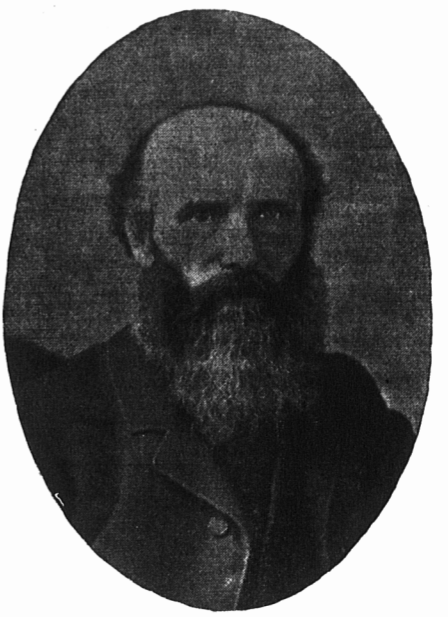


Summerside Extends a Hearty Welcome to the Island Sons



JAMES A. McNEILL The Present Mayor of Summerside.

The Reunion of Islanders being celebrated in Summerside during this week and next is an occasion of especial interest. Nowhere perhaps will one find people more clanish than PE Islanders. They are scattered abroad over the whole world, and wherever and "Islander" is met he is always found proud of his native land and delighted to greet one of his fellow countrymen. For many years the emigration from this province has been large, and there are thousands of "Islanders abroad" who "hold dear to their hearts the scenes of their childhood." A reunion has long been talked of, and about one year ago Summerside through the efforts of the Improvement and Tourist Association undertook to bring about a "gathering of the clans". All parts of the province will extend a hearty welcome to its returned sons and daughters, and Summerside in particular stands with open arms to greet our fellow provincials from abroad. It will be of interest to many to review here the early history of the little town which leads the way in the arrangements for this reunion of our patriotic and loyal brethren. First we will refer briefly to the Island in general in its earliest days. The discovery of the Island on St. John's Day by John Cabot, who named it in honor of the Saint, was followed in 1603 by its being granted to Sieur Doublet, a French naval officer who established thereon a few fishing stations. Subsequently a number of French took up their abode on the Island, and founded among other places Port La Jolie, now Charlottetown. By the treaty of Utrecht in 1713 Acadia and Newfoundland were ceded to Great Britain and have remained in her possession ever since. Under that treaty the French inhabitants of the ceded territory were allowed to remove within a year to any other place, and many took advantage of this to add their numbers to the population of this Island. In 1752 it had about 1,384 settlers in different parts, and six years later when it was taken possession of by the British that number had increased to about 4,100. The first few years of their settlement had been years of loneliness and privation. Here and there in some sheltered nook an emigrant would build his log hut, or rude dwelling of poles and bark, and managed to eke out an existence by fishing and cultivation of a small patch near his door. Gradually the settlers increased and their huts began to dot the shores of Cap-aux-Bois and Tryon harbors and the banks of the Duck and Pinette. The Indian foot-path, the water courses in summer and the ice in winter were the only highways to Port La Jolie. Among the proposals made for settlement of the Island was one by Lord Egmont, who wished to divide the land amongst freeholders, Lords of manors and capital, Lords all under a Lord Paramount. Castles were to be erected and in short, in the words of the Board of Trade, it was simply a scheme to answer the purposes of defence and military discipline, instead of the encouragement of trade and agriculture. His plan of course was not adopted. When the survey went home it was decided to bestow the Island in grants of townships or parts thereof on certain conditions respecting settlement and payment of quit rents to persons having claims on the Government. The grants were nearly all allotted away in August 1765. In 1769 Col. Lord Russell arrived on the Island and received the submission of the settlers. It was in 1763 by the treaty of Fontenablan that the Island was formally surrendered to Great Britain and placed under the Government of Nova Scotia. In the following year Capt. Holland commenced his survey in which he laid off three townships, Port La Jolie, the hospital, Georgetown in Kings County and Princetown in Prince County. Speaking of the latter he said: "Princetown is proposed to be built on a most convenient spot of ground as well for fishery as for fortification. The site is on a peninsula having Darnley Basin on the northeast which is a convenient harbor for small vessels and where they may lie all winter. The town will have convenient ground for drying fish, and ships of burden can anchor near it in the bay. It can be fortified at little expense; some batteries and small works erected along the shore would entirely secure it." But alas for the shortsightedness of man. The plans were never carried out, and to day the proposed streets of Princetown are furrowed by the ploughshare on each return of spring, while harvests are garnered annually from where the busy thoroughfare was intended to be. Princetown however enjoyed for a time the privilege of representation in the Provincial Legislature by virtue of its name. In 1770 the Island was made a separate province with Walter Patterson Esq. as Governor. He and his brother were proprietors of Lot 19 and settled a number of Acadians thereon. In July 1773 the first House of Assembly was called composed of 18 members. The Land Question was the first subject demanding their consideration, and continued to be a bone of contention until its settlement ninety years later. As an expression of gratefulness to the Duke of Kent, who though he had never visited the Island had done so much for it, in ordering the erection of barracks etc., its name was changed in 1800 from St. John to Prince Edward Island. It had then about 5000 settlers. On the 1st Day of July 1873 P E Island became a province of the Dominion. Our first representatives from Prince County were James Yeo and J C Pope; from Queens, D Laird and P Sinclair; and from Kings, D Davies and Austin McDonald. Messrs Haythorne, Haviland, D Montgomery and Howlan were appointed Senators. Mr. Robinson was the last Island Governor appointed at London, and Sir Robert Hoigson was the first under