

# The Daily Examiner.

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NEW SERIES.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, TUESDAY, AUGUST 28, 1883.

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Advertising at most moderate rates.  
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ments, on application.

**ALMANAC FOR AUGUST, 1883.**  
MOON'S CHANGES.  
New Moon 2nd day, 9h, 13 7m. p. m.  
First Quarter, 10th day, 9h. 16.5m. p. m.  
Full Moon, 18th day, 8h. 41.4m. a. m.  
Last quarter 25th day, 1h. 19.4m. a. m.

DAY OF WEEK	Sun	Mon	Tue	Wed	Thurs	Fri	Sat	Days
M	ris	sets	ris	sets	ris	sets	ris	len'th
1 Wednesday	4 47	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	morn				
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	1 34	3 23	14	13		
12 Sunday	6	9	2 30	4 03				
13 Monday	7	8	3 24	4 53				
14 Tuesday	8	6	4 14	5 47				
15 Wednesday	9	5	5 00	6 42				
16 Thursday	10	4	5 40	7 38				
17 Friday	11	3	6 17	8 33				
18 Saturday	12	2	6 51	9 30	13	54		
19 Sunday	13	1	7 22	10 26				
20 Monday	14	11	7 53	11 17				
21 Tuesday	15	10	8 25	12 02				
22 Wednesday	16	9	8 54	1 1				
23 Thursday	17	8	9 38	1 53				
24 Friday	18	7	10 22	2 46				
25 Saturday	19	6	11 12	3 46	13	33		
26 Sunday	20	5	12 00	4 50				
27 Monday	21	4	1 0	5 57				
28 Tuesday	22	3	1 50	7 07				
29 Wednesday	23	2	2 40	8 18				
30 Thursday	24	1	3 30	9 31				
31 Friday	25	12	4 20	10 9				

**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 wly 6m

**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

**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.

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

**JOHN MACEACHERN,**  
(Late of Italian Warehouse)  
AGENT FOR  
Royal Fire Insurance Company, of England,  
London & Lancashire Fire Insurance Company, of England,  
City of London Fire Insurance Co., of England,  
**HAS REMOVED**  
His Office to his New Building,  
Cor. Queen and King Sts.—Up Stairs,  
Ch'town, Dec. 7, '82.

**L. ARTHUR & CO.,**  
GENERAL  
Commission Merchants,  
121 ATLANTIC AVENUE,  
(ROSS MARKET)  
BOSTON, MASS.  
Eggs and Produce a Specialty.  
April 26, 1883.—wly tf

**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

**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 \$6,935,302 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 1,092,648 35  
JOHN LONGWORTH, Agent for Charlottetown.  
THOMAS KERR, Inspector of Agencies.  
Ch'town, August 3, 1888.

**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.

**Direct Steamer to London**  
THE Halifax Steam Navigation Company (Limited) will dispatch the FIRST-CLASS STEAMER  
**"SICILY,"**  
—FROM—  
Halifax to London, direct,  
About 10th September.  
THROUGH RATES FOR LOBSTERS,  
via P. E. I. Steam Navigation Company,  
From Charlottetown and all Stations on the P. E. I. Railway.  
—TO—  
London, Paris and Hamburg.  
The "Sicily" has a speed of twelve knots and is expected to make the passage in 9 1/2 days.  
Bills of Lading will be given from any Station on the P. E. I. Railway, or at Charlottetown. Apply for all particulars to Jos. Wood, Secretary Halifax Steam Navigation Company (Limited), 58 Bedford Row, Halifax, or to  
WM. H. SHANKS, Agent, Charlottetown, P. E. I.  
August 13, 1883.


**JOSEPH GILLOTT'S**  
**STEEL PENS**  
SOLD BY ALL STATIONERS THROUGHOUT THE WORLD  
—GOLD MEDAL PARIS 1878—  
**FAT HERRING.**  
100 BARRELS, in Wholes, Halves and Quarters, for sale by D. SMALL.  
Ch'town, Aug. 17, 1883.—2w

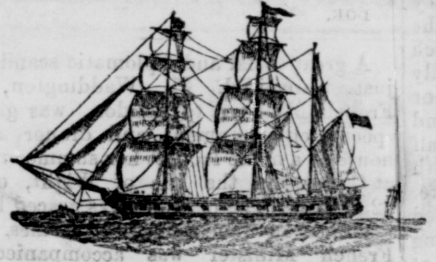
**P. E. ISLAND**  
**Steam Navigation Co'y.**  
  
STEAMERS ST. LAWRENCE AND PRINCESS OF WALES.  
SUMMER ARRANGEMENT,  
Commencing Wednesday, 16th May, 1883.

