

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.

SINGLE COPIES TWO CENTS.

NEW SERIES.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, WEDNESDAY, SEPTEMBER 12, 1883.

VOL 13.--NO. 97.

THE DAILY EXAMINER

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Advertising at most moderate rates.
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quarterly, half-yearly or yearly advertise-
ments, on application.

ALMANAC FOR SEPTEMBER, 1883.

MOON'S CHANGES.

New Moon 1st day, 10h, 1 9m., a. m.
First Quarter, 9th day, 2h, 15 3m., p. m.
Full Moon, 16th day, 5h, 28 7m., p. m.
Last quarter 23rd day, 8h, 38 5m., a. m.

DAY OF WEEK	Sun rises	Sun sets	Moon rises	Moon sets	High water	Days len
1 Saturday	5 26	6 34	5 23	10 42		13 16
2 Sunday	5 27	6 32	5 24	11 15		13 13
3 Monday	5 28	6 30	5 25	11 48		
4 Tuesday	5 29	6 28	5 26	12 21		
5 Wednesday	5 30	6 26	5 27	1 0		
6 Thursday	5 31	6 24	5 28	1 33		
7 Friday	5 32	6 22	5 29	2 6		
8 Saturday	5 33	6 20	5 30	2 39		
9 Sunday	5 34	6 18	5 31	3 12		12 50
10 Monday	5 35	6 16	5 32	3 45		
11 Tuesday	5 36	6 14	5 33	4 18		
12 Wednesday	5 37	6 12	5 34	4 51		
13 Thursday	5 38	6 10	5 35	5 24		
14 Friday	5 39	6 08	5 36	5 57		
15 Saturday	5 40	6 06	5 37	6 30		
16 Sunday	5 41	6 04	5 38	7 03		12 30
17 Monday	5 42	6 02	5 39	7 36		
18 Tuesday	5 43	6 00	5 40	8 09		
19 Wednesday	5 44	5 58	5 41	8 42		
20 Thursday	5 45	5 56	5 42	9 15		
21 Friday	5 46	5 54	5 43	9 48		
22 Saturday	5 47	5 52	5 44	10 21		
23 Sunday	5 48	5 50	5 45	10 54		12 09
24 Monday	5 49	5 48	5 46	11 27		
25 Tuesday	5 50	5 46	5 47	12 0		
26 Wednesday	5 51	5 44	5 48	12 33		
27 Thursday	5 52	5 42	5 49	1 6		
28 Friday	5 53	5 40	5 50	1 39		
29 Saturday	5 54	5 38	5 51	2 12		
30 Sunday	5 55	5 36	5 52	2 45		11 48

