

The Daily Examiner.

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NEW SERIES.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, THURSDAY, OCTOBER 25, 1883.

VOL. 13.—NO. 134.

THE DAILY EXAMINER

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Advertising at most moderate rates.
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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., m.
Full Moon, 16th day, 2h. 32.9m., a. m.
Last quarter 22nd day, 7h. 6.1m., p. m.

DAY OF WEEK	Sun rises	Mon sets	Tue rises	Wed sets	Thurs rises	High aft'n	Days lenh.
1 Monday	6 41	5 35	6 10	4 40			
2 Tuesday	5 33	7 17	11 21				
3 Wednesday	7 31	8 16	11 53				
4 Thursday	8 29	9 14					
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 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	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	10 40			
22 Monday	33 56	11 1	3 9				
23 Tuesday	34 55	morn	4 27				
24 Wednesday	35 53	0 7	5 42				
25 Thursday	37 52	1 8	6 52				
26 Friday	40 50	2 10	7 49				
27 Saturday	40 48	3 10	8 34				
28 Sunday	41 46	4 10	9 12	10 21			
29 Monday	43 45	5 10	9 49				
30 Tuesday	44 44	6 10	10 23				
31 Wednesday	46 42	7 10	10 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	" 7.00 "	" 9.35 "	" 4.35 "
Wiltak'e	" 7.15 "	" 10.50 "	" 5.25 "
Hunter R'r	" 7.45 "	" 11.06 "	" 5.40 "
Bradalbe	" 8.10 "	" 11.46 "	" 6.16 "
Co'ty 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 "
Misouche	" 9.40 "	" 2.08 "	
Wellingt'n	" 9.59 "	" 2.37 "	
Port Hill	" 10.24 "	" 3.22 "	
O'Leary	" 11.20 "	" 4.53 "	
Bloomfield	" 11.38 "	" 5.20 "	
Alberton	" 12.03pm	" 6.20 "	
Tignish	Ar 12.40 "	Ar 7.20 "	
Ch'town	Dp 4.00pm	Dp 7.00am	
Royalty Jc	" 4.15 "	" 7.23 "	
York	" 4.27 "	" 7.41 "	
Bedford	" 4.40 "	" 8.02 "	
Mt. Stew't	" 5.15 "	" 9.00 "	
Morell	" 5.44 "	" 9.45 "	
St. Peter's	" 6.39 "	" 10.17 "	
Bear River	" 6.39 "	" 11.11 "	
Souris	Ar 7.10 "	Ar 12.00pm	
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 3.45pm	Ar 10.15am
Royalty Jc	Dp 7.45 "	Dp 3.21 "	Dp 9.55 "
Wiltak'e	" 7.11 "	" 2.25 "	" 9.04 "
Hunter R'r	" 7.00 "	" 2.08 "	" 8.45 "
Bradalbe	" 6.36 "	" 1.27 "	" 8.10 "
Co'ty Line.	" 6.30 "	" 1.17 "	" 7.57 "
Freestown	" 6.19 "	" 1.01 "	" 7.42 "
Kensington	" 6.04 "	" 12.37 "	" 7.20 "
Summ'side	" 5.40 "	" 12.00 "	" 6.45 "
Misouche	Ar 5.15 "	Ar 11.30am	
Wellingt'n	Dp 5.00 "	Dp 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 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 "	" 2.00 "	
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.
(St. pres 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 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.
(Zaw wkly pat ne her pres im)

P. E. ISLAND

Steam Navigation Co'y.

STEAMERS ST. LAWRENCE AND PRINCESS OF WALES.

Commencing Wednesday, 16th May, 1883.

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. HALEY,
Charlottetown, May 15, 1883. SECRETARY.

BOSTON STEAMERS.

STEAMERS:

Carroll, 870 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. Haszard, Barrister, or to the undersigned.

J. LONGWORTH,
Ch'town, Sept. 12, 1883.—Zaw tf.

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.

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 wklv 6m

L. ARTHUR & CO.,

GENERAL

Commission Merchants,

121 ATLANTIC AVENUE,

(ROSS MARKET)

BOSTON, MASS.

Eggs and Produce a Specialty.

April 26, 1883.—wklv tt

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 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 tawwklv.

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 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 66,936,302 91

(Of which \$7,753,031.15 was measured 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.

THE DAILY EXAMINER.

OCTOBER 25, 1883.

Sir Charles Explains the Situation.