confederation. THE SETTLEMENT OF SUMMERSIDE. Then called Green's Shore, was commenced in 1778. Previous to this Lot 17 in which it is situated was the property of Colonel Compton. The American War of Independence had occasioned great loss to those who had remained loyal to England and to help them was the mother country's bounden duty. Among them were Daniel Green and Benjamin Darby, and for their devotion they were each rewarded with five hundred acres of land in Lot 17. Mr. Green chose the land, part of which is now occupied by the town of Summerside, and Mr. Darby chose 300 acres extending west from Green's Shore. And then began the slow process of hewing out an habitation from the primeval forest. But soon the hand of industry had cleared out a rude farm yard, and for the first time the smoke arose in Lot 17 from the home of an Englishman. About five miles west, on the north shore, at a place now known as New Village, a little settlement had been established years before, and these with the roving bands of Indians who frequently hovered around in pursuit of game, were the only neighbors of the two families. The French settled all along the north shore from Lot 17 to Rustico and East Point. About 1840 the lots began to sell. Samuel Green, father of H C Green, and Thomas Hunt, father of Richard Hunt, were among the first to move in and became the first magistrates of Lot 17. It was about this time that the place was first called SUMMERSIDE. The way Summerside came to be so-called is said to be as follows:—One cold day Colonel Compton drove down from the North Shore to Green's Shore. The day was bitter cold; the sharp north wind blowing across from Richmond Bay chilled him through; but on approaching his destination he presently found himself sheltered from the cruel blast, and on the sun suddenly emerging from the clouds he exclaimed, "Why dear me, it's like a Summerside here." The first Post Office was established very shortly after and the mail bags bore the name of Summerside. The first Post Office was kept in a little building where now stands the brick building occupied by J H Bell and Neil McLeod, barristers, and the first Postmaster was Patrick Power, Hon. J. C. Pope was among the first to move here about this time, and soon the place began to build up rapidly. Vessels called quite frequently, and a sailing packet named the Dolphin, commanded by Capt. Simpson, made regular trips between Summerside and Shediac. Queen's wharf, now Town wharf was commenced in 1840. The people had been obliged to travel along the shore until about this time when an effort was made to open up a road, although the owners of the land through which it was proposed to pass were opposed to it. However a commission was appointed to attend to the matter and the road which since developed into Water street was opened to the public. It was not until 1851 that Summerside began to assume the appearance of a town. In that year ship building began to be carried on quite largely. In 1853 the steamer Westmorland began to make trips twice a week to Point Du Chenet. After the completion of the railroad in 1875 daily trips were made. People now began to pour in from all quarters; immigrants strolled up from Charlottetown and the seaport villages; and soon afterwards the business, which had been carried on at St. Eleanor's and adjacent villages, began to centralize in Summerside. A stage coach then ran daily between St. Eleanor's and Charlottetown, connecting with Summerside. St. Eleanor's was then the shire town of the county. It had been partly settled as far back as 1792 and later contained the county jail and Court House. The present Court House in Summerside was completed in 1870, after which the old building at St. Eleanor's was dispensed with. In this year Summerside was made the county town of Prince County and was allowed two representatives in the House of Assembly. The town was incorporated in 1875, but the charter was not granted until 1877 so that for two years the town was conducted under "The Town and Village Act." The first Board was composed of the following members:—David Rogers, Chairman, John Gaffney, R McStavert, Thomas Crabbe and John K Calhoun. W B Ramsay was the first Town Clerk. In October 1877 the first Council of seven members was elected under the Act of Incorporation as follows: David Rogers, Chairman, Thomas Beattie, Thomas Crabbe, Thomas Brehaut, David Montgomery, W P Bsker and Jacob Schurman. (Messrs. Rogers, Beattie and Bsker are the only members now living.) James Gurrie was appointed Town Clerk and continued to hold his position until his death in 1885. The same Council Board was re-elected in 1878. In the early years of Summerside ship building was carried on very extensively; at one time, about 1860, twenty-two vessels stood on the docks. But this is all past. It is now about twenty years since a launch took place in Summerside. Capt. Van Richards built the last vessel. So much for the earliest days of Summerside. Looking at the town at the present time, compared with the long past, one sees many changes. Though the town has not grown to any great extent, there is considerable improvement in its appearance. But apart from growth and improvement, there are always changes in a town which are noticed most by those who visit it but frequently. Many of our old residents will be with us this season who have not seen their native land for many long years; by them these changes will be readily observed. Faces once familiar are now grown strange; some are absent, some are gone forever. Yet, be the changes ever so great, there is a something in nature which always remains to speak with familiar voice to the returned native no matter how long he has wandered from home; and "Such is the patriot's host, wherever we roam; his first, best country ever is at home."

