

# The Daily Examiner.

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NEW SERIES.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, MONDAY, OCTOBER 22, 1883.

VOL 13.—NO. 131.

## THE DAILY EXAMINER

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### ALMANAC FOR OCTOBER, 1883.

DAY OF WEEK	Sun	Mon	Tue	Wed	Thurs	Fri	Sat
1 Monday	6	5	35	6	5	10	40
2 Tuesday	5	33	7	17	11	21	
3 Wednesday	7	31	8	16	11	53	
4 Thursday	8	29	9	14	morn.		
5 Friday	9	27	10	11	0 26		
6 Saturday	10	25	11	5	1	1	
7 Sunday	12	24	11	56	1	40	11 36
8 Monday	13	22	12	54	43	2 26	
9 Tuesday	15	20	1	26	3	18	
10 Wednesday	16	18	2	5	4	28	
11 Thursday	17	16	2	40	5	47	
12 Friday	19	14	3	14	7	4	
13 Saturday	20	12	3	43	8	7	
14 Sunday	21	10	4	17	8	57	11 04
15 Monday	23	9	4	49	9	45	
16 Tuesday	24	7	5	28	10	29	
17 Wednesday	26	5	5	11	11	12	
18 Thursday	27	3	6	58	11	57	
19 Friday	28	1	7	54	12	28	
20 Saturday	30	0	8	54	1	28	
21 Sunday	31	4	8	57	2	19	10 40
22 Monday	33	5	11	1	3	9	
23 Tuesday	34	5	morn.	4	27		
24 Wednesday	35	5	0	7	5	52	
25 Thursday	37	5	1	8	6	42	
26 Friday	38	5	2	10	7	49	
27 Saturday	40	4	3	10	8	34	
28 Sunday	41	4	4	10	9	12	21
29 Monday	43	4	5	10	9	49	
30 Tuesday	44	4	6	9	10	23	
31 Wednesday	6	46	4	7	10	56	

## Prince Edward Island RAILWAY.

TIME TABLE NO. 20.  
SUMMER ARRANGEMENT.

To take effect on the 24th May, 1883.

### TRAINS OUTWARD.

STATIONS.	EXPRESS.	MIXED.	MIXED.
Ch'town	Dep 6.45am	Dep 9.20am	Dep 4.15pm
Royalty Jo	" 7.00 "	" 9.55 "	" 4.35 "
N Wilsh's	" 7.35 "	" 10.50 "	" 5.25 "
Hunter R'r	" 7.45 "	" 11.06 "	" 5.40 "
Bradaba's	" 8.10 "	" 11.46 "	" 6.16 "
Co'ty Line.	" 8.15 "	" 11.56 "	" 6.39 "
Freetown	" 8.26 "	" 12.12pm	" 6.45 "
Kensing'tn	" 8.40 "	" 12.37 "	" 7.08 "
Summ'side	Ar 9.05 "	Ar 1.15 "	Ar 7.45 "
Misouche	Dep 9.25 "	Dep 1.45 "	
Wellingt'n	" 9.40 "	" 2.08 "	
Port Hill.	" 9.59 "	" 2.37 "	
O'Leary.	" 10.24 "	" 3.22 "	
Bloomfield	" 11.20 "	" 4.53 "	
Alberton.	" 11.38 "	" 5.20 "	
Tignish.	" 12.03pm	" 6.20 "	
Ch'town	Dep 4.00pm	Dep 7.00am	
Royalty Jo	" 4.15 "	" 7.23 "	
N Wilsh's	" 4.37 "	" 7.41 "	
Bedford.	" 4.40 "	" 8.02 "	
Mt. Stew't	" 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 12.00m	
Mt. Stew't	Dep 5.15pm	Dep 9.10am	
Cardigan.	" 6.11 "	" 10.33 "	
Georget'n.	Ar 6.30 "	Ar 11.00 "	

