

The Daily Examiner.

TERMS:—FIVE DOLLARS A YEAR.

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NEW SERIES.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, MONDAY, SEPTEMBER 24, 1883.

VOL 13.—NO. 107.

THE DAILY EXAMINER

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Advertising at most moderate rates.
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quarterly, half-yearly or yearly advertise-
ments, on application.

ALMANAC FOR SEPTEMBER, 1883.

MOON'S CHANGES.
New Moon 1st day, 10h, 19m, a. m.
First Quarter, 9th day, 2h, 15.3m, p. m.
Full Moon, 16th day, 5h, 28.7m, p. m.
Last quarter 23rd day, Sh. 58.3m, a. m.

DAY OF WEEK	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
1 Saturday	5 26	4 34	5 23	10 42				
2 Sunday	27	32	6 24	11 15	13 13			
3 Monday	28	30	7 28	11 48				
4 Tuesday	29	28	8 25	morn				
5 Wednesday	31	26	9 26	0 18				
6 Thursday	32	24	10 25	0 51				
7 Friday	33	22	11 23	1 27				
8 Saturday	34	20	12 19	2 7				
9 Sunday	36	18	1 13	3 4	12 50			
10 Monday	37	16	2 3	3 53				
11 Tuesday	38	14	2 50	5 9				
12 Wednesday	40	12	3 32	6 29				
13 Thursday	41	11	4 10	7 40				
14 Friday	42	9	4 45	8 56				
15 Saturday	43	7	5 18	9 24				
16 Sunday	45	5	5 51	10 7	12 30			
17 Monday	46	3	6 23	10 48				
18 Tuesday	47	1	6 58	11 29				
19 Wednesday	48	59	7 36	12 0				
20 Thursday	50	57	8 20	0 53				
21 Friday	51	55	9 9	1 41				
22 Saturday	52	53	10 4	2 34				
23 Sunday	53	51	11 3	3 38	12 09			
24 Monday	55	49	morn	4 58				
25 Tuesday	56	47	0 6	6 20				
26 Wednesday	57	45	1 9	7 30				
27 Thursday	59	43	2 12	8 23				
28 Friday	6 0	41	3 15	9 5				
29 Saturday	1 39	4	4 16	9 43				
30 Sunday	3 37	5	5 18	10 17	11 48			

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 "	" 4.30 "
N. Wiltshire	" 7.35 "	" 10.50 "	" 5.25 "
Hunter R's	" 7.45 "	" 11.06 "	" 5.40 "
Bradalba's	" 8.10 "	" 11.46 "	" 6.16 "
Co'ty Line.	" 8.15 "	" 11.55 "	" 6.30 "
Freestown	" 8.26 "	" 12.12 "	" 6.45 "
Keenington	" 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 "	" 2.08 "	
Port Hill.	" 9.59 "	" 2.37 "	
O'Leary.	" 10.28 "	" 3.22 "	
Bloomfield	" 11.20 "	" 4.53 "	
Alberton.	" 11.38 "	" 5.20 "	
Tignish.	Ar 12.40 "	Ar 7.20 "	
Ch'town	Dp 4.00pm	Dp 7.00am	
Royalty Jo	" 4.15 "	" 7.23 "	
York.	" 4.27 "	" 7.41 "	
Bedford.	" 4.40 "	" 8.02 "	
Mt. Stewart	" 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. Stewart	Dp 5.15pm	Dp 9.10am	
Cardigan.	" 6.11 "	" 10.33 "	
Georgetown.	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 Jo	Dp 7.45 "	Dp 3.21 "	Dp 9.55 "
N. Wiltshire	" 7.11 "	" 2.25 "	" 9.04 "
Hunter R's	" 7.00 "	" 2.08 "	" 8.48 "
Bradalba's	" 6.36 "	" 1.27 "	" 8.10 "
Co'ty Line.	" 6.30 "	" 1.17 "	" 7.57 "
Freestown	" 6.19 "	" 1.01 "	" 7.42 "
Keenington	" 6.04 "	" 12.37 "	" 7.20 "
Summ'side	" 5.40 "	" 12.00 "	" 6.45 "
Misouche	Ar 5.15 "	Ar 11.30am	
Wellington	Dp 5.00 "	Dp 11.04 "	
Port Hill.	" 4.42 "	" 10.35 "	
O'Leary.	" 4.13 "	" 9.43 "	
Bloomfield	" 3.22 "	" 7.54 "	
Alberton.	" 2.38 "	" 6.20 "	
Tignish.	" 2.00 "	" 6.00 "	
Ch'town	Ar 10.00am	Ar 7.00 pm	
Royalty Jo	Dp 9.45 "	Dp 6.37 "	
York.	" 9.33 "	" 6.30 "	
Bedford.	" 9.20 "	" 6.00 "	
Mt. Stewart	" 8.55 "	" 5.20 "	
Morell.	" 8.16 "	" 4.15 "	
St. Peter's.	" 7.55 "	" 3.42 "	
Bear River	" 7.22 "	" 3.29 "	
Souris.	" 6.50 "	" 2.09 "	
Mt. Stewart	Dp 8.55 "	Dp 5.20pm	
Cardigan.	" 7.49 "	" 3.27 "	
Georgetown.	" 7.30 "	" 3.00 "	

