

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.

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NEW SERIES.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, WEDNESDAY, AUGUST 15, 1883.

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One Month, 50
Advertising at most moderate rates.
Contracts may be made for monthly,
quarterly, half-yearly or yearly advertise-
ments, on application.

ALMANAC FOR AUGUST, 1883.

MOON'S CHANGES.
New Moon 2nd day, 9h. 13m., p. m.
First Quarter, 10th day, 9h. 16m., p. m.
Full Moon, 18th day, 8h. 41m., a. m.
Last quarter 25th day, 1h. 19m., a. m.

DAY OF WEEK	Sun	Moon	High	Days
M	rises	sets	rises	water
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
5 Sunday	52	19	7 35	12 0
6 Monday	53	18	8 37	0 15
7 Tuesday	55	17	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 32
12 Sunday	5	1	2 30	4 38
13 Monday	2	7	3 24	5 53
14 Tuesday	3	6	4 14	7 9
15 Wednesday	4	4	4 59	8 12
16 Thursday	6	2	5 40	9 3
17 Friday	7	1	6 17	9 48
18 Saturday	8	59	6 51	10 30
19 Sunday	9	57	7 22	11 6
20 Monday	11	55	7 53	11 47
21 Tuesday	12	54	8 25	12 26
22 Wednesday	13	52	8 54	1 8
23 Thursday	14	50	9 21	1 53
24 Friday	15	48	9 46	2 46
25 Saturday	17	45	10 12	3 46
26 Sunday	18	43	10 38	4 50
27 Monday	19	41	11 0	5 57
28 Tuesday	21	41	1 8	7 57
29 Wednesday	22	40	2 10	8 48
30 Thursday	23	37	3 15	9 31
31 Friday	5 25	6 36	4 20	10 9

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.

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

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, Sum-
merside, 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.
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.

GEORGE TWEEDY,
ATTORNEY-AT-LAW,
Notary Public, &c.
OFFICE—West Side of Queen Street, Char-
lottetown, next door to Stevenson's Tin Shop.
July 25, 1883—dy wklly 6m

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 con-
signments 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.—wklly tt

ENCOURAGE HOME WORK
G. H. HASZARD
is prepared to do all kinds of
RELIEF STAMPING,
for Envelopes, Letter Heads, on Note
Paper, from
Business Dies,
Crests or Monogram Dies.
Business men, order your Stationery and
Stamping as you want it, from
G. HERBERT HASZARD'S,
and do not be pestered with foreign agents,
who will only take you in.
July 25—pat eod 1m

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, 1883, were re-
ported:—
3,038 new proposals for life as-
surance 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,
1883, 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 amount-
ed, including bonus addi-
tions, to 2,462,226 59
The annual revenue amounted
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.

UPHOLSTERY!
I WANT to dispose of one doz. handsome
American and Turkish Styles, from \$49.00
up. Also a lot of handsome Student's and
Smoking Chairs. A nice variety of Walnut
Lounges, Giltmans, Parlor Foot Stools, etc.
Upholstery of all kinds done at shortest
notice. Fancy Wool and Fine Silk Work, a
specialty.
Venetian Blinds Re-done.
SHOP ON KING STREET,
(Near A. A. Baldwin's Store.)
Can be seen at house any evening, corner
King and Great George Street.
WM. E. HICKEY.
Ch'town, June 22, 1883.

OFFICE TO LET.
THE rooms at present occupied by Messrs.
Davies, Sutherland & Weeks. Apply by
letter to
GEORGE E. FULL
Ch'town, July 20.—pat 61 2aw

BOSTON STEAMERS.
STEAMERS:
Carroll, 879 tons, Capt. Brown,
Worcester, 865 tons, Capt. Blankenship
ONE of the above FIRST-CLASS STEAM-
ERS will leave
Charlottetown for Boston
EVERY
THURSDAY AFTERNOON, AT 5 P. M.
PASSENGERS will find this the Cheapest
and most pleasant trip to Boston. Accom-
modations on both steamers are splendid.
P. E. Island vessels for and to charter.
July 30, 1883.

