

THE DAILY EXAMINER.

AUGUST 11, 1892.

Notes and Comments.

The credit re-adding to the Minister of Railways and the Government, from having restored a daily train to the Cape Traverser branch, has been lost by the fact that only one second-class car is afforded and only one man to work it.

Recent rains have retarded the hay-making and have injured rather than benefited the grain crops. The battle of the potato bug still continues. Fields in which the potato has been constantly weeded now promise well, but those which have been neglected are a sad sight.

There was to be a eternal smash in our outside trade, because, as "the natural market" was to be closed by the McKinley tariff, where could the products go? The exports for 1889 were \$82,000,000; they went up to \$96,000,000 in 1890; they climbed on to \$105,000,000 in 1891, and for 1892, the colossal figure of \$100,000,000 is recorded.

A growing demand for Canadian cheese in Britain is a good sign. From Montreal the shipments up to date aggregate 640,000 boxes compared with 524,000 boxes during the same period last year, an increase of 116,000 boxes. No one doubts that we keep out hold upon the English market by reason of the excellent quality of the cheese.

The Aylmer Gazette desires to know what benefit Canada will derive from the enlargement of the St. Lawrence canal so as to permit vessels to make the trip from the lake ports to Liverpool without trans-shipment of our contemporary seems to be under the impression that the effect of the deepened inland water-way will be to make Duluth, Chicago, Port Arthur and other inland points, ocean ports. In this apprehension were well-founded New York, Boston, Philadelphia and other Atlantic ports in the United States would stand to suffer relatively to as great a degree as Montreal.

The Scottish-American, published in New York, usually devotes an intelligent interest to the discussion of Canadian affairs. Referring to the anti-British feeling now prevalent in the United States, it says:—

It looks as if Congress were determined to destroy Canadian trade as much as possible, and some fear that they will extend at these high canal tolls, but will stop their influence to strike at those Canadian railroads whose traffic is largely derived from the United States. Of course Canada could enforce reciprocal commercial relations in a similar manner, and there is no doubt that American interests would suffer greatly if the interstate traffic on the Canadian railways was suspended.

Personal.

Mr. Justice Strong, of the Supreme Court, will spend six months in Europe for his health.

Alexander Gibson, the lumber king, has contributed five hundred dollars to the St. John's relief fund.

Frank Kennedy, of the Bank of Nova Scotia, has been transferred to the Montreal agency on promotion.

Dairy Commissioner Robertson has received a most satisfactory report from the New Brunswick dairy station.

Mr. Douglas McLeod, of New York, who has been spending some holidays with his friends at Belfast, leaves by the steamer Carroll this evening.

Gen. Roberts is a good kind of man to send on a peaceful mission to Afghanistan. The people there have learned to respect him when hostilities were the matter in hand.

Yesterday, His Honor the Lieutenant-Governor, being much better, received Admiral Sir John O. Hopkins and his staff, with a small party of friends, on the lawn, where a hot collation was served from six o'clock until eight.

Mr. Blair, the liberal premier of New Brunswick, has returned from Europe convinced, he says, that the people of Canada are as prosperous as, and in many cases more so, than those of foreign nations. Conservatives build their election platforms on this idea, and win.

Mrs. L. H. Davies gave a very pleasant "At Home" at Riverside last night. Admiral Hopkins and the officers of the warships were present, as well as many private guests. Dancing was kept up until about one o'clock. The grounds about the house were beautifully illuminated.

Seeing how much the British leader needs repose, some members of his family are urging him to take a seat in the House of Lords under the title of Lord Liverpool. But the Grand Old Man says he does not desire a new name, and he adds, pathetically, "When I die I want men to read on my tombstone, 'William Ewart Gladstone.'"

In his evidence before the prohibition commission, Dr. J. T. Steeves, of the New Brunswick Asylum, is reported to have said that about one-eighth of the cases of insanity treated by him were directly due to intemperance and another eighth indirectly due to this cause. He also stated that intemperance "stands pre-eminently as the leading cause of insanity."

