

**WE DO AS WE SAY**

**Wheels Going**

all the time toward the Brick Bicycle Repair Shop. If your wheel is pincered or any way disabled you want to use it again within a reasonable time. "We do as we say" and give you your wheel when we promise. That's why the "wheels are going" our way.

**ERNEST RIGE,**  
The Bicycle Doctor.  
**BRICK BICYCLE REPAIR SHOP.**  
Kont street  
Aug 2 d & w 2m then 6d & w 2m

**VALUABLE IS TRUTH**

The flexible action oscillating Washer is perfect. Hundreds that have bought them will confirm this statement and would not be without them for double their cost. We do not say that all others are worthless, but we have never seen their equal. Always in order you only have to throw in your clothes and a little soapy water and in a few minutes a dozen or more articles are washed. A child can work them.

I am a native and a resident of P. E. Island and I will warrant these machines for ten years. Free trial for two or three weeks. Please drop a card and we will send all particulars. By so doing you will find it greatly to your advantage.

Address: **JOHN PROWSE,**  
Charlottetown, Koyalty East.  
or W. P. COLWILL, City  
or D. L. McKINNON, Montague Eridge.  
Aug 19 d & w

**Sewerage Works.**

**Tenders for Sewer Construction.**

SEALED TENDERS, endorsed "Proposal for Sewer Construction," addressed to the undersigned, will be received at this office until noon on FRIDAY, the 19th AUGUST, prox., for furnishing materials and performing the work necessary for the construction of certain portions of a sewerage system for the city of Charlottetown, according to conditions, specifications and plans to be seen (the plans send quantities after the 5th August) at this office and at the office of the Engineer Mr. Freeman C. Coffin, 53 State Street, Boston, Mass.

Proposals must be on forms supplied from this office, and each tender must be accompanied by an accepted bank cheque for Six Hundred Dollars (\$600) payable to the order of the Commissioners of Sewer and Water Supply. This cheque will be forfeited if the party decline the contracts or fail to complete the work contracted for and will be returned in case of non acceptance of tender.

The Commissioners do not bind themselves to accept the lowest or any tender.

DAVID LAIRD, Chairman.  
Office of Commissioners of Sewers and Water Supply, Charlottetown, July 29 '98. 302aw

**"There'll Come a Time Some Day When You are Far Away"**

and you'll meet with an accident and having no accident insurance to help you along, you'll wish from the bottom of your heart that when the

**Accident and Guarantee Co's**

Representative canvassed you, you had seen all the advantages to be gained by taking a policy with the company. But you put it off, and then, when the accident came, you were not in it. You were only in the accident and you'd give anything in the world if your procrastination had not got the upper hand of you.

**INSURE NOW.**

**W K ROGERS**  
GENERAL AGENT FOR P. E. I.  
**JESSIE HOGG,**  
AGENT AT CHARLOTTETOWN.  
May 17 eod

**Choice Baked Beans**

**IN CANS.**

ONLY 10 CENTS EACH.

JUST THE THING FOR PICNIC PARTIES.

**DAVISON & Co.,**  
Grocers,  
Gt. Geor. St.

**MOLASSES AND SUGAR**

Now landing ex schooner "MARY E." direct from Barbados, 500 barrels bright Barbadoes sugar, 200 puns. choice Barbadoes molasses.

**N. RATTENBURY.**  
ISPat. 2 mos. Exam. 2 mos.

**A Great Canadian Road.**

Of thousands who are familiar with the letters C. P. R., few have a correct idea of what these represent, or how far-reaching their sway. Without inquiring who first suggested a railway from ocean to ocean on Canadian soil it is fair to assume that uniting the provinces 31 years ago made such a line of almost vital necessity. After much agitation government began the work, but in 1880 transferred it to a company who were to receive 25 millions in money and 25 million acres of land. In 1881 work was begun in good earnest, the rails advancing three miles each working day, at times even doubling that rate; on the morning of November 7th, 1885, the forces from east and west met in what is called Eagle Pass, 2555 miles west of Montreal, 351 miles east of Vancouver, when the last rail was placed and the last spike driven home, there being still five years to run of the time for completing the contract.