**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 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 Crapaud 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.  
[2w wly Sun pres her pat her sj]

**Liverpool to Charlottetown**  
  
PRINCE EDWARD ISLAND, DIRECT.  
**FALL TRIP, 1883.**  
THE CLIPPER BARQUE  
**"WILLIAM OWEN,"**  
599 Tons Register, Coppered and Classed A 1 9 years at English Lloyds,  
**ANGUS BROWN, Commander,**  
Will be on the Berth at Liverpool  
On or About the 25th August.  
and Sail on the 10th September.  
to be followed by the Clipper Barque  
**"CLARIBEL,"**  
420 Tons Register, Coppered and Classed A 9 years at English Lloyds.  
The above vessel will receive goods for adjacent Ports.  
For Freight or Passage, apply in London to JOHN PITCAIRN & SONS, 16 Great W. C. Street; in Liverpool, to PITCAIRN BROTHERS, 51 South John Street, or here to  
**L. C. OWEN.**  
Ch'town, July 26, 1883.—3wk 3aw to th ss

**From London and Liverpool**  
—TO—  
**CHARLOTTETOWN, P. E. I.,**  
**DIRECT.**  
  
**FALL TRIPS 1883.**  
The Fast-Sailing Barkentine  
**"EREMA,"**  
299 tons Register, coppered and classed 9 A 1 in English Lloyds,  
**R. RENDLE, Commander,**  
Will Sail from London  
ON OR ABOUT THE 5TH SEPTEMBER.  
ALSO  
THE CLIPPER BRIGANTINE  
**"ZERELDE,"**  
300 tons Register, class 9 years A 1 in English Lloyds,  
**L. KICKHAM, Commander,**  
Will Sail from Liverpool  
ABOUT 1st SEPTEMBER,  
Carrying freight at through rates to Pictou, Georgetown, Souris, Summerside and Shediac.  
For Freight or passage, apply in London to John Pitcairn & Sons, 16 Great Winchester Street, E. C.; in Liverpool to Pitcairn Bros., 51 South John Street, or here to the owners,  
**PEAKE BROS. & CO.**  
Ch'town, July 25.—2w tf

**JUST ARRIVED.**  
100 brls. No. 1 New Herring.  
Come and see them at  
**IMPERIAL GROCERY STORE.**  
Ch'town, July 21.  
**FOR SALE.**  
THAT handsome residence known as "BEACONSFIELD." Apply to  
H. J. CUNDALL.  
Ch'town, May 29.—law to

**The Timid Tiger.**  
INDIAN CARELESSNESS IN THE MIDST OF MORTAL DANGERS.  
As a matter of fact, the tiger is not a specially ferocious animal. As the greatest authority on Indian natural history says it is a "harmless timid animal." It feeds on animals that are prodigiously injurious to crops, and there are on record in India the complaints of villagers on the increase of deer and wild pigs in consequence of the destruction of the tiger in their neighborhood. When it gets too feeble to catch wild animals it begins to eat tame ones, or, easier victims still, the men or women who are in charge of the cattle. It then becomes, as a "man-eater," a criminal against humanity—and death cannot overtake it too soon. But it is only those who know the Hindus thoroughly who can credit the amazing apathy of these men, even when in imminent danger. So long as it is not actually visible they refuse to take precautions against peril, and I remember during the Afghan war assisting to thrash some lazy fellows in order to arouse them to a proper sense of the necessity of saving their lives. They had squatted down to smoke by the roadside in the Khyber Pass, though they knew the enemy was lurking in the rocks above them, and in the jungle behind them; though they had with their own eyes seen the corpses of camp followers, lying where they had been murdered, when they sat down to smoke. In the very same way the herdsmen comes loafing home in the twilight, singing a song of the country as he goes (to let the tiger know that he is coming, probably), and suddenly out of the sugar-canes flashes the tiger, and there is an end of that herdsmen. But the next man will probably do the very same thing. He will take another road, of course, on his way home, but he will lag behind his cattle and sing to himself in the same ridiculous way, and out from under the bare tree springs the same old tiger. Indeed, it is one of the problems of Indian administration how to keep the natives from suicide. They prefer to have half the village down with smallpox and then carry a dead chicken round the stricken hamlet on the end of a pole than to be vaccinated. They prefer to lose a prodigious number of their acquaintance by drowning than to protect their walls. They prefer to have tens of thousands of men and women bitten by snakes in toes and thumbs, and die therefrom, than let enough light into a hut to see the difference between firewood and coals.—*Belgravia.*