The Toronto Globe remarks: There is a name that will occur to many in connection with the high post of President of Toronto University. Rev. G. M. Grant, principal of Queen's University, has occupied such a prominent position in educational matters that the public mind will naturally single him out as a fitting person to whom the mantle of Sir Daniel could fall. Principal Grant is above all things an administrator, and in the opinion of many that is the character of the man who should be next executive head of the Provincial University. The Government, however, may have some other name in view of equal acceptability. We do not know that Principal Grant's name has ever been considered, nor do we know that he would accept the position.

JOSEPH HOWE.

Principal Grant's Tribute to His Memory.

A Report Worth Reading.

The long talk of "Howe Memorial Picnic" came off at Truro on the 9th inst. The speech making took place on the band pavilion, in the park. Dr. Grant's address was an able, eloquent and forcible picture of the great man whom Truroites love and delight to honor. Every word that fell from his lips was listened to with rapt attention interspersed with hearty applause. He said: "I think it right to tell you at the outset that in judging men living or dead I do not ask how much chaff there is in their remarks about them, but how much wheat. Some men are thought wise because they have just sense enough to hold their tongues. When you come closer they are seen to be nothing but chaff. Now chaff is clean, but you cannot live upon it. What is what you want, and when there is wheat there is chaff too. But what's the use of grumbling about that? So what is the use of your proving that a man who conferred benefits on the country was not perfect. Montaigne says that every one of us has deserved hanging five or six times. You, perhaps, have escaped detection because of your 'better art of hiding,' or because, as you live a private life, it has been no one's interest to play the detective on you; but does either cause give you the right to throw stones at a great man upon whom you have found a blot? Grant that he deserved hanging ONCE OR TWICE. But if all were known you deserve it five or six times. If this principle of judging men is sound, surely it should be applied to those who live in the fierce light that beats on rulers, and on the men whose brains and tools have helped to build up the state. Concerning every one of those natural piety bids us say what those wrote concerning Abraham Lincoln: 'In his faults and weaknesses he forgotten in the presence of his great services.' Such men we should honor, first, because we are commended to honor the king, and the true king is the representative of the people, especially their chief representative; secondly, because in their position every defect is sure to be seen and sure to be exaggerated. If they are living, the one question to be asked is: Are they loyal public servants? Are there in the constitution or on the statute book any memorials of their work that will speak when they are dead?"

HAVE THEY DONE ANYTHING THAT HAS LASTED or is likely to last? If so, depend upon it, they must have sacrificed the present to the future; the seen to the unseen; that is, they must have had in them that principle of faith, without which it is impossible to please God. If we have eyes to see and hearts to rise above self-seeking, we shall stand by such men when living, and shall honor their memories when dead. A nation that is ungrateful to its public servants can have no future. All honor, then, to Truro for desiring to perpetuate the name and the services of the greatest statesman Nova Scotia ever produced.

It is easy to honor great names that are removed from us by centuries, the men whose figures loom large as they are seen through the mists of the past. Baulding their monuments may only show that we are the children of those who rejected and stoned them. It is harder to do justice to great men who recently died or who are still among us. They, perhaps, have hurt our feelings or fought against our prejudices or even our interests. How do we treat them?

PRINCIPAL GRANT ILLUSTRATED THIS POINT by referring to two public acts in the lives of Sir Adams G. Archibald and Sir Charles Tupper, of which he had been a witness soon after coming to Halifax in 1863. The first was the stand taken by Archibald, then leader of the opposition. Dr. Tupper as leader of the government, had brought in a bill to establish a system of common school education in Nova Scotia. It was understood that many of his opponents were opposed to the principal of taxation in the bill, and that they had indicated to the leader of the opposition that they would join him in voting against it. Archibald resisted the temptation and cordially supported the measure. The second was the stand taken by Dr. Tupper in the house when many of his old political friends threatened him with their desertion and his defeat if he gave his support to the re-establishment of Dalhousie college as a provincial university. The doctor took his stand with his usual straightforward boldness, and declared that he was prepared for defeat, but not for going back upon any such measure. Principal Grant here incidentally stated that in coming out of the province building he met Mr. Howe, not then a member of the house, who said: "Tupper has shown today that he's a man. I tell you what, Grant, some day yet he will be in a tight place, and then I will remember this and give him a good day's work for it."

