was E. S. E., blowing a strong breeze but changing about ten o'clock to the N. E., it began to blow with great violence. About two o'clock in the morning they laid to under the impression that they were south of East Point Light. When daylight broke, they discovered their whereabouts, being in the vicinity of Black Point, between Fairfield and the East Point Light. During the night the wind had continued to increase, and towards morning, becoming almost a hurricane, the schooner was tossed about hither and thither in the trough of the sea. The narrative of Spindler is one of thrilling interest. How that he was washed overboard, and managed after much difficulty to board her again; how that the captain set out in a dory, and was never afterwards seen alive, and the others, each one finding a watery grave, after suffering untold hardships; and how the schr. lay drifting about until Saturday noon, when McDonald McDonald & Co., of Souris, agents of the Quebec Salvage and Wrecking Company, detailed the wrecking schooner "Alice Eana," to the scene. At 6 p. m., Sunday, she was in tow of the "Alice Eana" bound for Souris.

Five bodies of the unfortunate seamen have been recovered, four others yet remaining to be found. The bodies were rescued from her cabin and fore-castle, as soon as she was upright. The whole crew belonged to Lunenburg, Nova Scotia, and to their afflicted friends our warmest sympathy, is tendered in this hour of sad bereavement. Below we give the evidence taken at the Coroner's Inquest:—

ISRAEL SPINDLER, of Lunenburg County, N. S., (sworn)—I am one of the crew of the wrecked schooner "Welcome." This was my first trip in her. I joined her about the 10th of August in Lunenburg. Albert Himmelman was Captain, with a crew of ten men, viz: Eli Himmelman, George Himmelman, William Himmelman, Stange Himmelman, Almon Sink, Daniel Mason, Alvin Conrod, Gabriel Spindler and myself. We left Lunenburg about the 10th of August and got to this island a week after. I considered the vessel to be well found and seaworthy. She was seven years of age and was built in Lahave River and was never wrecked before. Benjamin Himmelman was principal owner. On Wednesday last we were fishing off St. Margaret's Chapel. Were there all day and left about dusk for Souris. The wind was E. S. E., blowing a strong breeze. About ten o'clock the wind hauled into the N. E. and blew harder. We kept sail on till twelve o'clock that night when we tore our jib. At two o'clock we laid her too, head off shore. We thought then that we were south of the East Point Light, but we were off Black Point. We laid too till 8 o'clock Thursday morning when the Captain proposed to run her. We ran her under a double reefed foresail for about half an hour, when a heavy sea came while the vessel was in the trough of the sea. Two men, Eli Himmelman and Henry Mosier, were standing at the fore sheet, and I was standing aft on the lee quarter. I sang out to them to cut the fore sheet but they hadn't time to do it. The sea boarded us, and I was washed overboard to leeward. Was under the water for some little time. I got out at last and ran along the side of the vessel which was on her beam ends and pitching heavily. There were four men in the cabin. I heard them call loudly. The Captain ran forward and got into one of the dories. I did not see him after. I got out then on the mainmast head. There were four men, Eli Himmelman, George Himmelman, Henry Mosier, and Alvin Conrod, sitting on the railing. Three of them came out to me. They held on to the topmast rigging as long as they could. They were washed off a couple of times. I held them up as long as I could. Eli Himmelman kept hold of the rail. I went in to where he sat several times. Last time I was in he said, "Israel, I suppose you'll be left to tell the tale. I must leave. I can hold on no longer." I told him he should hold on as long as he could. Perhaps we could still save ourselves. I left him then, and went out again on the mainmast head. After a while he came towards me, and after hanging a while in the rigging was washed off. I was then left alone as the other three were washed off some time before. This was about 11 o'clock on Thursday. At 3 o'clock the wind breezed up. At dark, I was, I thought, about three miles off the land. How the night passed I cannot tell. In the morning I found myself sitting on the rail of the vessel. I do not know how I got there. Shortly after, I saw a boat coming towards me. I had no boots, nor socks, nor hat on. I was taken off the wreck about 7 o'clock on Friday morning by John H. Campbell and John McPhee of East Point. They took me ashore and treated me kindly. I saw those men now lying on the Breakwater here. Their names are Gabriel Spindler, Almon Sink, Daniel Mason, William Himmelman, all belong to Lunenburg County. The cook, Stange Himmelman was in the fore-castle. I saw him last alive on Wednesday evening. Have not seen him since. I believe he was drowned in the fore-castle.

## CURRENT NOTES.

Six Irishmen have been arrested in Glasgow on suspicion of being connected with dynamite attempt there last January.