The inquiry is sometimes made, what is the east terminus of the Canadian Pacific? In one sense Halifax is the eastern terminus, in another sense St. John. From Halifax to St. John, a distance of 275 miles, C. P. R. trains use the Intercolonial track but the C. P. R. road begins at St. John. Taking Halifax as eastern terminus, the distance to Vancouver is \$662 miles; from Summerside about 5330 probably 750 miles more than if the line were perfectly straight. For convenience the road is divided into four great sections as follows: The Atlantic division from Halifax to Montreal 756 miles; the eastern division from Montreal to Fort William 998 miles; the western division from Fort William to Donald 1450 miles; the Pacific division from Donald to Vancouver 458 miles. For train-running the road is divided into much smaller sections at what are called divisional points; judging by shorter roads one might think that a train starting from Halifax or Vancouver would keep right on to the opposite terminus the same hands, the same engine—not so however. Railway men require sleep, food and rest, and at the divisional points (perhaps 16 of them) all the train hands except the mail clerk and express agent go off for some 14 or 16 hours, at the end of which time they board a train going back; and so continue backward and forward day after day on what they call their "run." These runs are not always exact as to length, but the average is about 250 miles. Strange to say locomotives, too, require rest, at least experience teaches that a locomotive to give its best service must not be kept in harness too long, but require occasionally to cool and be polished—groomed, so to speak. The C. P. R. is of such length that locomotives and men are as apt to finish their day at early morn as at sunset, or to begin when light is lowering the curtains as when morning is young. It is well known that for every 15 degrees of longitude one travels westward the time changes an hour, the points at which the change takes place being Ottawa, Fort William, Regina and Donald; in this way P. E. Island time is four hours too fast for Vancouver.

West-bound trains are always "No. 1," those coming east "No. 2." Last March and April during the Klondike excitement, some days No. 1 had to be sent in five sections, in other words five daily passenger trains were needed for the rush after gold. Long-distance passengers usually have dunnage and the C. P. R. is wise in giving plenty of room, in which respect I never travelled a road that behaves so magnificently. These trans-continental trains are, for the time being, homes where people retire to luxurious beds and wake a big distance farther on; cooks too are at their special function and savory odors float back on the air. Through trains take at least seven days in crossing the continent including stops, eight to ten hours. Were it possible to view the whole line at a glance there would be seen seven trains constantly speeding westward and as many bound for the east; at morning the well-varnished coaches reflecting the sun, at night their lamps like clear meteors scudding over the plain. At times the number moving each way is much in excess of the cardinal seven. The number of stations from Halifax to Vancouver exceeds 430 of which about three-sevenths are flag stations. Besides the main track the company owns four or five dozen branches and subsidiary lines; the whole added together making when the Crow's Nest is finished at least 8000 miles. Of the branches, that between Montreal and Toronto (338 miles) is chief in importance and owing to increased trade an additional track is to be laid very soon.

At the close of last year the C. P. R. rolling stock consisted of 598 locomotives 588 first and second class passenger and colonist cars; 99 first class sleeping and dining cars; 30 parlor and official cars; 312 conductor's vans; 15,544 freight and cattle cars, besides refrigerator cars, flat coal cars, palaco horse cars, etc, bringing the whole up within a little of 22,000, which placed in continuous line would extend at least

60 leagues. If the C. P. R. does not own ships it is not without steamers, take the following list: Empress of India, Empress of China, Empress of Japan, magnificent floating castles trading between Canada and far eastern realms; the Pacific coast steamers, such as Tarter, Athenian, etc., beside about two dozen river and lake boats, some of them over 3000 tons. Then as to real estate; from the province of British Columbia it gets six square miles of coal area in the Crow's Nest pass and at the beginning of this year it owned 27,300 square miles, over twelve times the area of P. E. Island and considerably more than the acreage of Belgium and Holland. This land is now in the market and the company does not sit quietly waiting for a purchaser, it is continually sending out maps, pamphlets and books to let the world know what's for sale—while advertising itself, the C. P. R. is advertising Canada in the most efficient way, a fact that should be duly considered. Our American neighbors are full of progress and vim; Canada requires institutions conducted in a similar way. The Dominion has no enterprises of greater progress and push than the C. P. R. Rail road—no looking back, always in front of the age. The coaches that were marvels of comfort six years ago are now at a discount; every new lot displays some feature of excellence not hitherto seen. As with coaches so with all other equipments. A notable feature of the road is doing all work in the best possible manner; from Windsor street station down to a culvert, every thing is the best of its kind; safety at whatever cost seems the motto all through. During last year no less than 215 bridges were replaced by masonry, solid embankments or bridges of steel; the whole if added together would extend five miles. British railroads are allowed to be little short of perfection, but the C. P. R. does not lose by comparison; in many parts the motion resembles gliding on ice. No road passes through a greater length of rough, mountain country, fortunately no road had greater immunity (if as great) from accidents of a serious kind. I have already referred to the safety switches along the Kicking-Horse Pass—the reader must not associate switches intended to punish a vicious jade of the equine variety. In crossing bridges the cast-iron rule of reducing speed to a walk begets a feeling of safety.

The kindness and courtesy of C. P. R. employes cannot fail to be noted and is apt to suggest the inquiry—where does the company get their train hands and station officers? The attention is indeed more like the kindness of friends than the grudging respect one gets from those who are paid. This kindly manner is judicious in the highest degree, for with so small an expenditure nothing brings so great a reward as civility. All know the liability of mistakes in travelling owing to information being jerked out indistinctly; the C. P. R. people seem determined that no mistakes can occur, as any important direction, such as changing cars, is given a number of times and by different men. At Windsor street station, Montreal, an official stands at the gate and examines each ticket to make sure that passengers board the right train—such attention is worthy of note and cannot fail of reward. I have already referred to the use of observation cars in going through the mountain section, as well as to the stopping of trains at points of great interest—the Albert canyon for instance.