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	Dep 6.45am	Dep 9.20am	Dep 4.15pm
Royalty Jo	" 7.00 "	" 9.55 "	" 4.35 "
N Wiltsh's	" 7.35 "	" 10.50 "	" 5.25 "
Hunter R'r	" 7.45 "	" 11.06 "	" 5.40 "
Bradalba'e	" 8.10 "	" 11.46 "	" 6.16 "
Coty Line.	" 8.15 "	" 11.56 "	" 6.30 "
Freetown	" 8.26 "	" 12.12pm	" 6.45 "
Kensington	" 8.40 "	" 12.37 "	" 7.08 "
Summ'side	Ar 9.05 "	Ar 1.15 "	Ar 7.45 "
Misouche	Dep 9.25 "	Dep 1.45 "	
Wellington	" 9.40 "	" 2.08 "	
Port Hill	" 9.59 "	" 2.37 "	
O'Leary	" 10.28 "	" 3.22 "	
Bloomfield	" 11.30 "	" 5.20 "	
Alberton	" 12.03pm	" 6.20 "	
Tignish	Ar 12.40 "	Ar 7.20 "	
Ch'town	Dep 4.00pm	Dep 7.00am	
Royalty Jo	" 4.15 "	" 7.25 "	
N Wiltsh's	" 4.27 "	" 7.41 "	
Hunter R'r	" 4.40 "	" 8.02 "	
Bradalba'e	" 5.15 "	" 9.00 "	
Coty Line.	" 5.44 "	" 9.45 "	
Freetown	" 6.04 "	" 10.17 "	
Kensington	" 6.39 "	" 11.11 "	
Summ'side	Ar 7.10 "	Ar 12.00m	
Mt. Stewart	Dep 5.15pm	Dep 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 3.45pm	Ar 10.15am
Royalty Jo	Dep 7.45 "	Dep 3.21 "	Dep 9.55 "
N Wiltsh's	" 7.11 "	" 2.25 "	" 9.04 "
Hunter R'r	" 7.00 "	" 2.08 "	" 8.45 "
Bradalba'e	" 6.30 "	" 1.27 "	" 8.10 "
Coty Line.	" 6.30 "	" 1.17 "	" 7.57 "
Freetown	" 6.19 "	" 1.01 "	" 7.42 "
Kensington	" 6.04 "	" 12.37 "	" 7.20 "
Summ'side	Ar 5.40 "	Ar 12.00m	" 6.45 "
Misouche	Dep 5.00 "	Dep 11.30am	
Wellington	" 4.43 "	" 10.35 "	
Port Hill	" 4.13 "	" 9.43 "	
O'Leary	" 3.22 "	" 8.20 "	
Bloomfield	" 3.05 "	" 7.54 "	
Alberton	" 2.38 "	" 7.15 "	
Tignish	" 2.00 "	" 6.00 "	
Ch'town	Ar 10.00am	Ar 7.00pm	
Royalty Jo	Dep 9.45 "	Dep 6.37 "	
N Wiltsh's	" 9.33 "	" 6.20 "	
Hunter R'r	" 9.26 "	" 6.00 "	
Bradalba'e	" 8.55 "	" 5.20 "	
Coty Line.	" 8.16 "	" 4.15 "	
Freetown	" 7.55 "	" 3.42 "	
Kensington	" 7.22 "	" 2.49 "	
Summ'side	" 6.50 "	" 2.00 "	
Mt. Stewart	Dep 8.55 "	Dep 5.20pm	
Cardigan	" 7.49 "	" 3.27 "	
Georgetown	" 7.30 "	" 3.00 "	

JAMES COLEMAN,
Superintendent,
Railway Office, Charlottetown, May 21, 1883.
[Off. pres her sum jr 6]

C.A.R.D.

DR JENKINS has taken the house on
Princo Street, opposite the eastern end
of St. Paul's Church, where patients may con-
sult him.
Hours for consultation—8 to 11 a. m., and
8 to 10 p. m.
Charlottetown, Sep. 1.—1w

L. ARTHUR & CO.,
GENERAL

Commission Merchants,
121 ATLANTIC AVENUE,
(ROSS MARKET)

BOSTON, MASS.

Eggs and Produce a Specialty.
April 26, 1883.—wky 1f

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

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 wky 6m

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.

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.
N. H. 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.

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 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,
1882, amounted to \$6,933,302 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
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.

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 Interna-
tional Company and Railway for Portland and
Boston. Also leave Charlottetown for Sum-
merside 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.

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. Accommo-
dations 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,
leave Charlottetown at 3 p. m., for Hal-
liday'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 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, Excursion
Return Tickets will be issued
Saturday to Crapaud at one first-class fare.

JOHN HUGHES,
Agent,
Ch'town, July 25, 1883.
[Law wky Sun pres her pat 17a

COTTONS

Plucky Prince Edward Island
(From the Philadelphia Industrial Review
for August.)

If the industrial progress of a State or
province is working under conditions favor-
able to success, its best evidence lies on the
pages of its custom-house records. Larger
figures may often be obtained by the ex-
pert from fancy estimates; but then he
builds but on guess-work, and such a basis
of calculating the values of production can
seldom be depended upon as true, for a
summary of facts thus reached at its best
can only be misleading.

The true figures, however, of a country's
total efforts show where her productions
have exceeded the local requirements and
what surplusage was sent to outside mar-
kets. An examination of such efforts,
therefore, as are officially known, is of im-
portance, not only as informing of the
totals of transports, but (under a little
analysis and grouping), of the forces and
direction also of the currents of trade, as
they change or enlarge under their yearly
conditions. If several successive years are
brought under comparison, the conclusions
that may be drawn are as instructive as
they are absolutely true. They will show
what industries have lost ground and what
others may have got into favor; they will
point out the expansion or contraction of
the enterprises that have connected them-
selves with the surges of outside traffic; and
they will give their plain and distinct ver-
dict for or against the very thrift of the
people.

