

# THE DAILY EXAMINER.

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NEW SERIES.

CHARLOTTETOWN, P. E. ISLAND, WEDNESDAY, JULY 20, 1887.

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ALMANAC FOR JULY, 1887.

MOON'S CHANGES.

Full Moon 5th day, 4h., 21.7m., a. m., W.  
Last Quarter 13th day, 2h., 44.6m., a. m., S. E.  
New Moon 20th day, 4h., 37.5m., p. m., S. W.  
First Quarter 27th day, 10h., 17.8m., a. m., E. (below horizon.)

D. DAY OF WEEK

D. DAY OF WEEK	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
1 Friday	4	18	7	49	4	0	7	20
2 Saturday	19	49	5	9	8	22	30	
3 Sunday	19	48	6	13	9	12	29	
4 Monday	20	48	7	12	9	50	28	
5 Tuesday	21	48	7	56	10	40	27	
6 Wednesday	22	47	8	45	11	40	26	
7 Thursday	22	47	9	22	11	58	25	
8 Friday	23	47	9	54	11	38	24	
9 Saturday	23	46	10	22	11	11	23	
10 Sunday	24	46	10	48	11	47	22	
11 Monday	25	45	11	8	2	27	20	
12 Tuesday	26	44	11	56	3	11	18	
13 Wednesday	27	44	11	30	4	6	16	
14 Thursday	28	43	10	2	5	9	15	
15 Friday	29	42	10	28	6	20	14	
16 Saturday	30	42	10	0	7	23	12	
17 Sunday	31	41	1	38	8	23	10	
18 Monday	32	40	2	20	9	11	8	
19 Tuesday	33	39	3	15	9	59	6	
20 Wednesday	34	38	4	12	10	38	4	
21 Thursday	35	37	5	20	11	23	2	
22 Friday	36	36	6	32	12	0	0	
23 Saturday	37	35	7	46	0	14	58	
24 Sunday	38	34	8	1	0	50	56	
25 Monday	39	32	10	15	1	27	53	
26 Tuesday	40	31	11	29	2	14	51	
27 Wednesday	42	30	12	41	3	06	48	
28 Thursday	43	28	1	51	4	14	45	
29 Friday	44	27	3	0	5	35	43	
30 Saturday	45	26	4	5	6	57	41	
31 Sunday	4	46	7	20	5	4	4	14

## PREPARE FOR HOT WEATHER

—AND BUY FROM—

# Perkins & Sterns

New American Muslins, New French Muslins, New Printed Batists, New Printed Cottons.

A BIG DISPLAY OF LACES.

Book Muslin, Victoria Lawn, Bishop's Lawn, Check Muslins.

Embroideries, in Allovers, Flouncings, Edgings, Insertions, &c.

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Linen Collars and Cuffs, separate or in sets. Corsets, direct from the makers and at the lowest price.

If you want a Seaside Dress just see our stock of Flannels—Cheapest and Best Goods for the purpose to be found.

# Perkins & Sterns

June 7—ly & wky

## Know all Men by these Presents that

# THE STAR

## TAILORING ESTABLISHMENT

Is the right place to get your Clothes made. Because we give Good Value and a Fit that beats the world. Our Establishment is new but our Cutters are the oldest at their business in the Province. We can give a style and finish to our garments that others cannot attain to.

# WE BLOW

Because we know we are right and care not what our competitors say. We are bound to knock them out in Fit, Style, Finish, Price, &c. Come and see us, even if you don't buy. We want to show you our Fine Stock of Tweeds, Worsteds, &c.

# McLEOD & McKENZIE,

Queen Street, opposite Watson's Drug Store.

JAMES McLEOD, late of C. Robertson & Co. J. T. McKENZIE, formerly Bruce & McKenzie, late of New York.

Charlottetown, July 5, 1887—eod & wky

## SUMMER BEVERAGES, & C.

### WHOLESALE AND RETAIL.

Montserrat Lime Juice, in pint and quart bottles. This Lime Juice is imported from the Island of Montserrat, and is guaranteed to be the best and purest in the world.

West India Lime Juice, in bottles and on draught. We import this in casks and bottle it ourselves, and it has given first-class satisfaction.