### TRAINS INWARD.

STATIONS.	EXPRESS.	MIXED.	MIXED.
Ch'town	Ar 8.00pm	Ar 3.45pm	Ar 10.15am
Royalty Jo	Dep 7.45 "	Dep 3.21 "	Dep 9.55 "
N Wilsh's	" 7.11 "	" 2.25 "	" 9.04 "
Hunter R'r	" 7.00 "	" 2.08 "	" 8.48 "
Bradaba's	" 6.36 "	" 1.27 "	" 8.10 "
Co'ty Line.	" 6.30 "	" 1.17 "	" 7.57 "
Freetown	" 6.19 "	" 1.01 "	" 7.42 "
Kensing'tn	" 6.04 "	" 12.37 "	" 7.20 "
Summ'side	" 6.40 "	" 12.00 "	" 6.45 "
Misouche	Ar 5.15 "	Ar 11.30am	
Wellingt'n	Dep 5.00 "	Dep 11.04 "	
Port Hill.	" 4.42 "	" 10.35 "	
O'Leary.	" 4.13 "	" 9.43 "	
Bloomfield	" 3.22 "	" 8.20 "	
Alberton.	" 3.05 "	" 7.54 "	
Tignish.	" 2.38 "	" 7.15 "	
Ch'town	Ar 10.00am	Ar 7.00pm	
Royalty Jo	Dep 9.45 "	Dep 6.37 "	
N Wilsh's	" 9.33 "	" 6.20 "	
Bedford.	" 9.20 "	" 6.00 "	
Mt. Stew't	" 8.55 "	" 5.20 "	
Morell.	" 8.16 "	" 4.42 "	
St. Peter's	" 7.55 "	" 4.43 "	
Bear River	" 7.22 "	" 4.43 "	
Souris.	" 6.50 "	" 4.00 "	
Mt. Stew't	Dep 8.55 "	Dep 5.20pm	
Cardigan.	" 7.49 "	" 3.27 "	
Georget'n.	" 7.30 "	" 3.00 "	

JAMES COLEMAN,  
Superintendent,  
Railway Office, Charlottetown, May 21, 1883.  
[St. press her sum 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 Halliday'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.  
[Law wklly pat ne her pres lm]

## 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.—Law ft.

## MCLEOD, MORSON & McQUARRIE,

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.  
NEIL McQUARRIE.  
Nov. 24, '82.—pres her

## SULLIVAN & MACNEILL,

ATTORNEYS-AT-LAW  
Solicitors in Chancery,  
NOTARIES PUBLIC, &c.  
OFFICES—O'Halloran's Building, Great George Street, Charlottetown.  
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 wklly 6m

## L. ARTHUR & CO.,

GENERAL  
Commission Merchants,  
121 ATLANTIC AVENUE,  
(ROSS MARKET)

## BOSTON, MASS.

Eggs and Produce a Specialty.  
April 26, 1883.—wklly ft

## 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.

## 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 of 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 law wklly.

## 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	\$ 9,754,083 38
2,561 proposals were accepted, assuring	7,239,048 13
The total existing assurances in force at 15th November, 1882, amounted to	50,936,302 91
(Of which \$7,753,081 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 to 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 THE EXAMINER) The Past Subjunctive.

At risk of being thought presumptuous, I'll hold forth now on past subjunctive. What though some scowl and others smile, Mine shall be *ex-cathedra* style. As if I were the proud professor— Of learning vast, (a town professor.) I shall be brief; I shall, (not *will*)— Brief lest I blunder much therein, For fools will cry out "Alas!" and "Scamp!" If one but stumbe with the lamp; And all are apt to trip you know, In showing others how to go, Unless like guide-posts, seen in France, You stand and point, and don't advance. It is not every one you meet Can watch his own and others' feet. Then who of all who go unthrong, Murderers of our mother tongue, Who but a fool a stone will throw At him who artlessly may show That anybody's tongue may slip In teaching others how to lip. Yes, any one's, if doubtful still, For best of proof read, "Shall and Will."

