

The Daily Examiner.

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NEW SERIES.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, FRIDAY, OCTOBER 19, 1883.

VOL. 13.—NO. 129.

THE DAILY EXAMINER

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ments, on application.

ALMANAC FOR OCTOBER, 1883.

MOON'S CHANGES.

New Moon 1st day, 1h. 41.8m., a. m.
First Quarter, 9th day, 6h. 7.1m., a. m.
Full Moon, 16th day, 2h. 32.9m., a. m.
Last Quarter 22nd day, 7h. 6.1m., p. m.

DAY OF WEEK	Sun	Moon	High	Days
M	ris	sets	water	low
1 Monday	6 45	35 6	10 40	
2 Tuesday	7 35	7 17	11 21	
3 Wednesday	8 31	8 10	11 53	
4 Thursday	9 29	9 14	12 26	
5 Friday	10 25	11 5	1 1	
6 Saturday	12 24	11 56	1 40	11 36
7 Sunday	13 22	12 43	2 26	
8 Monday	15 20	1 26	3 18	
9 Tuesday	16 18	2 5	4 28	
10 Wednesday	17 16	2 40	5 47	
11 Thursday	19 14	3 14	7 4	
12 Friday	20 12	3 43	8 7	
13 Saturday	21 10	4 17	8 57	11 04
14 Sunday	23 9	4 49	9 45	
15 Monday	24 7	5 28	10 29	
16 Tuesday	26 5	6 11	11 12	
17 Wednesday	27 3	6 38	11 57	
18 Thursday	28 1	7 54	12 40	
19 Friday	30 0	8 54	1 28	
20 Saturday	31 4	9 57	2 19	10 40
21 Sunday	33 5	11 3	3 9	
22 Monday	34 5	12 2	4 27	
23 Tuesday	35 5	1 5	5 42	
24 Wednesday	37 5	1 8	6 52	
25 Thursday	39 5	2 10	7 49	
26 Friday	40 4	3 10	8 34	
27 Saturday	41 4	4 10	9 12	10 21
28 Sunday	43 4	5 10	9 49	
29 Monday	44 4	6 10	10 23	
30 Tuesday	46 4	7 10	10 56	
31 Wednesday	48 4	8 10	11 28	

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 Wiltsh'e	" 7.15 "	" 10.20 "	" 5.25 "
Hunter R'r	" 7.45 "	" 11.06 "	" 5.40 "
Bradalbe'e	" 8.10 "	" 11.46 "	" 6.16 "
Co'ty Line	" 8.15 "	" 11.56 "	" 6.30 "
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 "
Miscouche	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 "	
Alberta	" 11.38 "	" 5.20 "	
Tignish	" 12.03pm	" 6.20 "	
Ch'town	Dep 4.00pm	Dep 7.00am	
Royalty Jo	" 4.15 "	" 7.23 "	
York	" 4.47 "	" 7.41 "	
Bedford	" 4.46 "	" 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 Wiltsh'e	" 7.11 "	" 2.25 "	" 9.04 "
Hunter R'r	" 7.00 "	" 2.08 "	" 8.45 "
Bradalbe'e	" 6.36 "	" 1.27 "	" 8.10 "
Co'ty Line	" 6.30 "	" 1.17 "	" 8.30 "
Freetown	" 6.19 "	" 1.01 "	" 7.57 "
Kensing'tn	" 6.04 "	" 12.37 "	" 7.42 "
Summ'side	Ar 5.40 "	Ar 12.00 "	" 7.20 "
Miscouche	Ar 5.15 "	Ar 11.30am	" 6.45 "
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 "	
Alberta	" 3.05 "	" 7.54 "	
Tignish	" 2.33 "	" 7.15 "	
Ch'town	Ar 10.00am	Ar 7.00pm	
Royalty Jo	Dep 9.45 "	Dep 6.37 "	
York	" 9.33 "	" 6.20 "	
Bedford	" 9.20 "	" 6.00 "	
Mt. Stew't	" 8.55 "	" 5.20 "	
Morell	" 8.16 "	" 4.15 "	
St. Peter's	" 7.55 "	" 3.42 "	
Bear River	" 7.22 "	" 2.49 "	
Souris	" 6.50 "	" 2.00 "	
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.
(61. pres her sum jr 61)

STEAMERS

"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 Holiday's, China Point and Orwell Brush Wharf same evenings, at two o'clock, remaining at 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.
(2aw wky pat ne her pres 1m)

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.