Lemon and Raspberry Syrups.—As we import these from one of the best houses in the Dominion, we guarantee them to be equal, if not superior, to any other Syrups in the market.

Fresh Fruit.—We are receiving Oranges, Lemons and Apples, every Boston steamer, and will have Pears, Grapes, Strawberries, Watermelons, &c., in their season.

Confectionery.—Having a very large stock of good, wholesome Confectionery, we are prepared to give extra value in this line.

Tea Committees will find it to their advantage to give us a call before buying elsewhere.

# BEER GOFF,

QUEEN SQUARE AND KING SQUARE STORES.

Charlottetown, July 9, 1887—eod wky

## ADAMSON'S BOTANIC COUGH BALSAM

SAFE. SURE. PROMPT. 25cts.

### A WONDERFUL REMEDY

Adamson's Botanic Cough Balsam. It is as pleasant as honey. Coughs, Colds, and Asthma, which fail to be cured by other remedies, have been speedily cured by the use of Adamson's Balsam after all other medicines have failed. Sufferers from either recent or chronic coughs or bronchitis affections, can resort to this great remedy, confident of obtaining speedy relief. Do not delay, get it at once.

FOR SALE BY ALL DRUGGISTS.  
Bottled at Montreal, N. B., by the proprietors,  
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## CUSTOM SHOE SHOP.

WE, the undersigned, have re-opened the Custom Boot and Shoe Shop, RICHMOND STREET, formerly occupied by the late John Monaghan opposite Nelson Brothers, Grocers. Repairing Promptly Attended to.

C. McQUILLAN J. McMAHON,  
May 18, 1887—eod & wky \* mos

## PURE GOLD GOODS

ARE THE BEST MADE. ASK FOR THEM IN CANS, BOTTLES OR PACKAGES.

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### AGENTS WANTED.

One man took our new book, the Great Irish Struggle in less than a week. Send for outfit now and try this new and popular book. It sells because it interests and is low priced. Most liberal terms. Apply to W. E. KERRY, St. John, N. B.

J. S. ROBERTSON & BROS., Publishers, Toronto.  
July 9, 1887.

### NOTICE.

A MEETING of the Liberal Conservative Association will be held at Georgetown on TUESDAY, 19th inst., at 11 o'clock, a. m.

D. GORDON, President.  
Georgetown, July 11—3i wky 11

### A CARD.

To all who are suffering from the errors and indiscretions of youth, nervous weakness, early decay, loss of manhood, &c., I will send a receipt that will cure you, FREE OF CHARGE. This great remedy was discovered by a missionary in South America. Send a self-addressed envelope to the REV. JOSEPH T. INMAN, Station D, New York City.

### TO LET.

PRIOR to making some considerable change in our present business, we propose to rent the store on P. G. Fraser's Corner (now occupied as a boot store). It is one of the best stands in the city for a druggist, jeweler, &c.

DORSEY GOFF & CO.  
May 26—2aw 11

## 1827 - - - 1887

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March 20, 1887.

## THE DAILY EXAMINER.

JULY 20, 1887.

### NOTES

#### Of a Trip to the North-West and British Columbia.

The sublimity of the scenery impressed me greatly. I thought what an apt name had been applied to the mountains by him who spoke of them as the "Body Guards of God." They seemed so stupendous to us creeping in and out at their base, that one could not help reflecting upon the littleness of man compared with these great works of the Creator. But there is another side to this thought. Man, with all his insignificance, has triumphed over nature in a marvellous manner. He has pierced these mighty mountains and bridged these yawning chasms. He has rent these rocks asunder where they stood in his path, and has cleaved his way through them, mighty though they be.

These were my thoughts as we sped along—on to the Kicking Horse Pass, through which runs the dividing line between the Northwest Territories and British Columbia. At this point, which is the summit of the Rocky Mountains, 5,296 feet above the level of the sea, is to be seen a remarkable sight. On one side of the track the water flowing east into Hudson's Bay and the Atlantic, and on the other the water flowing west to the Pacific Ocean. It is the great "Divide," as it is called.

