

# 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, THURSDAY, OCTOBER 18, 1883.

VOL. 13.—NO. 128.

## THE DAILY EXAMINER

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### ALMANAC FOR OCTOBER, 1883.

#### MOON'S CHANGES.

New Moon 1st day, 1h, 41 Sm., 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            | risers | sets   | water | len h. |
| 1 Monday     | 6 45   | 35 6   | 10 40 |        |
| 2 Tuesday    | 5 33   | 7 17   | 11 21 |        |
| 3 Wednesday  | 7 31   | 8 16   | 11 53 |        |
| 4 Thursday   | 8 21   | 9 4    | 12 57 |        |
| 5 Friday     | 9 27   | 10 11  | 0 26  |        |
| 6 Saturday   | 10 25  | 11 5 1 | 1 1   |        |
| 7 Sunday     | 12 24  | 11 56  | 1 40  | 11 36  |
| 8 Monday     | 13 22  | 12 43  | 2 26  |        |
| 9 Tuesday    | 15 20  | 1 26   | 3 18  |        |
| 10 Wednesday | 16 18  | 2 5 4  | 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 23   | 10 29 |        |
| 17 Wednesday | 26 5   | 6 11   | 11 12 |        |
| 18 Thursday  | 27 3   | 6 58   | 11 57 |        |
| 19 Friday    | 28 1   | 7 54   | 12 40 |        |
| 20 Saturday  | 30 0   | 8 54   | 1 28  |        |
| 21 Sunday    | 31 4   | 9 57   | 2 19  | 11 40  |
| 22 Monday    | 33 5   | 11 1   | 3 9   |        |
| 23 Tuesday   | 34 5   | 11 3   | 4 27  |        |
| 24 Wednesday | 35 3   | 0 7    | 5 42  |        |
| 25 Thursday  | 37 2   | 1 8    | 6 52  |        |
| 26 Friday    | 38 5   | 2 10   | 7 49  |        |
| 27 Saturday  | 40 8   | 3 10   | 8 34  |        |
| 28 Sunday    | 41 4   | 4 10   | 9 12  | 11 21  |
| 29 Monday    | 43 4   | 5 10   | 9 49  |        |
| 30 Tuesday   | 44 6   | 6 9    | 10 23 |        |
| 31 Wednesday | 46 4   | 7 7    | 11 56 |        |

## 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 Jc  | " 7.05 "  | " 9.55 "   | " 4.35 "  |
| N Wiltch's  | " 7.35 "  | " 10.50 "  | " 5.25 "  |
| Hunter R'r  | " 7.55 "  | " 11.05 "  | " 5.40 "  |
| Bradaba's   | " 8.10 "  | " 11.46 "  | " 6.16 "  |
| Coty Line.  | " 8.15 "  | " 11.56 "  | " 6.30 "  |
| Freestown   | " 8.26 "  | " 12.12pm  | " 6.45 "  |
| Kensington  | " 8.40 "  | " 12.37 "  | " 7.08 "  |
| Summ'side   | Ar 9.05 " | Ar 1.15 "  | Ar 7.45 " |
| Miscouche   | Dp 9.25 " | Dp 1.45 "  |           |
| Wellington  | " 9.40 "  | " 2.08 "   |           |
| Port Hill.  | " 9.59 "  | " 2.37 "   |           |
| Leary       | " 10.24 " | " 3.22 "   |           |
| Bloomfield  | " 11.20 " | " 4.33 "   |           |
| Alberton    | " 11.38 " | " 5.20 "   |           |
| Tignish     | " 12.03pm | " 6.20 "   |           |
| Ch'town     | Dp 4.00pm | Dp 7.00am  |           |
| Royalty Jc  | " 4.15 "  | " 7.23 "   |           |
| York        | " 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  | 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 8.45pm  | Ar 10.15am |
| Royalty Jc  | Dp 7.45 "  | Dp 8.21 "  | Dp 9.55 "  |
| N Wiltch's  | " 7.11 "   | " 7.25 "   | " 9.04 "   |
| Hunter R'r  | " 7.00 "   | " 7.08 "   | " 8.48 "   |
| Bradaba's   | " 6.36 "   | " 6.27 "   | " 8.10 "   |
| Coty Line.  | " 6.30 "   | " 6.17 "   | " 7.57 "   |
| Freestown   | " 6.19 "   | " 6.01 "   | " 7.42 "   |
| Kensington  | " 6.04 "   | " 5.37 "   | " 7.20 "   |
| Summ'side   | " 5.40 "   | " 5.12 "   | " 6.45 "   |
| Miscouche   | Dp 5.15 "  | Dp 11.00am |            |
| Wellington  | " 4.42 "   | " 10.35 "  |            |
| Port Hill.  | " 4.13 "   | " 9.43 "   |            |
| Leary       | " 3.22 "   | " 8.20 "   |            |
| Bloomfield  | " 3.05 "   | " 7.54 "   |            |
| Alberton    | " 2.33 "   | " 7.15 "   |            |
| Tignish     | " 2.00 "   | " 6.00 "   |            |
| Ch'town     | Ar 10.00am | Ar 7.00pm  |            |
| Royalty Jc  | Dp 9.45 "  | Dp 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 "   | " 2.06 "   |            |
| Mt. Stew't  | 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.