"These are the occasions and tests that try the stuff of which men are made," continued Principal Grant.

AND NOW WHAT ABOUT HOWE? First, of what stock did he come? I believe in breed—in everything living, in plants, animals and in men. Howe came of the best possible stock. There was no better Puritan name than that of Howe, —Oliver Cromwell's chaplain. And one of the Howes was better than Joe's father —the stout old united empire loyalist, who had left New England for Nova Scotia rather than be false to what he believed to be the right. He became postmaster-general of the maritime provinces, and was a man who was always ready to give his last sixpence to anyone who needed it more than himself. Joe was born in 1804, in an old-fashioned cottage on the North West Arm. Far from being precocious when a boy, an old lady who went to school with him told me that he was a regular dunce. He was taken from school, at the age of 13 and put to work in a printer's office, where he had to begin on the lowest rung of the ladder. He is thus a proof that a man can, or rather must, educate himself; and that if he takes

advantage of the opportunities every man has he may be none the worse of escaping the rack of early and multiplied written examinations that are so dear to the official mind.

HIS BEST EDUCATION WAS IN THE HOME SCHOOL.

And as for his trade. He read the Bible and Shakespeare over and over again. These formed his style, reading and talking with his father did even more for him. When at work he gave his heart to it, and when work was over he threw himself into outdoor sports of all kinds. He was a capital swimmer, a lead shot, and good at every game that was played. To the last of his life he encouraged outdoor games as one of the best educational forces, for he knew perfectly well that the essence of education is not mere intellectual training, but the formation of character. How he educated himself in spite of little schooling, anyone can see by reflecting his poem "Melville Island," and reading that though he wrote it at the age of seventeen, he had never been considered a youthful prodigy. We talk of our wonderful educational advantages, but how many of our boys at 17 have the command of English that this poem shows? Yet the very essence of intellectual education consists in a thorough mastery of our own language. But in getting the greater we usually get the less. The education that means formation of character is not accomplished by any patent methods. It demands the influence of a home where religion is acknowledged as all powerful. It needs time, —ample, patience love; and on the part of the scholar, willingness to learn and a measure of reflection. As the age of 24 Howe bought the Nova Scotian and became editor, reporter, our own correspondent, and manager, as well as proprietor. During the next seven years

HE MADE HIMSELF THOROUGHLY ACQUAINTED WITH NOVA SCOTIA.

by tours on foot and horseback through every nook and corner, as people cannot know a country who see it only from a Pullman car. He discovered romantic spots like this. He loved to sit beside our lakes and streams and coasts. He wrote beautiful verses about "Our Native Pines," "The Wild Cherry Tree," "The Coonack Lake," "The Stewiacke," "Our Streams," "The Mayflower," "The Firefly," and "The Nova Scotia loves. He got to know the people, too, at their own firesides, and often declared that the farmer's fireside was the best of all colleges. The year after his time for repose, for reflection, for reading and for writing. They made him a patriot. He felt there was no spot on earth like Nova Scotia, and the dearest spot in it was his own home; and the grandest work for man, the work in which he was engaged. This is the basis for the healthy character. I believe in cosmopolitanism, but cosmopolitanism derived from love of wife and child, love of native soil and native land, love of our fathers and love of our country's history, is simply another name for selfishness.

Up to the age of 31 there was little sign of Howe becoming a public man. An incident occurred then that determined his fate. His defence of himself against a charge of having libelled in his paper the magistrates of Halifax, made him famous as an orator, and he was called upon to run for the county. For the next 36 years our representative Nova Scotian. What was a position meant in the eyes of his countrymen is to be judged on the same principle as that in which Thémistocles declared his son to be the most powerful being on earth, and Mr. Samuel Slick, clock maker, argued his own greatness.

