

The Daily Examiner.

TERMS:—FIVE DOLLARS A YEAR.

"This is true Liberty, when Free-born Men, having to advise the Public, may speak free."—EUPHIDES.

SINGLE COPIES TWO CENTS.

NEW SERIES.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, FRIDAY, AUGUST 31, 1883.

VOL. 13.—NO. 87.

THE DAILY EXAMINER
IS ISSUED EVERY EVENING,
BY THE EXAMINER PUBLISHING COMPANY,
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AND GREAT GEORGE STREETS,
CHARLOTTETOWN, P. E. ISLAND.
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Three Months, 1 25
One Month, 0 50
Advertising at 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, 13 7m., p. m.
First Quarter, 10th day, 9h, 16 5m., p. m.
Full Moon, 18th day, 8h, 41 4m., a. m.
Last quarter 25th day, 1h, 19 4m., a. m.

D	DAY OF WEEK	Sun	Moon	High	Days
M		ris	sets	water	len
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 15
6	Monday	53	18	8 37	0 15
7	Tuesday	55	16	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 22
12	Sunday	5	9	2 30	4 08
13	Monday	6	7	3 24	4 53
14	Tuesday	3	6	4 14	5 39
15	Wednesday	4	4	5 09	6 26
16	Thursday	6	2	6 00	7 12
17	Friday	7	1	6 47	7 58
18	Saturday	8	6	7 31	8 43
19	Sunday	9	5	8 11	9 28
20	Monday	11	3	8 58	10 13
21	Tuesday	12	2	9 42	10 58
22	Wednesday	13	1	10 22	11 43
23	Thursday	14	50	11 0	12 28
24	Friday	15	48	11 22	1 13
25	Saturday	17	46	12 0	1 58
26	Sunday	18	45	12 30	2 43
27	Monday	21	41	1 8	3 28
28	Tuesday	22	40	1 18	4 13
29	Wednesday	22	40	2 10	4 58
30	Thursday	23	37	3 15	5 43
31	Friday	5 25	6 36	4 20	6 28

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

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.
NEEL MCLEOD, W. A. O. MORSON.
Nov. 24, '82.—pres her

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.

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, '81.

L. ARTHUR & CO.,
GENERAL

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

Eggs and Produce a Specialty.
April 26, 1883.—wklly 1t

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

**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 33

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-
ing, 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.

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.

Direct Steamer to London

THE Halifax Steam Navigation Company
(Limited) will despatch the FIRST-
CLASS STEAMER

"SICILY,"
—FROM—
Halifax to London, direct,
About 10th September.

THROUGH RATES FOR LOBSTERS,
via P. E. I. Steam Navigation
Company,

From Charlottetown and all Sta-
tions on the P. E. I. Railway.

—TO—
London, Paris and Hamburg.

The "Sicily" has a speed of twelve knots
and is expected to make the passage in 9 1/2
days.

Bills of Lading will be given from any
Station on the P. E. I. Railway, or at Char-
lottetown. Apply for all particulars to Jos.
Wood, Secretary Halifax Steam Navigation
Company (Limited), 58 Bedford Row, Hal-
fax, or to

WM. H. SHANKS,
Agent, Charlottetown, P. E. I.
August 13, 1883.

**JOSEPH GILLOTT'S
STEEL PENS**
SOLD BY ALL STATIONERS THROUGHOUT THE WORLD
—GOLD MEDAL, PARIS 1878—

FAT HERRING.
100 BARRELS, in Wholes, Halves and
Quarters, for sale by
D. SMALL.
Ch'town, Aug. 17, 1883.—2w

**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 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.

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.

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 wklly 3m pres her pat era

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 LIVERPOOL

—TO—
Charlottetown, P. E. Island,
DIRECT.

The building, which is two stories high,
covers 100x81 feet of ground. The walls
are of brick. In front they are sixteen
inches thick and at the side and rear one
foot. The front has not yet been complet-
ed, as it is to have some gothic ornaments
and a sign board by the flagstaff. On the
ground floor are the offices, waiting room,
carriage house and stables. The former is
10x12 feet and is well lighted; there is also
a fine large window which overlooks the
carriage house. A very great convenience
has been considered in the construction of
carriage house, for in the whole of the
large room, 68x70 feet, there is not a single
post. This is a great boon, for carriages
get very much damaged by being knocked
against posts. The ceiling is supported by
three pitch pine trusses. The light is
supplied by three large windows. A
very fine sliding door, 12
feet wide, has been constructed for ingress
or egress of vehicles, and there is a
wicket fitted in the door. On the south-
east side of this large room are three fine
private box stalls and three private
stalls. The back of the building is taken
up with the stable, which contains 32 stalls,
each ten feet long by four feet wide in the
clear. No mangers are used in the stalls; a
small box is on one side for corn to be
placed in. On the other side is a shaft
connected with the loft above narrow at the
top and wide at the bottom. From it the
animal obtains his supply of hay. As there
is only a small aperture at the bottom he
has to pull the hay out, dropping it on the
ground and eating it in the natural
position with his head down. As before
stated, these shafts act also as ventilators,
carrying off the impure air from each stall.