Garroll, 879 tons, Capt. Brown,
Worcester, 885 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 33, 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. Hassard, Barrister, or to the undersigned.
J. LONGWORTH,
Ch'town, Sept. 12, 1883.—2aw st.

McLEOD, MORSON & McQUARRIE, THE DAILY EXAMINER.

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.
Money to Loan.
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 wky 6m

L. ARTHUR & CO., GENERAL Commission Merchants,

121 ATLANTIC AVENUE, (ROSS MARKET) BOSTON, MASS.
Eggs and Produce a Specialty.
April 26, 1883.—wky 1t

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.
DESBIRAY & 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.—3t waw kly.

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 \$6,936,302 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 1,062,648 35
JOHN LONGWORTH, Agent for Charlottetown.
THOMAS KERR, Inspector of Agencies, Ch'town, August 3, 1883.

Large Size and Great Wealth.

Little Prince Edward Island may find a great deal of comfort in the following words of Lord Coleridge, uttered at a reception lately given him in New York:—
"The first question which has almost always been put to me by my kind American friends when I come to a new place is whether I am not amazingly struck with the vast size of this country. Now, at the risk of offending my kind friends here, I must repeat what I have said elsewhere, that it is not the vast size of the country which particularly impresses me. Indeed, if size is to be considered at all in matters of this sort, I should say that smallness rather than bigness is the thing to be insisted upon where the results are great. Men are, in human affairs, the great factors of results; and men are great, not in proportion to the largeness, but in proportion to the smallness, of their natural advantages. Size appears to me to be a commonplace incident in the history of a nation. Athens, Rome, Holland, England, all these are places and powers which have affected the destinies of mankind, but every one of them began from very small beginnings, and every one of them has but a little of the earth's surface to stand upon. Nay, one of them had to conquer for himself from the earth's surface something upon which to put her foot. (Applause.) I don't know whether Mr. Cobden ever did say—but if he did I cannot agree with him—that the St. Lawrence and the Mississippi and the Amazon were better worth knowing about than the Tiber or the Orontes, or the Illysus, because they pour into the sea I don't know how many hundreds of thousands, or how many millions, of imperial gallons, every hour, more than the smaller rivers. I don't know that he ever did say it, but if he did, with all respect for so great a man, I venture to think he said a very foolish thing. I am quite sure that my noble friend, Lord Sherbrooke, did once say that the battle of Marathon was not worth knowing about or thinking about, because the slaughter there hardly reached the proportions of what he called a "respectable railway accident." But if the battle of Marathon stayed the tide of the Persian war, and rolled back the waves of barbarian invasion; if the battle of Marathon preserved for us, for art, ladies and gentlemen, and for me, the poetry, the philosophy, the history, the oratory, the intellect, the freedom of the Greek nation, I say that it was far more worth knowing about than all the fearful slaughters (which rise to the proportion of far more than a hundred railway accidents), of Genghis Khan, Attila, Julius Cæsar, the First Napoleon, or of the greatest slaughterers and butchers that a merciful God ever suffered to sweep over and devastate His earth. (Applause.) Then after all let me say about this matter of size—you did not make it. (Laughter.) You were as large when the wild Indian roamed your woods, fished your rivers, and hunted your prairies, you were as large when that strange and mysterious people, who were before the Indian, ruled over the land, with a civilization which has left just as remarkable evidence from Lake Superior down to North Carolina; you were as large and as large before that, when your huge lakes glittered in the sun or rushed in the wind, with nothing but an occasional mammoth or bison to look upon the glory of their strength. For my part, as I said before, it is not the size of a nation, but it is the products of a nation that are to be looked at when you consider whether a nation is admirable or not. When you come to size, Russia, I believe, is bigger than you are. Africa is bigger than you are. I speak under correction, but I have some considerable doubt whether the British North American possessions are any smaller. Now ladies and gentlemen, it is the same about your population. Your population is vast, but where does it come from? You are at present—I know there is emigration to Australia and New Zealand, and elsewhere—but substantially speaking in the broad, you are the receptacle of the emigration of the world. You, and not I, are the best judge how far this enormous emigration is an unmixed good. You, and not I, are the best judge how far the administration of your towns, how far the integrity of your political system, is or is not favorably affected by this enormous emigration which goes on, and which seems to be likely to go on for years to come. Let me say, in conclusion upon this matter, that it is not size, it is not force, it is not strength which constitutes true greatness; but when men rise against oppression, when good, honest, simple, God-fearing citizen go to war, plunge into fierce battle sooner than suffer the disruption of their country; when they fight their battles, not as their revilers say, with mercenary armies, but with their own best blood, and with their children's blood, and their children's children's blood; when they say that what is good for themselves is good for others; too; that so far as their power and their dominion exists, every man, whatever be his race, whatever be his origin, whatever be his color, shall be free themselves—(applause)—when they say that there shall throughout the length and breadth of their country be no traffic in human flesh; nay, further, when they try to do justice to every man, when they respect them, when they endeavor to be high-minded and magnanimous toward them; nay, further, when they are not afraid and ashamed to confess and to atone for mistakes and errors; then I say that such men, and the nation that such men make, is truly, nobly, indisputably great. (Applause.) Now let me be equally frank about your wealth. Those despotic richies who despair of them, says Lord Bacon. He speaks of the use of riches as a thing to be respected, but of riches in