At the opening of a new railway in Paris recently, the French Minister of Public Works stated that the period of revolution for France had ended, and that the country had now found the best system of government.

A band of masked men gave Solomon Coleman, a colored contractor of Macon, Ga., three hundred lashes on the bare back, and tortured him for an hour, recently, because he paid high wages to negro laborers.

Six Irishmen, suspected of having been connected with the dynamite attempt in Glasgow, last January, when the largest gasometer in the city was blown up and other property destroyed, were arrested in Glasgow on the 31st.

The London Times attributes Ireland's improved condition to the wisdom and stringency with which the laws have been enforced. It adds that the laws against disorder in Ireland must be unflinchingly enforced if England is to govern that country at all.

Cards were found in the possession of McDermott, now on trial at Liverpool for complicity in the dynamite conspiracy, signed by James Stevens and O'Donovan Rossa. The latter, on his card, stated his intention to do his utmost "to help destroy the common enemy."

An election was held in Rutlandshire, on the 1st, to fill the vacancy in the House of Commons caused by the resignation of the Rt. Hon. Gerard James Noel, Conservative. James Leitch, the Conservative candidate, received 860 votes, and Daventry Handley, Liberal candidate, 194 votes.

Herr Tisz, President of the Hungarian Council, in order to put a stop to outrages upon the Jews, has decided upon severe measures, which are to be put into operation wherever anti Jewish riots occur. The measures will provide that any one condemned to death by martial law shall be executed within three hours after sentence is imposed.

The Duke of Connaught will vacate his Aldershot command in the latter part of September, and, with the Duchess, will spend October with the Queen. On November 1 he will leave for India to assume command of the Meerut Division, travelling overland to Brindisi, thence by vessel to Alexandria, by rail to Suez, and by steamer to Bombay. The Duchess will accompany him, and they will be absent from England more than two years, their children meantime staying with the Queen.

Slade, the Maori pugilist, is in training at Woodlawn park, in a camp pitched on a hill. His work is done under the supervision of John Brighton. The arrival of Sullivan and Mace is anxiously looked for by Slade. He is at present in fine form. Governor Glyck's letter to the prosecuting attorney notifying him to prevent Slade's training on Kansas soil was a great surprise. The fight will take place near Fall City, Neb., and probably on an Indian reservation. A special train will be chartered on the Central Branch to run to the spot.

A steam buggy is under construction in Augusta, Ga. The machine will be about the size of an ordinary buggy, with two wheels behind and one in front, also water and gasoline tanks. The boilers are heated by two gasoline burners. The front wheel is extra large, and will bear the entire weight of the machinery. The rear of the machine will be the same as an ordinary buggy, with ample room for several persons. Its average speed is estimated at a mile in three minutes. The speed of the first horse that gets his eye in it has not yet been computed.

Evidence at the examination at Bruff, Ireland, of Dr. and Patrick Connolly and their sister Catherine, charged with implication in the murder conspiracy, indicates that a conspiracy was formed to accomplish a private, and not an agrarian purpose, as was supposed. The witness Dineen swore that Dr. Connolly forged the name of John Carroll, the rent warden, to a will, by which Carroll's property was to be left to the Connollys. Dineen, who was to murder Carroll, was to receive the sum of £50 from the sum expected to be realized from the latter's property.

The House of Lords, like the Homeric gods, were dissolved in "roars of laughter" the other night at the curious solicitude of Lord Fortescue. He wished to ask the Government to introduce into the Agricultural Holdings Bill "some provision for alleviating the great hardship now suffered by the family of any clergyman if he died while occupying his glebe, as many clergymen have lately found themselves reluctantly compelled to do." Was Sir Boyle Roche translated to the Upper House when he died? This question recalls his famous complaint that "the churchyards are fuller than they can hold; people are dying this year who had never died before."

The captain of a steamer which was in the Strait of Sundra during the recent volcanic eruptions at Java, reports that ashes fell on the deck of his vessel to the depth of 18 inches, and that he passed masses of floating pumice stone seven feet in depth. It is estimated that 10,000 persons lost their lives at Tziringin, and that the total number of persons killed by the eruption and tidal waves was 30,000. Further reports from Batavia state that in the city of Bantam, where 1,500 persons were at first supposed to have perished, 2,800 bodies have already been recovered. Some 900 inhabitants of the interior town of Warong are now known to have been killed; and at Talatra, on the coast, 300 bodies were found. From all over the island come reports of loss of life and property, and it is thought at Batavia that the estimates of 75,000 killed will not prove excessive.