On the second floor is the harness room
45x14 feet, fitted with a small elevator to
the carriage room below. The front loft,
which is over the carriage room, will be
used for storing sleighs and carriages. As
there is an immense opening in the floor to
the room below no difficulty will be felt in
at once putting down a carriage required.
The room is lighted by eight windows. The
hay loft is 32x81 feet and is well lighted by
two skylights 5x10 feet, and as there are
two apertures of the same size in the floor
immediately underneath them, the light
also is diffused into the stable below. The
roof inclines toward the centre, so as to
allow the rain water to go down a large pipe
to the ground floor and thus flush the
drains of the building.

As Mr. Hamm has been twenty-five
years in the business he has been enabled to
find out the necessities of a first class stable,
and his efforts have been ably seconded by
all engaged in the construction of the
building. Mr. Dumeresq drew the plans
from Mr. Hamm's suggestions. Messrs. B.
Mooney & Sons were the contractors of the
brick work, and Mr. Thomas Currie
was entrusted with the wood work.

The St. John Sun says:—"There ap-
pears to be a growing feeling in favor of
keeping the industrial portion of the Ex-
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The extension would be beneficial to exhibi-
tors and visitors alike, while the receipts
would, at the very lowest estimate, fully
cover the extra running expenses.

A dense fire hung over the city of St.
John a few nights ago, from fires in the
woods hard by, especially in the direction
of Sand Point Road.

PEAKE BROS. & CO.
Ch'town, Aug. 8.—Saw 1t

JUST ARRIVED.

100 brls. No. 1 New Herring.

Come and see them, at
IMPERIAL GROCERY STORE.
Ch'town, July 21.

For Sale or To Let.

WHAT beautifully situated house at "St.
Awards," Mount Edward Road, outside
city limits, containing nine large rooms, 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.
Ch'town, July 25, 1883.
[Law wklly 3m pres her pat era

Mr. J. B. Hamm's New Stable.

(From the St. John Sun.)

The new building erected by Mr. J. B.
Hamm, on Union street, St. John, is with-
out doubt, the finest stables that there are
in the city, and many competent judges
state they are the best in the Maritime
Provinces. In their erection Mr. Hamm
has had in view the three principal essen-
tials, light, plenty of air, and attention to
sanitary arrangements, and he has succeed-
ed in all three to the utmost extent. Every
portion of the building is well supplied with
light, so that in day time there is not the
slightest necessity to have recourse to gas
in any part. Too high praise cannot be
bestowed on Mr. Hamm for the care that he
has taken to have the place properly
ventilated. The stable at the back has, in
addition to the windows, two large ventila-
tors two feet in diameter, and every
stall in the stable has what may be
termed a ventilating shaft leading up to
the loft above. The sanitary arrangements
are perfect and such as will prevent any of
the neighboring dwellings being annoyed
by an obnoxious effluvia from the stables.
The first thing that has been taken care of,
is that there shall not be a storage of
manure on the premises; directly it is taken
out of the stalls, it is at once put into an
immense manure cart, which is taken away
every day into the country. In addition to
this, a drain connected with the main sewer
runs along at the end of the stalls, for the
whole length of the stable, thus at once
carrying off any refuse. The mode which
will be adopted in washing carriages is new
as far as the city is concerned and will pre-
vent any water being allowed to congregate
in the building. In the northwestern
corner of the carriage house a portion of
the floor, 14ft. square, has been asphalted
and it has been constructed so that it in-
clines towards the centre, where there is a
drain connected with the sewer. Carriages,
when they are to be washed, will be placed
on this space, and, of course, all the water
and dirt is at once carried away without
causing any inconvenience to the rest of the
building. The carriages will all be washed
by the watchman at night.

While taking care to study these essential
points, Mr. Hamm has not lost sight of the
convenience of his patrons, and ladies will
find that the arrangements made for their
comfort are excellent. A private doorway
has been built on Union street, which by a
short passage, leads to a very nice ladies'
waiting-room fitted up with every con-
venience. Here ladies can wait while their
carriage is being got ready, and as there is
a doorway into the carriage-room, they can
enter the vehicle in the building, thus
obviating the necessity of going out in the
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JOHN T. FERGUSON.
Ch'town, July 25, 1883.
[Law wklly 3m pres her pat era

England in Egypt.

THE PEOPLE UTTERLY UNFIT FOR SELF-
GOVERNMENT.

An Alexandria correspondent of the
London Times, discussing Lord Dufferin's
policy in reference to Egypt, writes:—

The country does not possess two dozen
men capable of acting as village mayors.
An Anglo-Indian favorable to Lord Ripon's
policy in India, said recently:—

"I can see no hope that even the lapse of
200 years could render it advisable to adopt
a similar policy here. The conditions are
different. Some classes in India are as ig-
norant as the fellahen, but there exist
gradations through which we can work.
Here there are none. The upper class is a
fellah, plus corruption, a smattering of
French, and extra wives. A residence in
Egypt would convert John Bright into an
annexationist."

The very men from whom Lord Dufferin
would choose the highest Chamber are
those who have most actively thwarted
every attempt at securing the commonest
decency and cleanliness. At Mansourah
the Notables have dragged the corpses out
of the tombs as a protest against the in-
stitution of the new burial grounds, and
have resisted by force the sanitary pre-
cautions ordered by the Mudir, their co-
religionist. In Alexandria Sheikh