

Westward, Ho!

Notes, Comments and Descriptive Sketches

BY THE WAY.

Men and Things Canadian,

As Seen by "The Examiner" Abroad.

Forty or perhaps fifty passengers—a miscellaneous collection of men and women, boys, girls and children—left the train at Summerside wharf and went on board the good steamer St. Lawrence, on Friday morning last, the 16th inst. A few of them were summer tourists about to return to their homes, renewed in health, strength and spirits by their sojourn on the Island. Others were going back to their "places" in Boston and New York—places won by honorable service and kept open for them. While here they breathed their native air once more and greeted their oldtime friends. A few, in tears, had just torn themselves for the first time away from parents and home, and all their earliest, happiest associations, to seek their fortunes in a wider sphere. One, at least, was a "machine agent" returning in peace to his "house," having sold in a few short weeks thirty-seven self binders to the poor, ruined, tax-ridden victims of the N. P., who live and farm in the Island Province. Another was seeking rest from the labors and cares of a business grown large and prosperous under the blighting influence of the reckless policy of that bad old man, "John A." A third was bent on trying to obtain in New Brunswick lumber to supply the demand caused by the erection of houses and barns for the unfortunate Islanders who must have commercial union or give up their farms and emigrate to the States. A fourth was one of those fortunate and ever to be envied mortals who pass their days in strenuous idleness, editing a daily newspaper, eating the bread of carefulness in vain, and traveling with a free pass.

The ride to Summerside, under care of Conductor McGowan, had been very pleasant—the sun bright and cheerful, the roadbed smooth, the cars easy, the "simonies" noticeable only because they enabled the passengers to admire the broad landscapes from different points of view. The ripening, full-eared grain and the stook-dotted fields were pleasant to look upon, and the changing leaves, red and golden, added brilliancy to the quiet green of meadow and woodland. But outside Summerside the scene was completely changed. The sky darkened, the wind rose. Neptune came to demand tribute for crossing the Strait, and it had to be paid—even though Captain Cameron was careful to raise the steaming sail and Mr. Chandler strove to banish squeamish feelings by ringing the bell for one of his excellent dinners.

Arrived at Point du Chene, the writer was easily induced to take passage to Shediac in the Weldon House coach, the consideration being that he should partake of a Weldon House dinner. He had no cause to regret his easy compliance, for the dinner was capital—really first-class—and served by one of the prettiest and most attentive of waiters, was very cheap at forty cents. Shediac is a strong Scott Act town; but this may not have been the reason why several of those who partook of the good cheer of the Weldon House on this occasion were under the influence of liquor—two of them drunk enough to act like fools. But as in Charlottetown, there is a set off against the drunkenness of the place in the number and beauty of its churches! Messrs. Harper & Webster have a large boot and shoe manufactory here—ones which successfully competes for the patronage of the boot and shoe trade of the Maritime Provinces—including P. E. Island. The town has a cleanly and thriving appearance, and the utility, if not the beauty, of paint is made evident on the railway station and other more or less prominent buildings.

MONCTON.