"I do not propose to go over Howe's acts and speeches during those 36 years, but simply to ask

WHAT WAS THE GREAT WORK THAT HE DID?

He made Nova Scotia free, as far as political self government means freedom. He gave the province responsible government. How far we have travelled may be estimated by the fact that this was called by his opponents the "responsible nonsense." We are now so familiar with the gift, it seems so purely a natural right, so like the right that a man has to choose his own wife, his own house, his own minister, lawyer or doctor, his own calling, that we forget that Nova Scotia is have had it a century, and that it cost Howe a year's conflict and the sacrifice of every shilling he had, as well as his prospect of becoming wealthy, to gain it for us.

I. O. O. F.

ELECTION OF GRAND LODGE OFFICERS. (Special to THE EXAMINER by telephone.) SUMMERSIDE, Aug. 11.

At the forenoon session of the Grand Lodge, I. O. O. F., the following officers were elected for the current year:—

- Grand Master—John H. Sutherland, Halifax.
Deputy Grand Master—Benjamin A. Seamers, St. John.
Grand Warden—H. Wyckoff Rogers, Amherst.
Grand Secretary—J. C. T. Frazee, Halifax.
Grand Treasurer—Henry A. Taylor, Halifax.
Grand Representative—James R. McDonald, Sherbrooke.
Grand Trustees—Grand Master Sutherland and Deputy and Grand Warden.

The installation of officers took place upon reassembling at 1.30 this afternoon. It is probable that the session will close in the evening at 4 o'clock, in order to enable visitors for Nova Scotia to return by tomorrow's steamer.

Mr. Baird, of Newfoundland, has become one of the Men of the Time. Two or three years ago he had no expectation of figuring in a grave constitutional and international matter. He was more anxious to make a little money in the industry of lobster canning. The preliminary arrangement between England and France respecting the French Shore trouble, which agreement is known as the modus vivendi, found Mr. Baird with a new lobster factory, which, according to the terms required to be closed in the interest of the French who had another factory within the defined limit. Mr. Baird refused to suspend operations. The French fishermen could do nothing. But Admiral Walker of the British fleet, enforced the treaty by seizing the establishment. Mr. Baird engaged counsel and instituted a suit for damages against the admiral, claiming that the province as a self-governing colony had jurisdiction over his rights, and that the British regulation was invalid, as it had not been submitted to the Newfoundland legislature. Mr. Baird's judgment, and on the appeal of Admiral Sir Baldwin Walker has had the satisfaction of finding the decision confirmed by the privy council. The damages awarded are said to be liberal.

Go to the Dominion Boot and Shoe Store for cheap boots. jyl 21

The Scottish Gathering.

FOLLOWING is the list of the prize winners in all the events which had not been contested up to the time of our going to press yesterday:

Boys race, 16 years, 100 yds.—J. H. McGregor, Ch'town, \$3; 2, John Ayling, \$2; 3, John K. Nicholson, \$1.

Bicycle race, 2 Fed.—1, Willie Moore, silver medal; 2, Fred Rattary. In this race Mr. F. deC Davies was not allowed to take part. He was permitted to ride around the track, however, when he beat the time of the race by eight seconds.

Bicycle race, (ordinary and safety)—This race took place after the bicyclist's parade and resulted in W. Moore winning the first prize of a silver medal, and F. deC. Davies second, Mr. Norton's prize. Moore rode a safety wheel in this race, and Davies the ordinary wheel.

Sack race—1, D. F. McKinnon; 2, D. McPhae; 3, Malcolm Stewart.

Half-mile race (pen)—1, J. A. Gaudet, city; 2, A. Reax, H. M. S. Blake; 3, A. Matheson.

Vaulting with pole (silver cup), by P. S. Brown; 1, J. A. McEachern; 2, D. J. McDonald.