But I have reached page 1 y and will end with the statement that at the close of last year the assets of the C. P. R. company were \$245,786, 340 which sum though not round is surely not little.—John McKinnon in the Farmer.

**Liver III**

Like biliousness, dyspepsia, headache, constipation, sour stomach, indigestion are promptly cured by Hood's Pills. They do their work easily and thoroughly. Best after dinner pills. 25 cents. All druggists. Prepared by C. I. Hood & Co., Lowell, Mass. The only Pill to take with Hood's Sarsaparilla.

**Hood's Pills**

**DR. CLIFT**

treats Chronic Diseases by the Salisbury method of persistent self-help in removing causes from the blood. Continuous, intelligent treatment in person or by letter insures Minimum of suffering and Maximum of cure, possible in each case.

Avoid attempts unaided.

MICROSCOPICAL EXAMINATION OF BLOOD, SPUTA, URINE, &c.

Graduate of N.Y. University

And the NEW YORK HOSPITAL. Twenty years practice in N. Y. City. Diploma registered in U. S. and Canada.

ADDRESS, CHARLOTTETOWN, P. E. CANADA.

OFFICE—Victoria Bow.  
Accommodations reserved for patients.  
References on application.

**P. E. ISLAND TO BOSTON**

**THE SHORT ROUTE VIA ST. JOHN**



Passengers may leave any point on the P. E. I. R'y Tuesday or Saturday and reach Boston the following day, about 1 p.m.

<b>FARES FROM CHARLOTTETOWN:</b>	<b>1st Class</b>	<b>2nd Class</b>
	10.50.	8.75.
<b>FARES FROM SUMMERSIDE:</b>	<b>1st Class</b>	<b>2nd Class</b>
	9.25.	7.75.

Low rates from all other points. Ask your nearest Agent or write to

**INTERNATIONAL S.S. CO.**

C. E. LAECHLER, Agt, St. John, N. B.  
Aug 2, d t l Sept 10.

**ACADIA UNIVERSITY**  
REV. THOMAS TROTTER, D.D. President.

**NORTON ACADEMY**  
MR. I. B. OAKES, M.A. Principal.

**ACADIA SEMINARY**  
MISS ADELAIDE F. TRUE, M.A. Principal.

**WOLFVILLE, N. S.**

If you are intending to take a thorough course of study you had better try these schools, as the best advantages, with the most pleasing surroundings are here provided at cheapest rates.

The ACADEMY courses prepare for matriculation to the University or for business life. There is in addition a well equipped Manual Training Department and the opportunity for free instruction in the School of Horticulture.

The SEMINARY furnishes a thorough Collegiate Course and first class instruction in Instrumental, and Vocal Music, Art, Elocution, Steenography and Typewriting.

The quality of the work done at the UNIVERSITY is certified by the success of the Graduates in attaining to important places in the Educational world, and the large number seeking admission to its classes.

Academy and Seminary open Sept. 7th, 1898. University Oct. 5th. For fuller information or calendars apply to Principals or undersigned.

A. COHOON,  
Sec'y Ex. Com.  
Aug. 8, d & w, 6 w.

**Political Meeting AT BRADALBANE.**

THERE will be a Public Meeting of the Electors of the 1st District of Queen's County, in Bradalbane Hall, Friday Evening the 19th Inst., AT SEVEN O'CLOCK.

Premier Farquharson, Attorney-General McDonald, also the chosen candidate for this election and other prominent men of the District will address the electors.

**The Charlottetown Driving RACES, 1898**

Will be Held at Charlottetown Tuesday and Wednesday

September 6th and 7th

**HORSE RACES**  
\$1,050.00 Premiums. \$1,050.00

First Day, 6th September, 1898.

Three Minute Class.....  
2.26 Class.....  
2.40 Class (Trotters and Pacers).....

Second Day, 7th September, 1898.

2.50 Class.....  
Free For All.....  
2.30 Class.....

Entries close 30th August, 1898.  
No horse barred by record made after August 1st, 1898.  
All further particulars given on application to the Secretary.  
In addition to the above, the Guideless Horse "Tommy," from Ontario, give three exhibitions of speed on each of the Race days.  
Admission to grounds, 25c; Children under twelve years old, 15c.  
Special rates by steamers and railway.  
All communications to be addressed to the Secretary.

F. L. HASZARD, President.  
C. R. SMALLWOOD, Secretary.

**Mount Allison Academy AND Commercial College, SACKVILLE, N.B.**

The first term of the 56 year of this well-known educational institution will begin September 1st, 1898.

Parents desiring to give their sons a good English education, prepare them for Business Life or Matriculation to the Colleges of Arts, Medicine, or Dentistry should avail themselves of this Home School for Boys. For Calendar apply to

**JAMES M. PALMER, Principal.**  
Aug 11 3awk 1m