But the punctual train cuts short our examination of Shediac; and we ride on to Moncton. In 1871 the population of Moncton was about twelve hundred, and was but little advanced in 1878; Moncton has now a population of nearly eight thousand. In 1874 the value of the total exports of Moncton was only \$1,844; last year the value of Moncton's exports was \$90,000. In 1874 the value of the imports of Moncton was \$87,939; last year the value of Moncton's imports was \$709,000, and her customs receipts averaged \$30,000 a month. Moncton has lately built a Presbyterian church at \$28,000, and an opera house (to seat eight hundred) at a cost of \$50,000 or \$60,000; while a brick and stone church for the Roman Catholics has been commenced, and is to cost about \$25,000. Moncton possesses a fine large brick market house, a fine large brick and stone post office, a splendid building for the railway officials—all built since 1878. Moncton has a water supply, a system of sewerage, a telephonic exchange, electric lights, as well as gas; and judging by the strains which greet the ear as I write, a very good brass band. Moncton has also a debt of \$129,000 and is taxed to the tune of \$55,000. She has three banks and several very fine factories, which give employment to hundreds of working people—the ubiquitous Islander being, as usual, well represented. In respect to church-going bells, Moncton is decidedly ahead of Charlottetown. Her bells are louder, better toned, more musical and are rung with more frequency, persistence and energy than those which Charlottetownians are accustomed to hear. Moncton, is, however, behind Charlottetown in the matter of a police force. She has but one Marshal and two policemen. Think of that! But the peace and order of the town seem to be pretty well preserved—even though the Scott Act is the law. The arrests for drunkenness from the first of January to the first of September of this year numbered, I am told, 138, or a few more than were made during the same time in Charlottetown. I find that opinion differs here as it does at home concerning the effect of the Scott Act. Some think there is less drinking than formerly; some think that there is more. All admit that anyone who wants a drink can get it—even at the best hotels—in spite of the law. But Moncton has, withal, grown and prospered wonderfully. No doubt she owes much to her situation as a centre of railway traffic. But the credit for her rapid rise and progress is mainly due to the enterprise and well-directed energy of a few of her citizens, chief of whom are the Messrs. Harris. The Islanders resident in Moncton seem to be prospering. Councillor Lea is Councillor Lea still, and still takes a foremost part in supplying doors and sashes, etc., to those who need them. Mr. Toombs is Moncton's head centre for the distribution of Island produce; and not content with providing for the living, he has gone into partnership with Mr. Huntley for the purpose of raising monuments to the dead.

At the Butts.

The second match of the Queen's County Rifle Association was shot yesterday afternoon. Ranges, 400 and 500 yards, 7 shots at each range without sighting shots. The wind was high and unsteady during the day, yet the scoring was very good. Lieut. D. L. Hooper obtained the highest aggregate and secured the D. R. A. medal with a total of 102 points. Capt. G. Crockett was second with a total of 101 points. Lieut. Hooper and Capt. Crockett, it will be remembered, were the two Island marksmen who represented this Province on the Canadian team at Wimbledon this summer. The following are the scores, and prizes:

Lieut. D. L. Hooper, 82nd, \$7.	59
Capt. J. A. Longworth, 82nd, \$6.	58
Capt. Crockett, 82nd, \$5.	56
Sergt. Offer, G. A., \$4.	55
Lt. Col. Dogherty, 82nd, \$4.	54
Sergt. Major Grey, Eng., \$3.	54
Corpl. Frowse, 82nd, \$3.	54
Lieut. R. V. Longworth, G. A., \$3.	54
Staff Sergt. Allan, 82nd, \$2.	53
Major Dogherty, R. L., \$2.	53
Capt. Stewart, 82nd, \$2.	52
Lance Corpl. Campbell, Eng., \$2.	51
Sergt. Crockett, 82nd, \$2.	51
Lieut. McDougall, R. L., \$2.	51
Corpl. Hooper, 82nd, \$1.	51
Sergt. Younker, G. A., \$1.	51
Lieut. Ferguson, 82nd, \$1.	50

After this match there was an interesting scratch match, fifteen entries and five prizes:

Five shots at 400 yards.	Pts.
Capt Weeks	24
Major Dogherty	22
Capt Longworth	22
Capt Stewart	21
Corpl H Hooper	20

The ninth spoon competition of the Rifle Club was held on Saturday afternoon, ranges 400 and 500 yards. Lieutenant McDougall captured the spoon.

Lieut McDougall	61
Capt Weeks	54
Capt J A Longworth	52
Sergt Major Grey	52
Capt J A Longworth	51
D McMillan	48
Lieut D L Hooper	48
H Anderson	48
H Hooper	43
F L Haszard	33
W Scott	28
Sergt Berrigan	19

Victory for an Island-Bred Colt.