Hurdle Race—1, D. J. McDonald; 2, B. F. Stewart.

Dancing Highland Fling—Miss B. Basset, of California.

Pipe Music—1, Peter Ferguson, city; 2, Mr. Harrington; 3, Mr. McMillan, N. S.

Best Highland Costume, man or boy—1, Mr. Jas. McLeod; 2, Mr. Peter Ferguson.

Grand Prize, presented by Col. J. D. Irving to the all-round athlete, to be judged by points, silver brooch with gold centre—D. J. McDonald.

Tug of War, City team—1st prize, \$12, H. M. S. Magie, 2nd prize, \$6.

Club Tug of War Team consisted of: Capt. D. Finlayson, Chas. Hermans, Weston Quigley, John F. Froude, F. B. McKie, John Walker, A. Matheson, J. McEachern, D. J. McDonald, A. McDonald, Neil McDonald, J. A. McEachern. They competed with teams made up of sailors from H. M. S. Blake, stokers from the same ship, and a team of sailors from H. M. S. Magie. It was only pick and sheer hard work that enabled our team to win the victory.

Dancing the Highland Fling by Miss Basset of California, a tug of 8 years of age was beautifully done and won much admiration for the little lady.

Miss Rollie Irving presented her brother's prize and Chief McDonald the rest.

Among the old relics in the Pioneer Hut yesterday was the small boat used by the venerable Bishop McEachern, which was kindly loaned for the occasion by the ladies of St. Joseph's Convent where this venerable relic is carefully preserved. This pioneer boat was used by the owner on his extensive missionary travels. Wheels were put under it for road service, and when reaching a river or bay those wheels were detached and put in the boat—the faithful horse was unharnessed, and led by the bridle swam after the boat, which was paddled across the waters by that great and good missionary. In winter runners were placed under this time honored craft by which its occupant traversed a river and bays utilizing it as a sled.

Appropriate addresses were at the close of the Pioneer Exhibition, delivered by Rev. A. McLean Sinclair, of Belfast, and Rev. Dr. Morrison, Rector of St. Dunstan's College, relating to the life and times of the early Scottish settlers of this Province.

Alexander Beaton, Esq., of East Point, and Samuel McDonald, Esq., of Dundas, and Duncan Munn, Esq., of Little Sands, were at the gathering yesterday.

BIRTH. On Tuesday, 9th inst., the wife of Mr. W. H. Stewart, of a daughter.

DIED. At Lowell, Mass., on August 1st, Annie, beloved daughter of Ann and Thomas Murphy, in the 19th year of her age. Deceased was a native of Charlottetown. May her soul rest in peace.

BANKRUPT GOODS, BY AUCTION.

AT SALES ROOM, TO-MORROW, commencing at 11 o'clock, a. m.:— Lot of Dry Goods, Readymade Clothing, Shirts, Braces, Hose, Gloves, Drill Ticking, Window Holland, Knives, Forks, Spoons, Brushes, Scissors, Pipes, etc. R. BEARSTO, Auc. Invear.

LEON W. WASHBURN'S All New, Enormous R. R. Shows, CIRCUS, Hippodrome and Wild West WILL EXHIBIT AT CHARLOTTETOWN, AUG. 17 & 18.

Coming Sure! No Postponement! The Largest and Best 25c Show on Earth. Nothing too good for the People's money.

50-BEST PERFORMERS-50. Jockey Races on Blooded Stock. 3-CLOWNS-3.