LETTERS TO THE EDITOR.

The New London Branch Railway.

DEAR SIR,—The extension of the Cape Traverse Branch Railway from the County Line Junction to a central commercial centre at New London is now occupying the attention of the people in this community. The distance is but short, and a perfectly level track can be obtained without any engineering difficulties and without any bridges. The advantages of this branch I showed in my first letter on this subject, published in the *Presbyterian* on the 4th instant. The fishermen, farmers and merchants in New London are interested in the extension of the Cape road to New London. The Dominion Government is granting subsidies to branch railroads in the Provinces of New Brunswick and Nova Scotia. The Local Governments of both Provinces are doing the same to any Company or Companies that will undertake the building of branches. One principal reason why the Dominion Government should undertake the New London Branch, is that it is simply extending the Cape Road about ten miles and without any additional rolling stock or officers they could utilize the New London Branch as a valuable auxiliary. I have no hesitation in saying that the New London Branch would be more remunerative than any other section of equal extent on the P. E. Railway.
There was a time in the history of this Province when the interests of New London might have been looked after and provided with railway accommodation; but now it is the duty of the people to bury all party feelings and pull unanimously for the extension of the Cape road to New London. For this purpose a public meeting should be called, and a committee appointed to draft petitions to the Local and General Governments on the subject. If the matter was fairly, energetically and honestly presented and pressed upon the General Government, I have no doubt but they would readily be convinced that, from a pecuniary point of view, it would be to the interest of the General Government to build this extension. This winter should not be allowed to pass without pushing for this much needed work. There were times in New London when vessels loaded with produce were blockaded with ice up to the middle of June, and could not get outside the bar, and no doubt these times will recur again. We have no steam communication of any kind in summer, and in the fall and spring vessels are not easily obtained to carry away our produce. The south side of the Island has an advantage over us north in this respect. Commercial men inform us that the delay caused in transporting produce, often proves disastrous to them, and that they often lose the first cost of the produce, whereas if they could get their cargo quickly to market they would, at least, save themselves from loss. The farmers of New London are decidedly interested in helping the business community to obtain railway extension to New London, and no time should be lost in organizing. If the Government will not undertake the work why then let us follow the example of the sister provinces and form a company and claim a subsidy from both Governments. In this way the branch is obtainable, and the needed legislation on the subject can be secured from the Local Government this winter. Again I would urge the calling of a public meeting to which the local and general representatives for the county should be invited, and resolutions placed in their hands requiring their support for this measure in Parliament. I am, sir, yours truly,
R. McNEILL,
Stanley, New London, Oct. 13, 1883.

Don't Give Up.