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 Char-
lottetown, connecting at Shediac with
Trains for each of the above named places;
and at St. John, with steamers of the Inter-
national 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 Sum-
merside 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,
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 Char-
lottetown, 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 Char-
lottetown 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 re-
turning 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, Excur-
sion Return Tickets will be issued
Saturday to Crapaud at one first-class fare.
JOHN HUGHES,
Agent.
Ch'town, July 25, 1883.
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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. 8, 1883.
From London and Liverpool
CHARLOTTETOWN, P. E. I.,
DIRECT.

COTTONS
NEW COTTONS,
—AT—
Greatly Reduced Prices.
Just received and in stock,
48 BALES AND CASES
(44,550 YARDS)
NEW BLEACHED
—AND—
Tubleached Cottons,
COTTON FLANNELS,
—AND—
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. 8, 1883.
From London and Liverpool
CHARLOTTETOWN, P. E. I.,
DIRECT.



FALL TRIPS, 1883.
The Fast-Sailing Barkentine
"EREMA,"
299 tons Register, coppered and classed
9 A1 in English Lloyds,
R. RENDLE, Commander,
Will Sail from London
ON OR ABOUT THE 5TH SEPTEMBER.

ALSO
THE CLIPPER BRIGANTINE
"ZERELDE,"
300 tons Register, to 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 Pitsair & Sons, 16 Great Winchester
Street, E. C.; in Liverpool to Pictou Bros.,
51 South John Street, or here to the owners.
PEAKE BROS. & CO.
Ch'town, July 25—2aw if

For Sale or To Let.
WHAT beautifully situated house at "St
Awards," Mount Edward Road, outside
city limits, containing one large room, with
well of never-failing water in kitchen, to
which is attached a force pump. These pre-
mises 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 wklly

**Freeman on Green as a News-
paper Writer.**
Green used to say merrily that he wrote
three kinds of articles for the *Saturday*
Review. There were historical and topo-
graphical articles, which he said were at-
tributed to me. There were light, social
articles, which he said were attributed to a
lady of high rank, who was believed to
write in the paper. There were articles on
matters in the eastern parts of London,
which he said were not attributed to anyone
because nobody read them. Of this last
class I can say nothing, save that they
seemed to be written with knowledge and
earnestness. The second class I sometimes
regretted; they often, to my taste at least,
showed a flippancy which was unworthy of
him. In them he often fell into the small
tricks of style of writers immeasurably be-
neath him. But if any one did attribute
the articles of the first-class to me, he cer-
tainly did me great honor. In a middle-
as we used to call it—of that kind, Green
was at his very best. In reviews of books
he was, I think, less happy. He said
many brilliant, many sharp, many true
things; but he never got over the tempta-
tion, one most dangerous for a reviewer, to
judge everything by himself. He never
seemed practically to understand that each
man will do his best work by doing it in
his own way. He unconsciously thought
that every man was bound to do it in his
John Richard Green's way. It was al-
ways made a matter of blame against any
writer, however great he might acknowl-
edge his merits to be in other ways, if he
treated his subject in a different fashion
from that in which Green himself would
have treated it. Perhaps the most curious
case of this was when, in a notice of a small
History of England, published in 1873, he
blamed the author for keeping to the anti-
quated way of dividing by king's reigns.
Up to that time, every writer of English
history, good or bad, had divided in that
way; but his own Short History was going to
appear in 1874, and in the Short History
another system was going to be followed.

Bridging Halifax Harbor.
The Halifax Herald says that it has been
decided to build across the Narrows of the
harbor a combined railway bridge and wharf.
It is to be 40 feet wide and 1,400 feet from
low water to low water, or about as long
again as the present railway wharf. It is
proposed to put in 20,000 tons of stone
filling into the deep channel. The bridge
will be built on piles varying from 20 to 65
feet in length. On this bridge and wharf
will be laid three tracks. One, on the
upper side, will be the main line of the
Dartmouth branch; the other two will be
utilized for wharf purposes, from which
lumber, timber, etc., will be loaded into
sailing vessels and steamers. On the
Richmond side will be an iron or steel
drawbridge 300 or 400 feet in length
through which the largest man-of-war may
pass. Heavy masonry piers will be con-
structed from the land on either side. The
work will be commenced as soon as the
Dartmouth people give the right of way,
and the required permission is obtained
from the Imperial authorities.