SIR CHARLES TUPPER, a few days ago, addressed the members of the Associated Chambers of Commerce of Great Britain. He referred to the great distress existing in some parts of the Mother Country, caused by the want of remunerative employment in congested and impoverished centers of population; pointed out the advantages Great Britain possesses in being able to transplant her surplus population to her own great colonies of Canada and Australia; spoke of the results of Confederation; and explained the situation which led to the adoption of the National Policy. He said (we quote the *Canadian Gazette*): "The change was forced upon the Canadians by the fact that they were 4,500,000 of people living alongside a foreign country of 50,000,000, divided by a boundary line extending from 3,060 to 4,000 miles. Under these circumstances it was impossible for Canadians to properly consider the interests of their country without having some regard to the policy of the great nation with whom they were so intimately associated. During the Civil War in the United States Canada, was eminently prosperous, because the labor market in the Republic was completely demoralized. When, however, peace was happily restored in that country, and the labor market regained its normal condition, they found that by the policy adopted by the United States of affording protection to their industries, and so shutting out entirely the products of Canada, the position of the Dominion was very greatly changed. They found declining trade, a declining revenue, and serious deficits, which were likely to interfere with their maintaining their credit and obtaining the means of developing the great resources of the country. This being the case, they adopted the policy of giving a certain measure of protection to the industries of the Dominion. The result had been to greatly increase the volume of their trade, to promote increased emigration to the country, and to furnish remunerative employment for the people. They had large surpluses instead of deficits, and they were thus enabled to work out the great national question of the construction of the Canadian Pacific Railway, and to proceed with the work with a vigor and success which under other circumstances would have been quite impossible. By the rapid construction of the railroad, they were at the same time enabled to open up for settlement the vast fertile territory of the Northwest of Canada. The effect was already apparent in the influence upon emigration, which has lately increased in the Dominion, whilst simultaneously it showed a relative decrease to the United States. They were now able to offer to settlers inducements as great as, if not greater than, the United States. The work, moreover, had been going on so rapidly that, by the end of 1885, they hoped to be able to convey passengers in a Pullman car, without change, from Halifax on the Atlantic Ocean to Port Moody on the Pacific. All this, it should be remembered, had been accomplished, not only without decreasing, but with steadily increasing imports from the Mother Country. To a nation like England, which imported a large amount of the grain and meat required for home consumption, it was a matter of no little importance that by the construction of the Canadian Pacific Railway, and the development of the Canadian Northwest, they were preparing to furnish both grain and cattle to an extent that would have been otherwise quite out of the question. In addition to the fact that emigration from this country to Canada contributed to the strength and prosperity of the colonial portions of the empire, the people of England had a direct interest in the subject. For the trade returns showed that every person who went to Canada became a consumer of nearly four times as much of the products of this country as would be the case if he went to the United States. Considering, therefore, all these facts, Sir Charles Tupper concluded by repeating, he was not at all surprised to find that an influential commercial body, such as he was addressing, representing as it did the commerce of the whole country, were fully alive to the importance of the toast of 'The British Colonies.'" Sir Charles Tupper was loudly cheered on resuming his seat, and was subsequently thanked by many of the leading members of the Chamber for the lucid and interesting speech which he had given.

Mr. Kimball, Vice-President of the Rock Island Railroad, happened to be riding in the cars behind two section hands. The conductor came in and collected fare from one of the men, the other having previously paid. Said the latter to his gag friend: "I can travel on this road when I want to and never pay a cent." "How's that?" said the other. "It's a secret," said the first. Mr. Kimball pricked up his ears, and thought he had a good-sized "hen on." The Paddy who last paid his fare got off at a way station, and Mr. Kimball slipped into the vacant seat. "Have a smoke?" he said to the remaining Irishman. "How do you manage to travel without paying? I do a deal myself and would like to know." "Would ye loike to know?" said Pat, looking cunning. "Indeed I would, and I'll give ye \$10 if ye'll tell me." "No," "Fifteen." "No." "Twenty-five." "Done," said the section hand, and the cash was forked over. "Be jabers, I walk!" remarked Pat, as he quietly shoved the cash into his boot. This same Pat is section foreman on the Rock Island, near Davenport.

AYER'S HAIR VIGOR cleanses and invigorates the scalp; cures dandruff and itching; an elegant dressing.

Nature's Minstrelsy.

[It is very pleasing to know that our young men who go abroad do not forget their "home upon the wave," and the following lines, clipped from the *Winnipeg Sun*, will be admired by readers of THE EXAMINER as well for the loving reminiscences as for the genuine poetry they contain.]

Oh bird of eve upon the woodland bough,
Now in the twilight hour thy song awakes
The trembling chords of happy memories
Of mine's minstrelsy in days gone by.
"Abegweit" dear, dear, "home upon the wave,"

How often as a child about thy shores
Have I not heard the music of thy deep,
The morn'ning when the bright sun did gild the sea,
The dancing waves did sing their matin song,
At eve when wandering breezes landward came

From fields afar of ocean's barren foam
The curling waters sounded on the sands,
At night when nature's voice was terrible,
The roaring surf did lash the rock-bound coast,

And thunder howling diapason tones,
Crashed through the harmonies of ocean storm.
Oh, wild and grand those nights were long ago,
And when the storm was hushed, the inland pines
Within the sombre forest moaning sighed,
As fitfully the wind swept through the trees.

Ah, then was nature's music strangely sad,
As if it sang the solemn requiem
For the young sailor lad out on the sands,
When I have heard far out upon the sea,
When moonlight fell upon the dancing wave,
The changing withery, the merry tune
Of flute notes pealing while the silver light,
Of moon and star and cloud was beautiful.

And oft in boyhood with the fisher folk,
Through the long summer night upon the deep,
How sweet the music of the lapping wave
Against the boat's frail side did gently sound
To waft my boyish slumbers into dreams,
And oft when autumn's freshening breeze did blow,

I heard the curlew piping o'er the dows,
When ceaselessly the far off ocean foam
In rolling symphony broke o'er the sands.
Oh, loved "Abegweit" still the music sweet,
The minstrelsy of nature round thy shores,
Sweeps through the golden chords of memory;
And though entranced among the columned aisles

Of old