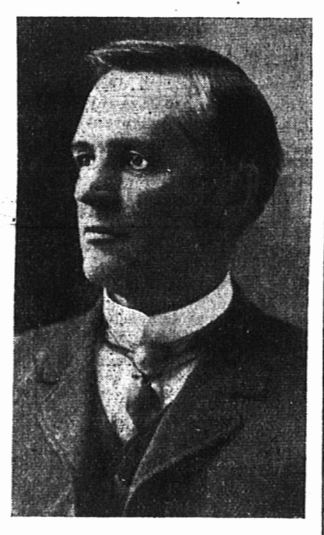


DAVID ROGERS First Mayor of Summerside, 1875.

Capt. Simpson, made regular trips between Summerside and Shediac. Queen's wharf, now Town wharf was commenced in 1840. The people had been obliged to travel along the shore until about this time when an effort was made to open up a road, although the owners of the land through which it was proposed to pass were opposed to it. However a commission was appointed to attend to the matter and the road which since developed into Water street was opened to the public. It was not until 1851 that Summerside began to assume the appearance of a town. In that year ship building began to be carried on quite largely. In 1853 the steamer Westmorland began to make trips twice a week to Point Du Chenet. After the completion of the railroad in 1875 daily trips were made. People now began to pour in from all quarters; immigrants strolled up from Charlottetown and the seaport villages; and soon afterwards the business, which had been carried on at St. Eleanor's and adjacent villages, began to centralize in Summerside. A stage coach then ran daily between St. Eleanor's and Charlottetown, connecting with Summerside. St. Eleanor's was then the shire town of the county. It had been partly settled as far back as 1792 and later contained the county jail and Court House. The present Court House in Summerside was completed in 1870, after which the old building at St. Eleanor's was dispensed with. In this year Summerside was made the county town of Prince County and was allowed two representatives in the House of Assembly. The town was incorporated in 1875, but the charter was not granted until 1877 so that for two years the town was conducted under "The Town and Village Act." The first Board was composed of the following members:—David Rogers, Chairman, John Gaffney, R McStavert, Thomas Crabbe and John K Calhoun. W B Ramsay was the first Town Clerk. In October 1877 the first Council of seven members was elected under the Act of Incorporation as follows: David Rogers, Chairman, Thomas Beattie, Thomas Crabbe, Thomas Brehaut, David Montgomery, W P Bsker and Jacob Schurman. (Messrs. Rogers, Beattie and Bsker are the only members now living.) James Gurrie was appointed Town Clerk and continued to hold his position until his death in 1885. The same Council Board was re-elected in 1878. In the early years of Summerside ship building was carried on very extensively; at one time, about 1860, twenty-two vessels stood on the docks. But this is all past. It is now about twenty years since a launch took place in Summerside. Capt. Van Richards built the last vessel. So much for the earliest days of Summerside. Looking at the town at the present time, compared with the long past, one sees many changes. Though the town has not grown to any great extent, there is considerable improvement in its appearance. But apart from growth and improvement, there are always changes in a town which are noticed most by those who visit it but frequently. Many of our old residents will be with us this season who have not seen their native land for many long years; by them these changes will be readily observed. Faces once familiar are now grown strange; some are absent, some are gone forever. Yet, be the changes ever so great, there is a something in nature which always remains to speak with familiar voice to the returned native no matter how long he has wandered from home; and "Such is the patriot's host, wherever we roam; his first, best country ever is at home."