### SECOND THOUGHT.

Well, no, I shan't; I'd better net. The critics are a dreadful lot, And what would make it doubly bad, Mine would be such as use the gad. It wuld, I'm sure, be sheer bravado To so incur a bastinado. But this I'll do,—I'll put in prose The way the past subjunctive goes; And to prevent a castigation I'll brand it plainly a

### QUOTATION.]

The Past Subjunctive is used in two senses,—

I. To express a past action or state as conditional or contingent; as, "If he wrote that letter he deserves credit;" "If he was at home, I did not know it;"

II. It expresses a supposition with respect to something present, and implies a denial of the thing supposed; as, "If I had the volume I would lend it," implying I have not. Used in this way the verb "To be" (and, of course, the passive voice of transitive verbs) has a separate form in the singular, but not in the plural, viz: I were, thou wert, he were, for I was, thou wast, he was; thus, "If my kingdom were of this world,—" implying that it is not of this world; "O, that thou wert as my brother," as if saying, *thou art not*.

### Success and Failure.

On the whole I am content that my husband should be one of the world's many failures, for there is no man more charming than the unsuccessful one. When he fails, he consoles himself with day-dreams of what might have been, or might still be—dreams brighter by far than the prosaic reality could ever prove. If he has any good in him, his many disappointments have made him tolerant, pitiful, helpful. He stands aside and watches with kindly eyes those who are starting in the race of life, full of the courage and confidence which once were his. He helps many a young fellow to win where he himself has lost, and his advice, has all the wisdom of a dearly-bought experience, his counsels the humility of one who has known the bitterness of disappointment. On the other hand, the successful man is often cold, hard, and arrogant. "Why should other men fail when he has succeeded so well? It must be their own fault; they are wanting in energy, in talent; clearly there is something about them. If you suppose he had no difficulties to encounter, no hard work to go through? Thus he boasts, forgetful of the watchful Providence that protected him; forgetful also of the kind and helpful hands that held the light aloft when his path was darkest, and pushed aside the stones that would have made him fall. Besides, how few men are successful in all things, and all through life! A large book, and I think a very sad one, might be written on the latter days and death of great men. Solomon's oft-quoted "Vanity of vanities, and all is vanity," is but one instance among a thousand; and we ourselves, if we have been at all behind the scenes of life's drama, know what a Dead Sea apple prosperity often proves, and what terrible skeletons are sometimes hidden beneath the gold and silver in rich men's cupboards. Really and truly, when I think the matter over Envy steals away abashed, not having a leg to stand upon; and I feel nothing but the tenderest compassion for the poor, ill-used, unfortunate, successful man. I have never had the honor of knowing a royal personage—no, not even a dethroned one—but I feel certain that their smile must be full of bitterness when they hear the old saying, "As happy as a king." As to us, who are not kings or even "princes of the world," let us also smile when we hear of other people's prosperity; not a bitter, envious smile, but one full of sympathy with our neighbor's success, and also of content with the less brilliant lot which gives so many compensations to the world's poor, unsuccessful ones.—*Irish Monthly*.

### A somewhat curious invention has been patented in France and also in this country by a Frenchman, Louis Nevriere, of Paris. It is described as "a device to be attached to the reins, which permits of supporting, holding, or checking, and guiding the horses, and consequently avoiding their falling or injury." It can be adapted for driving with one hand either a single horse, a pair, a tandem, three abreast, or four-in-hand. It consists of a crescent-shaped piece of wood, metal, or ivory, having four rounded faces, terminating in two wedge-shaped ends of the same width as the middle portion. This forms a kind of bridge-piece with side walls, and having at the central point a stud upon which the reins are fitted. These have holes punched in them for the purpose at the part where they are usually held by the hand. When thus fixed they are retained by a hinged clasp, forming the fourth face of the crescent-shaped piece. The rein-holder is held in the hand with the extremities of the crescent pointing outwards and turned towards the horses. The apparatus is constructed in different ways to suit the number of horses driven.