Having been furnished recently by E. L.
Lydiard, Esq., (an official connected with
the exports of Prince Edward Island and
resident in Charlottetown,) with a manu-
script statement of exports (1879 to 1882),
from that section of the Dominion of
Canada, a few selected figures may not be
out of place, as they will serve to illustrate
the foregoing and show in addition what
that "tight little island" has been doing in
the past few years to help swell the
widening volume of industries that every-
where marks the present era of commercial
activity and social unions.

Prince Edward Island prosperously helps
to feed the bright light now shining on the
great business horizon of the human family;
for though insular in her geography she
has through her water connections with the
world, abundant reason to be proud of
her industrial efforts.

If we glance at the total exports of the
whole of the United States for 1880, we
shall confront a value that is represented
by \$823,946,353, and if we look upon the
corresponding year for Prince Edward
Island the figures reached for total exports
will be found to be \$2,788,340. The two
populations in that year were 50,000,000
for the United States and 100,000 for
Prince Edward Island. Now, if we make
these population figures divisors into the
totals of export values, we shall find that
while the United States, with all their
mighty resources, only exported some
\$16.50 value per capita, Prince Edward
Island's exports for 1880 divided by her
population, gave nearly \$28 worth per
capita; so that so far as this may be a fair
comparison of energy and success the
Islanders in 1880 beat "Uncle Sam's"
children (boy for boy), nearly as two to one.

Further, if we take the Prince Edward
Island figures for 1879 and 1882 under the
two items of sheep and wool, we shall find
that while sheep were exported in 1879 to
the value of \$35,283 only \$23,559 were the
export value of sheep in 1882—apparently
a serious falling off. But if we look
for the cause of this we shall dis-
cover the missing figures under the item
of wool, and in proof that Prince Ed-
ward Island held her own and a little more
the wool and cloth exported in 1879, though
only worth \$19,478, rose to \$30,879 in 1882,
and curiously enough, just about what the
"wool and cloth" exports in 1879 fell below
the sheep they rose above them in 1882,
and combining these items in these years
they produce the same figures, viz., \$54,000,
which fact points directly to improved wool-
producing stock, and perhaps more profit
from the wool than the mutton as an ex-
port.

The Prince Edward Island figures on
horses and horned cattle were in 1879 \$42,-
792, while in 1882 they rose to \$170,779,
again showing improved quality and a
consequence increased demand.

The article, eggs, swelled its export value
so productively that 1882 shows a difference
over 1879 of \$150,000. The exportation of
lobsters as canned goods reached \$500,000
in 1882, but the black oats and round pota-
toes are the agricultural prizes of Prince
Edward Island, as 40 bushels of plump oats
can be raised to the acre, and 250 bushels
of splendid potatoes, so that it is no wonder
that \$675,964 worth of the former and
\$237,800 of the latter passed through ex-
porters' hands last year.

There is every reason for the Dominion
of Canada to regard Prince Edward Island
as a valuable section of her territory, and
scarcely less ought the United States, in
view of their valuable fisheries, to make
Prince Edward Island resources available to
their citizens by the reciprocities of trade;
for that plucky little island is a pearl in the
Northumberland waters of the great St.
Lawrence, and possesses thrift and enterprise
that permit her to stand as well if not
better than many sections twice her size
upon this world of varied industries. The
common interests of the United States and
the Dominion of Canada want drawing
closer together, and ignoring all questions
of political agitation these vast sections of
North America should give the right hand
of commercial fellowship, each to the other,
and their thrift be made their pledge of
harmony.

The first paper ever published in Canada
was issued in Halifax, N. S., on the 23rd of
March, 1752. It was called *The Gazette*, and
was printed by John Bushnell, at the print-
ing office on Grafton street. Its size was 10
by 15 inches one leaf—two broad columns on
each page.

BUY THE DAILY EXAMINER, the
Cheapest and Newest paper in the
Province.

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.

COAL! COAL!

IN STORE,

AND WILL BE SOLD CHEAP.

Anthracite Egg and Chestnut Sizes.
(BEST QUALITY.)

PICTOU ROUND & NUT,
ALBION SLACK,

(For Blacksmiths' use, good),
Sydney Old Mines

—AND—
GOWRIE MINES ROUND
CAPT. JOHN HUGHES.

Ch'town, Aug. 10. Water Street.
[mo we fr pat tu th sa 3m. he pres 3m

IF YOU CALL YOU WILL FIND
I HAVE ON HAND

Black, White and Colored Perforated