H. J. MASSY Town Clerk of Summerside.



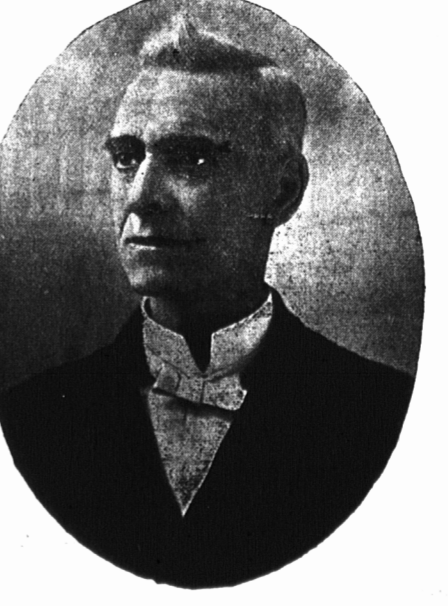
NEIL McQUARRIE Stipendiary Magistrate of Summerside.

RUSSIANS AGAIN SUFFER DEFEAT

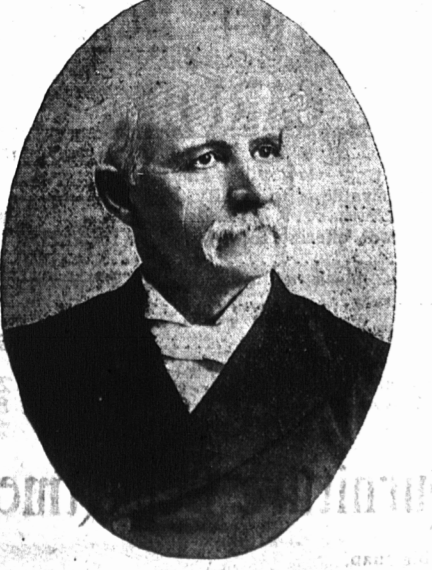
Oku Occupies Kai Ping and Captures Ten Guns—Grip Closing on Port Arthur—Final Assault Soon Expected—Trouble in Russian Poland.

TROUBLE IN POLAND NOW. VIENNA, July 9—(Special)—Polish papers regret that the Governor General of Warsaw has asked permission to place Russian Poland in a minor state of siege, as otherwise it will be impossible to prevent an uprising of the disaffected population. JAPS CAPTURE TEN GUNS. LONDON, July 9—(Special)—The Tokio correspondent of the Daily Chronicle says the Japanese captured over ten guns and fifty prisoners near Kai Chou. ALSO OCCUPY KAI PING. After severe fighting General Oku occupied Kai Ping on Friday. THE GRIP ON PORT ARTHUR. The general belief here is that Japan is rapidly tightening a relentless grip around Port Arthur and when the final

assault comes the fall of the fort will be a matter of brief duration. CURTAIN MUST SOON RISE. The curtain must soon be raised and is expected to show the Japanese in possession of a strategic advantage with men and guns sufficient to successfully end the present operations. [Danger of an uprising in Poland, defeat at Kai Ping and the loss of that important position with ten guns are among the Russian troubles reported by the wires. Victory still perches on the Japanese banner and London looks for decisive tidings from Port Arthur at an early day.] IF TORMENTED WITH CORNS go the nearest druggist and buy a bottle of Fu nam's Painless Corn and Wart Extract. It is guaranteed to cure, and acts quickly. Refuse a substitute.



REV. WILLIAM DOBSON. Who began his pastorate in First Methodist Church yesterday.



REV. W. W. LODGE Who preached an eloquent sermon to Orangemen yesterday.