## Terrible Tragedy at Burin, Newfoundland.

The S. S. "Curlew," Captain Francis, arrived here from the westward between 12 and 1 o'clock this afternoon, bringing among other intelligence an account of a terrible tragedy which occurred at Burin, on the 20th ultimo. Particulars are not yet available, but from what we can learn, it appears that on Sunday night last an altercation took place between George Hollett and Charles Mayo, about some old grievance, during which hard things were said on both sides. Nevertheless, it does not seem probable that any serious result would have followed only that young Hollett, a lad of 19, was constrained to come to the aid of his father. The latter, we are told, "put in an appearance while the angry dispute was in its height," and, drawing a large clasp knife, plunged it into the breast of Mayo, making a cut of several inches and wounding his heart in such a manner as to cause the death of his victim in a little more than three minutes. To use the words of a gentleman who came from Burin on the "Curlew," "Mayo staggered back a few paces and fell dead." The young miscreant, who scarcely appeared to realize the nature of his terrible crime, fled to the residence of his aunt where he was arrested at three o'clock on Sunday morning. Great excitement has been caused by the tragedy, and the people of Burin are loud in their expressions of horror.—*St. John's, Newfoundland Telegram*.

## Mrs. Siddons and Her Pot of Porter.

On one excessively hot evening, when playing at Leeds, Mrs. Siddons, whilst behind the scenes, exhausted by thirst, desired to have some porter. Her dresser despatched a boy in great haste "to bring some beer for Mrs. Siddons," at the same time charging him to be quick, as she was about to go on the stage. In the meantime the play, of course, proceeded. The boy, on his return, looked in vain for Mrs. Siddons. She had gone on with her part, and the scene shifter, to whom he applied, pointed to her where she was treading the board in deathlike solemnity as *Lady Macbeth* in the sleep-walking scene. To the surprise and horror of all the performers, the boy, with the frothing pot in his hand, promptly walked up to her and offered it. She attempted to wave him away, in her grand manner, without effect, but the absurdity had now caught the general eye. The people behind the scenes, by dint of beckoning, stamping and calling in half-audible whispers, at length succeeded in getting him away, spilling, however, part of the beer in his exit. But the audience were in roars of laughter, which nothing could quell for some minutes.—*Exchange*.

## Remarkable Longevity.

At Auberne-en-Royans, a village in the Dauphine, situated between Valence and Grenoble, may be seen an old woman living in a hut in a narrow street who has reached the extraordinary age of 123 years. She has no infirmity except slight deafness, being in full possession of her mental faculties. According to her marriage certificate, she completed in January last her 100th year, since marriage. She was a "cantiniere" under the First Empire, and had two sons killed at the battles of Friedland and in Spain. She is supported entirely on the alms given by her visitors, who go from great distances to see her as an object of curiosity, and her neighbors help her to do her household work. She lives almost exclusively on soup made with bread, to which is added a little wine, and sometimes a little brandy. Dr. Bonne, who practices in the neighborhood, states that she is never ill. Her skin is like parchment, but she is comparatively clean habits.—*London Lancet*.

## A Horrible Death.

Newcastle, B. C., *Intelligencer*.—A terrible accident occurred at Newcastle, whereby a man was literally roasted to death. The particulars of the accident are about as follows:—A month or so ago, while forest fires were raging in the woods, a burning tree fell into an old, worked out portion of the Seattle mine and set the coal on fire. As soon as it was discovered, water was conveyed to the place, and men have since been engaged in watching and fighting it. While engaged at this work on Tuesday afternoon, the ground caved and let William Laws down through to his hips in the burning coal, and before he could extricate himself he was literally burned to death. The deceased was a Scotchman, and had been employed about the mine for about two months. He was 45 years of age, and leaves a wife and two children, who were dependent upon his labors for their daily bread.

## The Centennial Exhibition.

The following are the receipts and expenditures in connection with the St. John Dominion and Centennial Exhibition:—

RECEIPTS.	EXPENDITURES.
Provincial subsidy.....	\$10,000
D. minor subsidy.....	8,000
City of St. John's subsidy.....	5,000
Sale of tickets, rentals, etc.....	18,754
	\$42,544
As compared with the following expenditures:—	
Paid by Commission on buildings.....	\$21,165.88
Paid on premiums and sundries.....	14,912.59
Premiums to pay (estimated).....	3,200.00
Accounts payable (estimated).....	2,400.00