The chances are all in your favor. Thousands of cases of Consumption, Catarrh, Neuralgia, Rheumatism, Bronchitis, and other chronic diseases—some of the most painful and desperate character,—have been cured in the last thirteen years, by Compound Oxygen. If you are a sufferer from any disease which your physician has failed to relieve, don't despair. Write to Dr. Starkey & Palen, 1,109 Girard Street, Philadelphia, giving them a clear statement of your case, and ask an opinion as to your chances of recovery under their Vitalizing Treatment. It will cost you nothing, as they charge nothing for consultations. Accompanying their reply you will receive such documentary evidence of their honorable character as physicians, and such direct and emphatic testimony in regard to what Compound Oxygen has done and is doing for suffering humanity, that you will be able to decide for yourself the question whether or not to put faith in them and the new remedy which they are so widely dispensing.
If, however, you do not wish to consult them at present, drop a postal-card and ask them to send you their Treatise on Compound Oxygen. From this you will gain all the information required to get an intelligent idea of the nature and action of this new remedy for chronic diseases, and so be able to judge for yourself whether or not it will be beneficial in your own case as it has been in thousands of others.

Horsford's Acid Phosphate

DRANK WITH SODA WATER is delicious. All druggists have it. It is refreshing and cooling. Try it often!

Summerside Exports.

SUMMERSIDE, Oct. 18.
Shipped per steamer "St. Lawrence," Evans, master, for Point du Chene:

53 brls oysters	\$ 125.00
200 bushels oats	1.00
1000 lbs. pork	70.00
800 lbs. hams	100.00
48 cases eggs	288.00
20 brls mackerel	240.00
23 brls potatoes	11.00
60 lbs. butter	12.00
2000 lbs. leather	800.00
	\$1,765.00

A NERVE and brain food is needed in all cases of nervous and sexual prostration. Mack's Magnetic Medicine meets this want more effectually than any other preparation, and the price brings it within the price of all sold in Charlottetown at Apothecaries Hall. Read the advertisement in another volume.

An Acknowledgment.

SIR,—Mount Stewart Bridge has been rebuilt. Wallace Clarke, Esq., who superintended the work, deserves the thanks of the community for the dispatch he used in finishing it, and for workmanship. I venture to say that it is now one of the best structures of the kind on the Island.
Yours truly,
M. S.
Mt. Stewart, Oct. 17, 1883.

Notes from Mount Stewart.

As the evenings grow longer, farmers have more time for reflection. I was thinking, therefore, it might be interesting to your readers generally, to hear something of the progress being made in and around our flourishing village of Mount Stewart.
First of all, I must notice the great improvements made in the interests of the travelling public. Mount Stewart Bridge itself has been of late so thoroughly repaired that I might almost say it has been rebuilt. This bridge is one of our most important thoroughfares, and the heavy traffic continually passing over it, together with the lapse of years, had made it unsafe for the uses intended. The state of this structure was perhaps a little late in being brought to the notice of our patriotic government, but the promptitude of our Commissioner of Public Works, and the characteristic energy and evident interest of our faithful representative, the Hon. D. Ferguson, in bringing about the present state of affairs, is with regard to this matter worthy of the highest commendation.
The next prominent sign of improvement noticeable in this neighborhood, is the splendid private mansion lately completed by Mr. Robert Fennell for our enterprising fellow citizen, D. Egan, Esq. This building is erected on his valuable estate near the Head of Hillsborough. It is forty-two feet long by thirty-eight feet wide, two and a half stories high, contains fourteen rooms, neatly furnished and painted within and without in the most approved style of the modern art, and is, I presume, more deserving of the name of "Hillsborough Castle," than its aged predecessor, which withstood the brumal blasts of half a century.
Owing to the large number of men he employs in his shipyard, in his large and flourishing mercantile business, and on his farms Mr. Egan is certainly a public benefactor, and is of more real benefit to his country, than a dozen M. P.'s, whose names I might mention.
The English Church and cemetery near the village has been surrounded during the summer with a neat white paling, which adds much to the beauty of the spot, and reflects great credit to the few English gentlemen who have thus shown their Christian regard for their deceased relatives, now at rest in the "City of the dead."
The members of the Dominion Alliance are at present waging an active warfare against the rum traffic, and I fervently trust that their humane efforts in the cause of temperance and for the suppression of this giant evil may be early crowned with a permanent success.
Yours, &c.,
W. J. L.
Oct. 17, 1883.