At the great Stanstead, P. Q., Live Stock Exhibition, open to the world, which is one of the most important Canadian fairs, the Island-bred colt Switmont captured first honors over a large and excellent field of three-year-olds. A spectator writes: "There were representatives from all parts in the three-year-old class, but the chief contest lay for first honors between Switmont, and an elegant filly owned by Burbank & Williams, Coventry, Vt. This filly is by Ben Franklin, the handsomest of Daniel Lambert's sons. After a full hour's contest, walking, jogging, speeding and parading, the judges unanimously favored Switmont, and he was awarded the red ribbon amid the applause of a crowd of upwards of 5,000. He is one of the kind that draws the favor of the crowd, and his gait he has got from nature. He is entered at the Sherbrooke Fair, and if the judges are impartial he can scarcely be beaten." This is encouraging to Island breeders. Switmont was bred by Mr. Alexander Cameron, Kensington. He is a son of Hernando, and his dam was Lady Swift, by Dean Swift. The Island is beyond dispute Canada's Kentucky.

The Changes of Twenty Years.

In speaking of the changes in the Presbyterian church in the past two decades the *Witness* remarks:—Only twenty years ago and what changes! It was at that synod that the Trinidad mission was initiated. We have glanced at the roll of that synod. In the Presbytery of St. John not one pastor then in charge is in charge there now. Of the Presbytery of Miramichi, Mr. Johnstone alone remains in his charge. In Cape Breton Mr. Mcintosh and Mr. McKenzie are the only men in the same charges. Six of the ten then in congregations are now deceased. In the Presbytery of Tatamagouche (now Wallace) there were about five charges. Two of the five ministers are gone; and three are still spared—namely Messrs. Sudgewick, McKay and Darragh. Of the 17 ministers then in P. E. Island only 5 remain on the Island, and only 3 of the 17 are in charge,—one only occupying the same charge he had 20 years ago—namely, Mr. Allan. The brethren on the Island are Messrs. McNeill, McLean, Fraime, Cameron and Allen. In the Presbytery of Truro there is not one minister to-day in a charge which he occupied 20 years ago. In Pictou presbytery there are only two, Messrs. Blair and Sinclair, who occupy the same pulpits. One-third of that day's force have been removed by death. Halifax presbytery then contained 29 ministerial members. Not one of these occupies the same post which he occupied twenty years ago. The presbytery of Lunenburg and Shelburne was then part of Halifax.

The Midland Horror.

HOW THE EXPRESS TRAIN TELESCOPED THE EXCURSIONISTS, AND KILLED AND INJURED SCORES OF MEN, WOMEN AND CHILDREN.

A RECENT London despatch gives the following brief and pointed description of the Midland Railway horror, to which reference was made in our telegraphic columns a few days ago:—The Midland train was crowded with excursionists going to Doncaster to see the race for the Doncaster cup. Suddenly a plate-layer was noticed wildly waving a red flag. On looking out the passengers were horrified to see the express coming at full speed. Before realizing their danger there was a terrific shock. The express cut through the excursion train. The express engine was badly damaged, but kept on the rails. Its train practically sustained no damage. The scene was horrible. Scores of people lay bleeding or dead wedged amidst splinters, wood work and debris. Their shrieks and groans were heard, but it was impossible to release them till mechanical appliances arrived. Many were taken out shockingly mangled, with arms and legs severed. Others were almost decapitated and disembowled. The dead were laid in the adjoining meadow. Some were only recognized by their clothing. The injured were conveyed in an improvised ambulance to the nearest houses. A number of surgeons were speedily in attendance. There were numerous broken legs, some requiring amputation. All that was possible to remove were taken to the infirmary. The guard of the excursion had a narrow escape. A mother with her baby in her arms was killed while the child escaped unharmed. In another instance a mother and child were killed. One man had his head torn completely off and his body was found sitting upright in the carriage. The extraction was conducted by means of saws and axes, which caused acute suffering to the injured. A curer in the line hid the express till it was within a short distance of the excursion train, when the driver and stoker were seen frantically pulling the levers. The driver, named Taylor, is an old servant of the company. He has not explained how he ran past the danger signals. He prefers to withhold his statement. In consequence of the races and the pressure of traffic the ordinary block system was suspended and the traffic was worked by hand signals and flags. It is rumored that the brakes were applied but failed to act. The majority of the victims were residents of Sheffield and Hexthorpe. The officials aver that the signals were at "danger" against Taylor who, has the character of being an attentive, sober and trustworthy man. He has been on the road for 16 years. Latest reports place the number of dead at 22, and the injured at 60.