**Old and New Atlantic Steamers.**  
The wonderful performances of Atlantic steamers, comparatively new, have been so prominently kept before the public that there is some danger that the efficiency of Atlantic steamers not quite so new will be overlooked. There are not wanting certain heretical individuals who maintain that the "Alaska," and other vessels of her type, owe their speed to the enormous power developed by their engines, and not to the inherent virtues of their model. The opinion is strengthened by some recent Atlantic performances. The "Alaska" and "Britannic" left Liverpool at 5 and 6 p. m. respectively on Saturday June 2, and both left Queenstown at 9.30 on Sunday morning. The "Alaska" arrived at New York at 10 a. m., and the "Britannic" at 8 p. m. on the following Sunday, the mean time being about—"Alaska," seven days, five hours, and the "Britannic" seven days, fifteen hours. Considering that the Alaska is a two-year-old ship of 6,950 tons, indicating 10,500 horse-power, and that the Britannic is nine years old 5,004 tons, and about 4,500 horse-power only, this trial of speed is more creditable to the Britannic than to the Alaska. If the Britannic had the same horse-power in proportion to power as the Alaska, she would have 7,500, or 3,000 more than she has. These passages given the Alaska speed of 16.1 knots, and for the Britannic 15.2 knots. According to Mr. Froude, increasing the Britannic's power by two-thirds would increase her speed by 3.4 knots, raising it to 18.6 knots, equal to a passage of six days five hours, or one day shorter than the Alaska. As a matter of fact there is very small doubt that she would go little shorter of that speed. By increasing her power one-third, or to 6,000 horses—the same as the Arizona, her probable speed would be 17 knots—six days twenty hours. In fact, when the boilers of the Britannic and Germanic require renewing two or three years hence, they could be made more than a match in speed for any steamer now running by giving them the moderate power of 6,000 horses, which their strength of construction would certainly well stand, as in the matter of model these vessels are apparently unequalled by those of any other line.—*The Engineer.*

The New York Herald says Early Granger, of Springfield, Jamaica, died at his residence last Sunday, at the age of ninety-four. He was born at Shelvinger, Norfolk, England. In 1811 he enlisted in the Fifty-fourth regiment, British infantry, and served at the battle of Waterloo. He was at the capitulation of the French army after the final struggle before Paris, and remained with the army until the elevation of Louis Philippe to the French throne. He then returned to England with his regiment. He came to America in 1820. In 1835 he took part in the organization of the first brass band in Brooklyn. Ex-Mayor Booth, of Brooklyn, was second flier in the band.

The London Sportsman has the following:—"A telegram from Bury, Lancashire, states that a quarryman named Bootman has been drowned in a reservoir there whilst acting Capt. Webb." Up to last advices his body has not been recovered. This is the third death chronicled in England under similar circumstances within the past few days.

The new Byron letters, fourteen columns of which have just been printed by the London Athenaeum, prove beyond question the falsity of the disgraceful scandal published by Mrs. Harriet Beecher Stowe a few years ago. That scandal was never believed by many, but it is a satisfaction to know that, immoral as Lord Byron's life was, he was not unappealingly degraded as Mrs. Stowe would make him out to be. It is to the credit of humanity that these later letters have been allowed to see the light.