## STEAMER "HEATHER BELLE."

### FALL ARRANGEMENT.

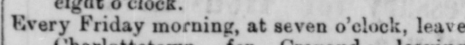
On and after Tuesday, Oct. 16th, 1883, the steamer "Heather Belle," will run as follows:—  
Will leave Orwell Brush Wharf for Charlottetown every Tuesday, Wednesday, and Thursday mornings at seven o'clock, calling at China Point and Halliday's Wharves.  
Leaving Charlottetown for Halifax's, China Point and Orwell Brush Wharf same evenings, at two o'clock, remaining at Brass 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 im]

### 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 8 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 (Sunday 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, 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.

### GARVELL BROS.,

AGENTS,  
Ch'town, May 17, 1883.—pat her aj

## 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. HASZARD, Barrister, or to the undersigned.  
J. LONGWORTH,  
Ch'town, Sept. 13, 1883.—2aw wkl.

## McLEOD, MORSON & McQUARRIE,

Barristers & Attorneys-at-Law,

SOLICITORS, NOTARIES PUBLIC, ETC.

OFFICES:  
deform Club Committee Rooms, Opposite Post Office, Charlottetown, P. E. Island,  
Merchant's 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 wklly 6m

## L. ARTHUR & CO.,

GENERAL

Commission Merchants,

121 ATLANTIC AVENUE,  
(ROSS MARKET)  
BOSTON, MASS.

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

## 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.

## CONSULTANTS 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 carrying of goods for the carrying trade of P. E. I.  
M. B.—Parties wishing to procure good Labrador Herring would do well to consult R. O'Dwyer,  
Sept. 11, 1883.—3i taw 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 this year  
2,561 proposals were accepted, assuring \$ 9,754,086 38  
The total existing assurances in force at 15th November, 1882, amounted to 56,936,302 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 4,297,549 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 HERR,  
Inspector of Agencies,  
Ch'town, August 8, 1883.

## CARVELL BROS.

HAVE FOR SALE,

IN STOCK,

—AND—

Shortly to Arrive:

180 Puns. Molasses.  
125 Bris. Sugar, Yellow.  
50 Bris Sugar, White.  
1500 Bris Flour, choicest brands, Daily Bread, Strong Bakers, Garnet.  
940 halt chests, Tea, of the very best quality both flavor and strength.  
500 boxes Valencia Raisins.  
25 Bris Currants.  
100 bags Rice.  
50 boxes Starch.  
200 boxes Pipes.  
25 kegs Tobacco.  
50 kegs Tobacco.  
280 kegs Manila.  
250 doz Pails.  
325 doz Brooms.  
100 boxes Clothes Pins.  
80 boxes Soap.  
50 boxes Toilet Soap.  
75 kegs Baking Soda.  
40 Bris Beans.  
50 Bris Table and Butter Salt.  
100 boxes Kerosene.  
30 Bris Onions.  
100 boxes Pepper.  
100 boxes Ginger.  
50 boxes Cream Tartar.  
75 boxes Spices, different kinds.  
150 lbs Nutmegs.  
200 lbs Cloves.  
20 boxes Concentrated Lye.  
10 Bris Sulphur.  
5 Bris Salts.  
2 Bris Alum.  
4 kegs Bicarbonate.  
2 Bris Salt-petre.  
20 boxes Extract Logwood.  
3 kegs Indigo.  
20 bags Nuts.  
100 boxes Confectionery.  
100 cases Matches.  
400 boxes Sole Leather.

CARVELL BROS.  
Ch'town, Oct. 6, 1883.—2aw 2wks pat

## NEW GOODS.

OCTOBER, 1883.

NEW Largest Stock

EVER OFFERED.

FULLY

10 per cent. Cheaper

THAN

LAST SEASON.

STOCK

Personally Selected,

IN THE BEST

ENGLISH HOUSES

BY

Mr. PATON.

THE

VERY BEST VALUE

OBTAINABLE

Guaranteed our Customers

Dont Buy

UNTIL YOU

Inspect our Goods.

ALWAYS CHEAP.

Wholesale

—AND—

Retail!

W. A. WEEKS & CO.,

SIGN OF THE LION.

Oct. 2, 1883.