Arrival of Warships.

DISASTROUS EXPLOSION OF ROCKETS ON THE BELLEROPHON—FORTY MEN MORE OR LESS INJURED—TEN PLACED IN THE NAVAL HOSPITAL.

In our issue of yesterday we noted that the Belleophon had arrived at Halifax, and that Midshipman Doutney and nine of her men, injured by an explosion of rockets during their stay at Quebec, had been placed in the naval hospital. The following information in reference to the explosion we take from the Halifax Herald:—It appears that on Saturday night, the 10th, the ship was gorgeously illuminated in honor of Lord Lansdowne and suite, who were at Quebec. The display of fireworks and illuminations intended to be made in Halifax during the jubilee, but which were postponed on account of unfavorable weather, were given at Quebec. About 9.45 Lord Lansdowne and party left the ship. There were 500 or 600 of the crew on deck, in the rigging and on the yards. The Belleophon was a perfect picture. No such illuminations were ever seen in the ancient capital before. Just as His Excellency left the ship, some of the crew began to explode rockets. There was a pile of sixty or seventy lying on tiers on the upper deck. One of the rockets, carelessly held by a sailor, instead of shooting up in the air, kicked back and exploded on the ship. This ignited the whole of the large pile of rockets on deck and created sad havoc among the crew. The rockets whizzed and flew in every direction, making a clean sweep of the deck, shooting up into the air and falling on the ships in the harbor, including the French warships *Minerve* and *Glorinde*, and upon the shore. There was a general rush among the men on deck to places of shelter. Those forward escaped without much injury. The men in the rigging and on the yards also escaped. But many of those in the vicinity of where the rockets exploded, were badly burned and lacerated. Between thirty and forty were more or less injured, ten of them, including Midshipman Doutney, so seriously that the ship had to come to Halifax and place them in the naval hospital. Some of the men had the muscles of their thighs and legs badly lacerated; others were cut and burned about the feet, hands, face and head. The clothing and shoes of some were torn to shreds, or burned. There is a general impression that the officers exhibited gross carelessness in permitting such a large number of powerful rockets to be lying unprotected on deck where they were being exploded. It is a marvel that there was no loss of life and that so few were maimed and mutilated. The ship's deck and fittings were somewhat injured.

ADVICE TO MOTHERS.—Mrs. Winslow's Soothing Syrup should always be used when children are cutting teeth. It relieves the little sufferer at once; it produces natural quiet sleep by relieving the child from pain; and the little cherub awakes as "bright as a button." It is very pleasant to taste. It soothes the child, softens the gums, allays all pain, regulates the bowels, and is the best known remedy for diarrhoea, whether arising from teething or other causes. Twenty-five cents a bottle. Be sure and ask for Mrs. Winslow's Soothing Syrup, and take no other kind.

The London Economist estimates that there are \$5,000,000,000 of coin in the present circulation of the world, or available for circulation. Of this magnificent total \$3,200,000,000 is in gold and \$1,800,000,000 is silver.

Speaking about elasticity you should observe a clerk tack up an early closing notice in a store door.