JAMES COLEMAN,
Superintendent,
Railway Office, Charlottetown, May 21, 1883.
[S1. prus her sum jr 61]

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.—31 tawakly.

L. ARTHUR & CO., GENERAL

Commission Merchants,
121 ATLANTIC AVENUE,
(ROSS MARKET)
BOSTON, MASS.
Eggs and Produce a Specialty.
April 26, 1883.—wky ti

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 wky 6m

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.

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.
DESBIRISAY & 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 \$ 9,754,085 38
2,561 proposals were accepted, assuring 7,239,048 13
The total existing assurances in force at 15th November, 1882, amounted to \$6,983,302 91 (Of which \$7,753,031 15 was reassured with other offices)
The claims by death which arose during the year amounted to, including bonus additions, 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.

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

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.

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.
[2aw wky 3m pres her pat era]

COTTONS

NEW COTTONS,

Greatly Reduced Prices.

Just received and in stock,

48 BALES AND CASES

(44,550 YARDS)

NEW BLEACHED

Unbleached Cottons,

COTTON FLANNELS,

BED TICKINGS.

These Goods will be sold low to make room for fall importations. WHOLESAL AND RETAIL.

W. A. WEEKS & CO.,

SIGN OF THE LION.

TEAS. TEAS.

NEW TEAS, of Prime Quality, 75 Chests, at low prices, WHOLESAL.

W. A. Weeks & Co.

Ch'town, Aug. 8, 1883.

THE HALIFAX

Steam Navigation Co. (LIMITED).

Steam from London to Halifax Direct.

The First-class Steamer

"JULIET,"

100 A1 at Lloyds, 2,091 tons register, and 250 horse-power,

Will Sail from London for Halifax, and St. John, N. B.

WEATHER, ETC., PERMITTING,

ABOUT 22nd SEPTEMBER,

TAKING

Goods for all parts of Nova Scotia, New Brunswick and P. E. Island.

FREIGHTS MODERATE.—Apply for particulars to Westcott & Laurance, 9 Fenchurch Street, London, or at the Office of the Halifax Steam Navigation Company, (Limited), 68 Bedford Row, Halifax, or to

WM. H. SHANKS,
Agent, Charlottetown, P. E. I.
Sept. 4, 1883.

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

For Sale or To Let.

THAT beautifully situated house at "St. Avars," Mount Edward Road, outside city limits, containing nine large rooms, with well of never-failing water in kitchen, to which is attached a force pump. These premises are within fifteen minutes walk of the Post Office, and include stable and coach-house. For further particulars enquire of the subscriber on the premises.

JOHN T. FERGUSON,
May 12—dy wky

O'Donnell in London.

ARRAIGNED IN BOW STREET COURT AND REMANDED TO MILLBANK JAIL.

O'Donnell, the murderer of Carey, was taken from the "Athenian" when three miles off Southampton by the police tug, and brought to the cattle sheds at the end of the quay. He was then taken to London, where the Vauxhall depot was strongly held by the police, only railway passengers and reporters being allowed to pass their barriers. The train with O'Donnell on board arrived at the 12.15 o'clock. On alighting from the train, O'Donnell was immediately

SURROUNDED BY POLICE.