**Africa.**  
Africa is evidently to be a wonderfully wide and rich field for commerce. Geographical expeditions into that continent will be closely followed by commercial expeditions, and the world will soon have more markets for its trade. Europeans fully appreciate the importance that Africa promises to hold in the commercial world, and already they are beginning to increase their trading factories in that country. The latest one is the enterprise of a business firm of Bremen, which has purchased Angra Pequena, on the Western coast of Africa. Traffic will be carried on between that place and Cape Town. A strip of land stretching twelve miles inland is to be bought, and the colony of the German commercial houses will cover about 1,350 square miles in extent. Most people believe that beyond the Cape Colony and the countries along the shores of the Mediterranean, Africa has little to offer but some desert and an immense territory of forest and jungle, productive of nothing but wild beasts and fever. A few years hence it will be seen that a great country of marvellous richness awaits only civilization to give support to millions of industrious people. Present appearances indicate that our cousins across the water intend to reap this field. There is no good reason why they should do so exclusively, and there is still less reason why this country should not participate in the trade. Our merchants and manufacturers should keep Africa constantly before them, for it will offer advantages to them which the stronger rivalry of older nations has kept from them in other fields.—*Maritime Register.*

**A Portable Breakwater.**  
A most ingenious invention called the Greenway Breakwater has come before our notice, and is one which, if we can judge from the successful experiments made, will in a very short time be brought prominently before the public. The object of this breakwater, which is simply a line of buoys, is not to resist the force of the waves, but to turn them against one another. The buoys are moored in a straight line, independent of one another, and are of a triangular shape, with a sharp point, which is directed toward the sea when the buoy is in position. They are held by two anchors to each buoy, fore and aft, so as to keep them in position with the space of a buoy between each. The draft of each buoy is 10 feet. When a wave strikes the sharp prow of a buoy it is divided into two parts; the divided wave then rushes towards the buoys on either side, and in the space between them it meets that portion of another wave which has had similar treatment from the neighboring buoy, with the result that the diversion and collision reduce or entirely break the force of the wave, and the water is carried harmlessly inside of the breakwater. Such a breakwater could be constructed in a very short space of time, while the cost compared with that of a concrete or stone breakwater, would be trifling.—*Liverpool Journal of Commerce.*

**A Bolivian Monster.**  
The Brazilian Minister at La Paz, Bolivia, has remitted to the Minister of Foreign Affairs in Rio Janeiro photographs of drawings of an extraordinary surian killed on the Beni after receiving thirty-six balls. By order of the President of Bolivia the dried body, which had been preserved at Asuncion, was sent to La Paz. It is twelve metres (nearly forty feet) long from snout to point of the tail, which latter is flattened. Besides the anterior head, it has four metres behind, two small but completely formed heads rising from the back. All three have some resemblance to the head of a dog. The legs are short and end in formidable claws. The legs, belly and lower part of the throat appear defended by a kind of scale armour, and all the back is protected by a still thicker and double cuirass, starting from behind the ears or the anterior head and continuing to the tail. The neck is long, and the belly large and almost dragging on the ground. Professor Given, who examined the beast, thinks it is not a monster, but a member of a rare or almost lost species, as the Indians in some parts of Bolivia use small earthen vessels of identical shape, and probably copied from nature.—*Panama Star.*

**Facts.**  
A mole spot on the arm pit really promises, so they say, wealth and honor. On the ankle it bespeaks modesty in men, but courage in women. When a mole spot is found on the right breast it is a sure sign of honesty, if on the left it forbodes poverty; on the chin it promises wealth, on the right ear respect, on the left ear dishonor. If it is seen on the centre of the forehead it bespeaks treachery, sullenness, and untidiness. If it is on the right temple it forebodes distress; on the left temple it forebodes distrest; on the right foot it bespeaks wisdom, on the left rashness. When it is on the right side of the heart it denotes virtue; when on the left side wickedness. When it is on the knee of a man it denotes that he will have a rich wife. When it is on the left knee of a woman she may expect a large family. A mole on the lip is a sign of gluttony and talkativeness; on the neck it promises wealth. A mole on the nose indicates that a man will be a great traveller; on the thigh it forbodes poverty and sorrow, and on the wrist ingenuity.