Now we are approaching Mount Stephen, which, with its smaller brother, Mount Field, guards the Kicking Horse Pass. This great mountain raises its lofty head in front of us, as though determined to bar our way, but we are not to be baffled. With a shriek, our great construction engine that we took on at Logan, in order to pull us up to the summit, makes straight for the monster and pierces his bowels. We are all in darkness for a few moments, but the returning light shows us that we have triumphed, and in a short time we are gliding into Donald, where a surprisingly large crowd stand awaiting us.

The Premier had a capital reception here—arches, bunting, addresses, and all that sort of thing. There must have been a thousand people present, nearly all of them miners. Our stay was short, for the Rockies are not the only mountains we have to cross. There are four ranges in all—the Rockies, Selkirk, Gold Range and Cascades. The Selkirk are those we are approaching. As we go west we see fires rising near the track, and these fires are very unlike those we saw on the prairie, where there was but an inch of dried grass to burn. Here we see huge trees on fire, the red flames darting from one to another, and the whole burning fiercely.

As we approach the Rogers Pass, which is at the summit of the Selkirk, the afternoon wears on, the shadows deepen and the scene becomes truly awful in its sublimity. The Premier, Lady Macdonald and I rode through this part on the cow-catcher. Indeed Lady Macdonald occupied it almost continuously from Canmore to Port Moody, a distance of nearly 600 miles.

The culminating point as regards scenery is, in my judgment, on the bridge over Stoney Creek, six miles east of the summit of the Selkirk. On this bridge, which is 286 feet above the surface of the water below, and is the highest wooden railway bridge in the world, we stopped the train, and seated on the cow-catcher looked around. The scene I shall never forget. The mountains were on every side. On our left and in front of us rose the highest of them all—Mount Sir Donald, 7,200 feet above our track, and we stood upwards of 4,000 feet above the level of the sea. Its base and sides were covered with a thick growth of pine and fir trees, which, from the distance at which we looked down on them, appeared like grass of a deep green hue. Part of the mountain side was on fire and burned fiercely, and the smoke rolling upwards half obscured the immense glaciers above. The mountain top was of course covered with snow, and could be seen dimly through the smoke.

Below us, at the bottom of the deep gorge over which we hung suspended, foamed a torrent fed by the mountain snows. The whole formed a deeply impressive scene. I felt it impossible to say a word, so awed was I at the majesty of God here manifested in His works. Suddenly, and almost unconsciously, I found myself repeating the opening words of that noble hymn of praise:

*Te Deum laudamus  
Te Dominum Confitemur.*

While all around seemed to answer back:

*Te aeternum Patrem  
Omnis terra veneratur.*

The train is moving, and the question now arises, how are we to proceed? Before us there stands what seems to be an impassable barrier of granite; but a glance behind reassures us, for far in the distance we can still discern the snow-capped peak of Mount Stephen, and the sight imparts confidence, reminding us as it does of what we have this day witnessed of man's power—and so we push bravely on, round the verge of precipices, over creaking trestle work thrown out at great heights above gloomy waters, through tunnels of Egyptian darkness, till at length the summit is passed, and we are again running down grade, the knowledge of which fact brings with it an involuntary sense of relief.

At the Glacier House, a new hotel which is being built by the Canadian Pacific Railway, near the Rogers Pass, a beautiful view is had. From the front of the hotel it is to be seen an immense glacier, said to be 800 feet in thickness. In full view stands Mount "Sir Donald," while all round the great hills raise their lofty heads.

It is said that when the engineers reached the summit of the Selkirk, they had no knowledge of their downward path. They must have been brave. I was going to say rash men to build a railway into such a

place without seeing their outlet. Science and skill however, have triumphed here as elsewhere, for the view tells us that we are rapidly descending—and in a remarkable manner. The road here runs spirally, appearing to us from the carriage windows as though it had taken the form of a series of concentric circles. We are across a deep ravine, a railway track running parallel to ours, and we find it is our own track over which we have just been travelling.

An idea of the difficult nature of this engineering feat may be had from figures. We travel over six miles of road to overcome a distance of 2 1/2 miles, and we drop in that distance 630 feet.

The river courses are most tortuous. We cross the Bow River seven times, the Kicking Horse nine times and the Ille-cille-tract no less than thirteen times. At each crossing a different view is presented, and the changes are so many and frequent as to give to the whole a kaleidoscopic character.