## GRAIN BAGS,

10,000

2 & 3 Bushel Bags,

JUST RECEIVED,

LOWEST PRICES TO FARMERS AND SHIPPERS.

WEEKS & CO.

Ch'town, Oct. 2, 1883.

## A Case in International Law.

When in Paris, recently, says the *Canadian Gazette*, Sir Charles Tupper was occupied with a curious case touching upon a point of international law, and presenting several features of interest. The facts are as follows:—Some ten or twelve years ago a young Frenchman named Louis Graindarge emigrated to Canada, and soon after his arrival—namely, in 1872—he was drawn for service in the French army. He remained in Canada, however, and became a naturalized Canadian in 1873. A short time back his father died, bequeathing a legacy of 20,000 francs to each of his children and Graindarge at once returned home to claim his share of the bequest. By some means or other the authorities were informed of his reappearance on the scene, and the result was that Graindarge speedily found himself in prison with the prospect before him of two years' imprisonment and five years' service in Algiers, as a penalty for his failure to respond to the call to service ten years before. Some of his friends at once took action on his behalf and laid the case before the Dominion Government. Sir Charles Tupper, when in Paris, with the co-operation of the English embassy, made some representations on the subject to the French Ministry, but it was soon discovered that legally the position assumed by the French authorities was quite unassailable, as obviously the fact Graindarge was naturalized as a Canadian in 1873 could not affect his liability to service in 1872. The French Government, however, showed a strong desire to meet the High Commissioner in a friendly spirit, and the result has been that Graindarge has just regained his liberty. The incident is a pleasing indication of the cordial relations which exist between the French and the Dominion Governments.

## A Great Age.

A LIVING NOVA SCOTIAN BORN IN 1765.

The *Pictou News* says there is a man at present living at Waugh's River, three miles from Tatamagouche village, in the county of Colchester, who is probably older than any other man in Nova Scotia. His name is John Smith. He was born in the Scotland Islands, Scotland, in the year 1765, and is therefore just 118 years of age, having outlived by nearly half a century the period allotted to man. His father was a Scotchman, but his mother was of foreign extraction. He enjoyed few educational privileges, having spent his early years as a shepherd boy in the highlands of Scotland. Mr. Smith is of medium height, but is very much stooped and greatly emaciated. Those who remember seeing him twenty-five or forty years ago say he is much smaller in every way now than at that time, and greatly reduced both in bone and muscle. His eyesight is tolerably good; he can see at a distance and can distinguish objects on a mountain six or seven miles distant with greater ease than most young persons. In fact he can see better at that distance than very much nearer. He is of course, very dull in hearing, as might be supposed. His teeth were all gone forty years ago, but those who are more intimately acquainted with him affirm that his third set are fast appearing. His mental faculties are comparatively good. His mental faculties are not much impaired either, except that he is getting rather peevish and self-willed, and somewhat childish in his conversation. When well advanced in life, Mr. Smith married a comparatively young lady, who, though now on the verge of a ripe old age, is nearly two score years younger than her husband.

## The Use of Oil in Calming a Rough Sea.

A series of experiments made by order of the Life-saving Service, in the use of oil in calming rough seas, have been carried out at East Orleans, Massachusetts, this year, and from the report of the Committee in charge, we take the following extracts:—  
Selecting an occasion when a long continued north-east wind caused the sea to roll in upon the bars of Nanset Harbor at Orleans, Mass., and break at a height, which had it only been one third as great, no boat could have lived in it for a moment, we proceeded to the vicinity of the mouth of the harbor in a sixteen foot dory, provided with several gallons of highly odoriferous cod liver oil.  
The sea broke across the entire entrance of the harbor in what, at the time of tide, was five or six feet of water. The water forced over the outer bar by the breakers to deeper waters inside ran in and broke as a secondary sea upon the tongue of an inner bar. To the very heaviest of the secondary sea it might not have been entirely prudent to have exposed the boat broadside on, but head on to it, there was no element of danger whatever.  
It was resolved to endeavor to subdue this amount of sea with oil.  
It was accordingly poured overboard until an oiled surface of at least one acre was obtained, which an ebb tide swept across and beyond the secondary breakers, and although the process was kept up for a considerable length of time, the sea continued to break as before. In order to prove the harmless character of the sea that would not be stilled, a passage was made through it in the boat. The sea broke over her sufficiently to wet all hands and ship a few buckets of water.  
It having been suggested that could the ocean be covered with oil from the shore to a considerable distance seawards (one or two miles), it might so reduce the undulations as to cause them to break in more shallow water than otherwise, and consequently be less heavy, a pond four hundred yards from shore to shore with a maximum depth of thirty-five feet was selected for a test of this idea.  
When the wind was blowing, at a rate of twenty miles per hour, towing undulations