ONE TICKET-25c-ADmits to ALL. Grand Free Street Parade Daily at 10 a. m. aug 11

W. A. WEEKS & CO. Charlottetown, Aug. 9, 1892.

WANTS, LOST, FOUND & SPECTACLES FOUND—A pair of concave spectacles was left in my shop, and the owner can have the same by paying for this ad. MUMLEY, Grafton Street, Queen Square, aug 11

TO LET, at the head of Queen Street, a dwelling house (new) containing four bedrooms, front room, dining room and kitchen. Good yard room, etc. Also, a smaller house, five rooms and good yard room. Apply to JAS. F. CURRIE, C. S. Toms, aug 11

WANTED—A servant man to do general work. Apply to FREDERICK PETERS, No one but a good active man need apply. d&w t-2025

WANTED—An experienced Clothing Salesman—one who is acquainted with the city trade. Apply by letter to P. O. Box 662.

WE HAVE OPEN considerable territory in Nova Scotia on the best selling work of the season and wish to hear from parties with a view of taking up the canvass in their locality immediately. Those already at work are earning big money; you can do the same. Apply P. O. Box 155, St. John, N. B. aug 3

FURNISHED HOUSES—To let, for six months or longer, conveniently situated, a Furnished House containing ten rooms. Possession October 1st. For terms enquire at this office. aug-11 pat

WANTED—A competent servant. Reference required. Apply to Miss ANNIE ALLEY, Prince Street. jyl 19

TO LET—Half of the double tenement house on the south side of Hillsborough Square, lately occupied by B. C. Prowse. For particulars apply to William Wyatt or Edward Needham. june 11-11

TO LET—A dwelling house of nine rooms with stable, situated on Hillsborough Street, near the residence of Mr. Leonard Paine, and adjoining Henry Coffin's. Immediate possession given. Apply to GEORGE ALLAN. jyl 25-11 pat m w f

WANTED—Good wide-awake agents to sell for the Fonthill Nurseries of Canada. Good pay and regular and constant employment to the right man. No drones need apply. We have 700 acres under stock, every department fully equipped. Address "F. O. VELLINGTUN, BUILDERS, 100, GUY ST., W. BEALL, Manager. Name this paper. june 13

BEER BROS.

August Sale.

During the Month of August we wish to close out all remains of our SUMMER STOCK, and shall be continually showing lots of goods at prices to clear.

BEER BROS.

MASONIC PICNIC HALLIDAY'S WHARF.

Via Steamer Jacques Cartier.

ON MONDAY, 15th OF AUGUST,

In Aid of the Masonic Temple Bazaar.

A DINNER and REFRESHMENT TABLE will be provided on the Grounds Steamer will leave Steam Navigation Co's Wharf at 10, a. m. sharp. Fare 30 cents.

MRS. J. J. DAVIES, President.

aug 6-ty tl 11th

AUGUST.

LOW! LOW! LOW!

DOWN!

Goods Still Going.

LOW PRICES

To Everyone!

Our Summer Sales have been very good. We continue this Month at prices that will please everyone.

Call and try us at the New Store, a next to Beer & Goff's.

W. A. WEEKS & CO. Charlottetown, Aug. 9, 1892.

VALUABLE PREMISES

ON QUEEN STREET.

WE are instructed by Mr. L. W. Watson to offer BY AUCTION, on the premises, on MONDAY, AUGUST 15th, at 11 o'clock, a. m.:—

HIS VALUABLE PROPERTY fronting on QUEEN STREET, and running back in the rear to an entrance on Dorchester Street.

WATSON'S FOUR-STORY BRICK BUILDING is one of the very best built Establishments in Charlottetown, and contains, in addition to a handsomely appointed Dwelling House,

One of the best known Business Stands in P. E. Island.

TERMS AT SALE.

E. H. NORTON & CO., AUCTIONEERS.

aug 2-dy pat guar tl sic wy 2i

CANADIAN PACIFIC RY.

3 HARVEST EXCURSIONS TO POINTS IN MANITOBA

AND THE Canadian North West!

Leaving Stations on Intercolonial, Prince Edward Island and Windsor & Annapolis Railways on

August 15th and 22nd, and September 5th, 1892.

Return Passage to be completed within sixty days.

For rates of fare and all other particulars enquire of your nearest Railway Ticket Agent, and be sure your tickets read via C. P. Ry. from St. John, N. B., from which point special Colonial Sleeping Cars will be provided daily and on August 15th, 22nd, and September 5th, 1892.