We rested for the night at Revelstoke, a station deep in the recesses of the woods, and were very glad to get a good night's rest, which is difficult to obtain in a moving train.

Next morning we crossed the Columbia River for the second time, and following the valley of the Eagle River strike the Thompson as it issues from the Shuswap Lakes. We reach Kamloops (2655 miles distant from Montreal) at 2 p. m., stay but a few minutes and continue our way along the great canyons of the Thompson River. The view continues superb.

Shortly after leaving Kamloops, I noticed the very remarkable formation of the hills, which with the river, form the valley through which we ran, or perhaps it would be more accurate to say that the ledge which formed our roadbed lay between the hills and the river, for from one side of the hill we could look down into the deep canyon, while from the other we could almost touch the rock. These hills, I was going to say, are castellated exactly like Norman towers. Indeed it was difficult to believe that the whole was the work of nature. We seemed for some distance to be surrounding the castle of some mighty giant.

We intended to lay up at North Bend, but night overtook us twenty miles east of that place. We were running along the Fraser Canyon, and our progress was somewhat retarded by land slides which kept falling from time to time along the road. The very vibration of the train would cause light showers of clay and gravel to descend every few yards, and when I looked out of the opposite window and saw that we were about one foot from the edge of a hideous chasm, bottomless so far as I could see, though the noise of the rushing river was plainly audible, I felt rather interested to know how much further we had to go. All this time the conductor kept me company in the smoking-room, telling me, as well as he could between the rattle of the stones and gravel and the roar of the waters, how, a short time before, a freight train running round a sharp curve in this neighborhood, had come in contact with a slide and had been precipitated into the depths below. Notwithstanding this falling of clay and gravel, however, which is due to the newness of the work and is rapidly being remedied, the railway is remarkably well built.

The best testimony I can give to the real solid excellence of the roadbed is the fact that during the whole of this atterdard ride, certain of the more venturesome spirits of our party occupied their seats on the cow-catcher. They reported the sight from their point of view to have been weird beyond description. We reached our resting place in safety about midnight.

My turn on the cow-catcher came with the rising sun. I may as well put down an episode which happened to me on this ride, and which threatened its sudden termination. We had left Hope, a pretty little village, behind us, and were going over a straight piece of road at a good rate of speed. All was well until, suddenly, up started from the ditch, about 100 yards directly in advance of the train, a number of half-grown pigs. They ran right in the way of the train, then broke and scattered. One little fellow seemed determined to try a race with us, for he kept on the track, running as hard as he could go. Of course there could be but one ending. We closed on him rapidly. I knew there was great danger, and that we were absolutely powerless to avert it. The train rushed on—the projecting point of the cow-catcher was a foot from the hind legs of our pig, who was still bravely leading us. Then came the dull thud as the moving iron struck him. Squealing he was lifted high in the air and passed like a flash between my body and the short post to which I was holding. He might just as well have gone by on the other side, but I felt a presentiment all along that he was coming my way. It was a narrow escape, for he grazed my knees as he passed. The engine driver was looking on in horror from his window; but seeing all danger passed he relaxed the brakes, and we continued on our way.

J. P.

FOR SALE.—Four hundred mackerel barrels (new.) Apply immediately at A. McNell's Auction Room. July 18th a wky

DISCOUNT or no discount. Clearance or no Clearance. Thanks to the people, I still have my share, because I act fair with every man, woman and child. The people's choice; the people's man, because I do the best I can my stock to complete, to suit your feet. Styles right up. Prices away down. No better boots and shoes in town, than at C. B. WARREN'S, Stumper's Corner.

WASHING MADE EASY.—I have on exhibition in my shop window a washing machine that does away with the old and laborious way of washing clothes; you can sit in your easy chair and rest while your washing is going on. It has been tried and proved genuine. Please call and examine this great Washer and Bleacher. Purchase one and thereby save labor and expense. They are sold for \$2.00 each. G. G. JURY, sole Agent for the Monarch Washer and Bleacher, North side Queen Square, opposite Post Office. may 12 dy 2aw wy 2m