A Terrible Catastrophe.
A terrible catastrophe happened on the
St. Lawrence at Yamaska on the 9th inst.,
by which two sons of Mr. Paradis, chief of
police of Montreal, aged 18 and 20 years
respectively, and a child lost their lives by
drowning. It appears that Mrs. Maheux,
her three children, and the Paradis went
out in two small boats in tow of the steam-
er Sorel for a fishing excursion, when the kids
came in collision and upset. The lady
came to the surface first and grasped two
of her children, whom she sustained above
the water by hiding on to the upturned boat
until she and her children were rescued.
The third child was out of reach of its
mother with the two young men, and before
any assistance arrived all three met with
a watery grave. Mr. Paradis's sons were
students at the Montreal College, and were
on the eve of finishing their collegiate course.
They were very promising young fellows,
having carried off the highest literary
honors last season. Great sympathy is
expressed here for the suddenly bereaved
parents.

A FISHY STORY.—Clark Cable of Will-
owence in New York State is a hunter and
a fisherman. The other day he was fishing
in the Delaware. He hooked a fine chub,
but lost it in raising it from the water.
Soon afterwards a two pound eel took the
bait, but that slipped off too. Cable quit
fishing in disgust. On his way home he
discovered a large crane standing in the
river, watching for fish. Cable hurried
home, got his gun, and went back to kill
the crane. He got a fair sight at it at
short range, fired, but missed it. The
crane flew slowly away. Cable said he
guessed it wasn't his day for sport, and
went home. The same night Cable placed
a set line in the river. When he went to it
next morning he saw a crane standing in
the water directly over the line. It rose
to fly, but something pulled it back. Cable
caught it. It had swallowed one of his
hooks. Further investigation revealed the
fact that the reason the crane had swallow-
ed the hook was because there was a two
pound eel on it at the time, and the further
fact that a one pound chub had taken the
hook before the eel had swallowed it. The
chub had been caught on the bait, the eel
came along and gobbled the chub. Then
the crane took in the eel, and Cable took
them all in. He insists that the chub, the
eel, and the crane are the same ones that
he had lost during the day.

When the steamer "Manitoba" from
Glasgow, was coming up on her last trip
through the Straits of Belle Isle, Rev Mr.
Sweet, a Presbyterian Minister, cut his
throat and jumped overboard. The boat
was put about and the body recovered.

CURRENT NOTES.
Further particulars, just received in Lon-
don, of the murder of James Carey, the
Phoenix Park informer, by O'Donnell, on
board the steamer "Melrose" in South
African waters, show that the shooting
took place when the vessel was twelve miles
from land.
It is reported that Baron Nolde, a Ger-
man land-owner, was recently shot while
in a wood near the town of Liban, the
Government of Courland, Russia, owing to
the hostile feeling against German land-
lords, exerted by Russians among the lith-
uanian peasants.
There has been a fearful rain and hail
storm in Western Iowa, doing much
damage to the growing crops. Hail fell to
the depth of five feet in places. One man
was killed, farm property was leveled and
trains blocked. The track of the storm was
from two to four miles wide.
A despatch to a local news agency from
Lisbon says a telegram received in London
from the Spanish frontier says the situation
is most grave. Bands of armed men have
marched to the north, their object, it is pre-
sumed, being to concentrate at some select-
ed point for a combined movement.