Return Passage to be completed within sixty days.

For rates of fare and all other particulars enquire of your nearest Railway Ticket Agent, and be sure your tickets read via C. P. Ry. from St. John, N. B., from which point special Colonial Sleeping Cars will be provided daily and on August 15th, 22nd, and September 5th, 1892.

Return Passage to be completed within sixty days.

For rates of fare and all other particulars enquire of your nearest Railway Ticket Agent, and be sure your tickets read via C. P. Ry. from St. John, N. B., from which point special Colonial Sleeping Cars will be provided daily and on August 15th, 22nd, and September 5th, 1892.

Return Passage to be completed within sixty days.

For rates of fare and all other particulars enquire of your nearest Railway Ticket Agent, and be sure your tickets read via C. P. Ry. from St. John, N. B., from which point special Colonial Sleeping Cars will be provided daily and on August 15th, 22nd, and September 5th, 1892.

Return Passage to be completed within sixty days.

For rates of fare and all other particulars enquire of your nearest Railway Ticket Agent, and be sure your tickets read via C. P. Ry. from St. John, N. B., from which point special Colonial Sleeping Cars will be provided daily and on August 15th, 22nd, and September 5th, 1892.

Return Passage to be completed within sixty days.

For rates of fare and all other particulars enquire of your nearest Railway Ticket Agent, and be sure your tickets read via C. P. Ry. from St. John, N. B., from which point special Colonial Sleeping Cars will be provided daily and on August 15th, 22nd, and September 5th, 1892.

Return Passage to be completed within sixty days.

For rates of fare and all other particulars enquire of your nearest Railway Ticket Agent, and be sure your tickets read via C. P. Ry. from St. John, N. B., from which point special Colonial Sleeping Cars will be provided daily and on August 15th, 22nd, and September 5th, 1892.

Return Passage to be completed within sixty days.

For rates of fare and all other particulars enquire of your nearest Railway Ticket Agent, and be sure your tickets read via C. P. Ry. from St. John, N. B., from which point special Colonial Sleeping Cars will be provided daily and on August 15th, 22nd, and September 5th, 1892.

Return Passage to be completed within sixty days.

For rates of fare and all other particulars enquire of your nearest Railway Ticket Agent, and be sure your tickets read via C. P. Ry. from St. John, N. B., from which point special Colonial Sleeping Cars will be provided daily and on August 15th, 22nd, and September 5th, 1892.

Return Passage to be completed within sixty days.

For rates of fare and all other particulars enquire of your nearest Railway Ticket Agent, and be sure your tickets read via C. P. Ry. from St. John, N. B., from which point special Colonial Sleeping Cars will be provided daily and on August 15th, 22nd, and September 5th, 1892.

Return Passage to be completed within sixty days.

For rates of fare and all other particulars enquire of your nearest Railway Ticket Agent, and be sure your tickets read via C. P. Ry. from St. John, N. B., from which point special Colonial Sleeping Cars will be provided daily and on August 15th, 22nd, and September 5th, 1892.

Return Passage to be completed within sixty days.

For rates of fare and all other particulars enquire of your nearest Railway Ticket Agent, and be sure your tickets read via C. P. Ry. from St. John, N. B., from which point special Colonial Sleeping Cars will be provided daily and on August 15th, 22nd, and September 5th, 1892.

Return Passage to be completed within sixty days.

For rates of fare and all other particulars enquire of your nearest Railway Ticket Agent, and be sure your tickets read via C. P. Ry. from St. John, N. B., from which point special Colonial Sleeping Cars will be provided daily and on August 15th, 22nd, and September 5th, 1892.

Return Passage to be completed within sixty days.

For rates of fare and all other particulars enquire of your nearest Railway Ticket Agent, and be sure your tickets read via C. P. Ry. from St. John, N. B., from which point special Colonial Sleeping Cars will be provided daily and on August