The spectators made a rush to gain a view of the prisoner, but the police were too alert, and only an occasional glimpse of the captive was obtainable. O'Donnell at first appeared to be nervous and stepped off the train somewhat hesitatingly, surveying the scene before him. He soon, however, drew himself up direct and descended the stairway more boldly. Outside of the station, while the prisoner was entering the van, a few roughs attempted to raise a cheer, which was met with some hisses. A strong guard was placed inside the van, behind which followed a cab filled with officers. The procession then started, mounted police encircling the van. A few

HISSES AND CHEERS

were again raised, but the crowd generally was apathetic. O'Donnell appears more depressed since his incarceration in jail. He was brought to Bow street police court on the afternoon of the 18th inst. He was closely guarded by mounted police, and passed through the streets at a rapid pace. Mr. Poland appeared for the crown, and stated that the prisoner was charged with murder upon the high seas, within the jurisdiction of the admiralty of England and of this court. The witnesses for the crown had not yet arrived in England, as it was not deemed advisable to bring them on the same vessel with the prisoner. Mr. Poland asked that the prisoner be remanded for a week, and stated that he would, probably, at the expiration of that time, again ask a short remand, as he believed the witnesses would by that time have arrived, and would be able to begin the case. Mr. Flowers accordingly remanded the prisoner until Tuesday, 25th instant. During the hearing O'Donnell was permitted to sit in the dock. He manifested great interest in the proceedings, and maintained a firm and respectful demeanor. The prisoner gave his name at Bow Street as Patrick O'Donnell, though he is described in the charge sheet as "Michael O'Donnell, puddler, of Gadouree, County Donegal, Ire." He will have

ABLE COUNSEL FOR HIS DEFENCE,

as steps are being taken by his friends to secure the services of a well known Irish member of Parliament. The police have been extremely active in the Nationalist quarters of London lately, making inquiries as to what connection, if any, O'Donnell had with the Irish secret societies. Millbank prison has been placed under an extra guard as when the dynamiters were imprisoned within its walls. It is understood that Mrs. Carey has offered evidence of a most astounding nature, which she declares will clear her husband's character. The Irish Times of Dublin says it is certain that the police had warning of an attempt to rescue O'Donnell would be made by a "forlorn hope" composed of the Fenians of London, Liverpool and Manchester. The desperate enterprise was not carried out, however, owing to the precautions taken by the authorities. In conversation, O'Donnell denounces secret societies.

The Panama Canal.

Work on the Panama Canal was commenced about two years ago, and has, up to the present time, been largely preliminary and preparatory. The length of the canal will be about 50 miles, and it will have a depth of 27 feet, the breadth at the bottom being 80 feet, with a greater width at several places, which will bring the average breadth up to 92 feet. There are to be six gates or water sidings, when the breadth will reach 200 feet. The deepest cutting will be 362 feet. According to the estimates 75,000,000 cubic metres of earth and rock will have to be removed at a cost of \$43,000,000 francs. Count de Lesseps has promised that it will be open for use in 1888, which leaves him five years from the present date. So far a vast deal of preliminary work has been accomplished. Machine shops, canal trains, steam shovels and monster dredges are now in operation. Hospitals have been erected for the sick and are supplied with an able staff of surgeons and nurses, and all the modern appliances for comfort and health. Docks and warehouses have been built, and machinery of the most approved patterns has been purchased at immense cost, the American purchases alone amounting to over \$3,000,000. The Canal Company have bought out the Panama Railroad, and its traffic is very valuable and is constantly increasing. The dividends paid by the road amount to 12, 16 and 20 per cent., and thus the Canal Company, besides having the profits and facilities afforded by the railway, are practically masters of the traffic across the isthmus. The Company have now 7,000 men at work, and employ principally the natives of Indian extraction and negroes from the West India Islands. Skilled French and foreign engineers have the work in charge. The capital of the Company is large, amounting now to about \$85,000,000 in gold for the canal and railway together. Probably about \$30,000,000 have been already spent. There seems now no doubt as to the ultimate fulfilment of the splendid scheme of the great French engineers.

The young men are requested to call and see L. E. Frowse's American hats. They are nobby and cheap.

CURRENT NOTES.

Dr. Stintzing, a professor of Bonn University, was killed recently while climbing the Alps.

A great increase in foot-and-mouth disease is reported in the agricultural districts of England.

Great lack of harmony is reported to exist between the French civil and military authorities at Tonquin.

Sir John Macdonald has removed his residence from Stadacona Hall to "Ernscliffe," the residence of the late Thomas Reynolds.

The Salvation Army is in trouble at Geneva, a colonel having been expelled from the city, and a female member imprisoned at Neuchâtel.

The London Times is