Hon. James Cockburn, ex-Speaker of the
Commons, has been gradually sinking for
the past few weeks. A few days ago he
grew so much worse that his medical
attendant, Dr. Grant, expressed the opin-
ion, on the 10th, that his life was only now
a matter of a day or so at least. He has
been in much the same condition to-day.
A meeting in favor of state aid emigra-
tion was held at the Mansion House, Lon-
don, on the 10th instant. The Earl of
Shaftesbury presided. A resolution was
offered, providing for the sending of 200,000
persons to Canada and other British colonies,
and for procuring them farms in their
homes. Money for the purchase of land
will be advanced by the state, which is to
take mortgages on farms as security. The
resolution was adopted. It is proposed to
send ten thousand families to Canada next
spring.

A few nights ago, Mr. Gilbert, the actor,
was standing outside the gate of his house
with his hat off. He had in fact seen some
ladies to their carriage, they had driven off
and left him standing on the sidewalk, en-
joying the cool of the evening. Out of a
neighboring house, where he had been
dining, stepped a gentleman, who, after
walking a few paces became aware of Mr.
Gilbert whom he mistook for the butler of
the establishment. Addressing him at once
with an air of polite superiority, he said:
"Will you call me a Hansom cab?" "Cer-
tainly," replied Mr. Gilbert, "You are a
Hansom cab." This odd bit of fun calls to
mind Frank Talburd's famous reply to the
man who, seeing him on a bitter night
without a wrap, said: "Why, Talburd,
you never wear an overcoat?" "No," re-
plied Talburd, "I never was."

The steamship "City of Rome," of the
Anchor Line, arrived at New York on
Wednesday last, having made the fastest
time on record from Queenstown to that
port. Her time was 6 days, 24 hours and
30 minutes. The fastest previous western-
bound trip was made by the "Alaska," of the
Guion Line, in May last, in 6 days, 22
hours and 46 minutes. The "Alaska" still
retains the championship for speed in going
from New York to Queenstown, having
made the trip last year in 6 days, 18 hours
and 37 minutes. Captain R. D. Munroe
commanded the "City of Rome." She broke
a piston rod on Wednesday, disabling one
of the engines and reducing her speed
about two knots an hour. But for this ac-
cident, the vessel would have made even
better time.

Bird Island, a small village in Renville
County, Minnesota, is agitated over a scan-
dal of peculiar features. Mrs. Engstrom,
wife of a cripple, left her husband and went
to live with a man named Stokes. Some
days ago one of his children being sick,
Engstrom went to his father-in-law's, where
his wife was, to get her to go home and
care for the child. Stokes and Cornish,
Mrs. Engstrom's father, ejected Engstrom
from the farm, nearly tearing all his clothes
off in the melee. On hearing this the
citizens of Bird Island decided to tar and
feather Stokes, but one of the party, a
butcher named Desmond, got drunk and
let the intention be known to Stokes who,
on the arrival of the party, fired into their
ranks, the shot taking effect in the face and
head of a druggist, producing a painful but
not dangerous wound. The crowd, hearing
of Desmond's treachery, turned on him and
gave him the coat of tar and feathers in-
tended for Stokes. No arrests have been
made and the end is not yet.

The Winnipeg Free Press prints a list of
the buildings going up in that city this
year. The expenditure, so far, in building
operations amounts to \$1,716,850, and the
building season is only a little over half
gone. In 1881 the building expenditure
amounted to less than two millions, and in
1882 was under four millions. The Free
Press, in publishing its statement and
referring to the statements about the
collapse of the Northwest, says:—
"The 'Real Estate Boom' is a thing of the
past, and all well-wishers of the country
rejoice thereat.
"The 'Trading Room'—an outgrowth of the
'Real Estate Boom'—is also, happily, drawing
near its end.
"Value of real estate has already approx-
imated a 'Live and let live' standard.
"The number of store-keepers has appreci-
ably diminished, and is not now seriously out
of proportion with that of other vocations.
"But none of these dire things alleged by
green-eyed, I told you so people down east,
have befallen either the Northwest or the
metropolis thereof, the city of Winnipeg."
The figures given by our contemporary
are certainly very startling, and will be a
revelation to those who have been disposed
to regard Winnipeg as having reached its
zenith.