RED CROSS LINE



FOR NEW YORK

THE STEAMSHIP

"MIRANDA"

is intended to leave

CHARLOTTETOWN FOR NEW YORK,

VIA HALIFAX,

ABOUT THE

6th OCTOBER.

HORSES and CATTLE carried at through rates to Bermuda and West Indies.

Through Bills of Lading issued to Philadelphia, Baltimore, Savannah, Bermuda, West Indies, London, Liverpool, Glasgow, Havre, Hamburg, and other European Ports.

For freight or passage apply to

FENTON T. NEWBERRY,

AGENT.

Ch'town, Sept. 20, 1887.

Furniture, Carpets, Stoves.

BY Auction, at my salesroom, FRIDAY, 23rd

inst., at 2 o'clock, p. m.—

Parlor, Dining-room and Bed-room Furniture, Carpets, Rugs, Pictures, Crochery, &c.

Also—Hall, Cook and Parlor Stoves.

G. M. HARRIS,

Auctioneer.

Sept. 20, 1887—31

FOR SALE.

A SULTANA (base burner) Stove, used for two winters only, in perfect order; will be sold cheap.

Apply to

H. J. CUNDAIL

Sept. 20—7a w

Imported Stallion

"Young General Cleveland."

BY Auction, THURSDAY, October 8th, at 12

o'clock, noon, on Exhibition Snow Grounds:—

The Imported Cleveland Bay Stallion, 164

hands high, 6 years old, sired by the celebrated horse "Old General Cleveland," trotted in 2:50; was never beaten in a show ring. Has taken prizes at our Provincial Exhibitions in Ontario.

This handsome horse is now offered for positive sale. Terms easy.

A. McNEILL,

Auctioneer.

Ch'town, Sept. 20, 1887.—sept 23 wky 21

P. E. ISLAND

Exhibition, 1887,

WILL be held at Charlottetown on

Wednesday and Thursday,

OCTOBER 5th and 6th.

All Live Stock Entries must be made on or before FRIDAY, September 30th, at 6 o'clock, p. m.

Entries of other exhibits will be made up to TUESDAY, October 4th, at 2 o'clock, p. m., sharp, after which hour nothing can be received for exhibition.

Travelling arrangements on the most favorable terms have been made with the P. E. Island Railway, the Steam Navigation Company, the steamers Heather Belle and Southport; also with the Intercolonial Railway from all points between Miramichi, Halifax and St. John inclusive, to Pictou Landing and Point du Chene.

A large crowd of visitors from all points are expected to visit this Provincial Exhibit of Agriculture and Local Industry.

For further particulars get Prize List and Programme.

A. McNEILL,

SECRETARY.

Ch'town, Sept. 2, 1887.

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LONDON HOUSE.

FALL OPENING—DRY GOODS.

HARRIS & STEWART

Are now opening their Large and Varied Importation of

STAPLE AND FANCY DRY GOODS,

from England, Scotland, Canada and United States.

Every Department Well Stocked.—Prices Low.

HARRIS & STEWART

SUCCESSORS TO

GEO. DAVIES & CO.

Ch'town, Sept. 19, 1887.—wky

MARK WRIGHT & CO.

New Factory—New Labor Saving Machines—

New Designs—New Methods—New Prices.

While our Prices are Less, we claim that our Goods, for Design, Material and Workmanship are second to none.

We do not make a practice of running down or trying to depreciate other people's goods—ours sell on their merits.

Ch'town, Sept. 17, 1887.

NEW DRY GOODS.

FALL ANNOUNCEMENT.

Perkins & Sterns

Have much pleasure in intimating to their numerous customers that their

New Goods for this Season's Trade

are now to hand, and all departments are now filled up with the Latest Designs and the Newest

Fabrics at the very Lowest Prices.

Perkins & Sterns

Sept. 16—dy & wky

BEER BROS.

We ask the public to remember that we sell Watches as cheap as anyone.

We warn the public against those who offer Watches for sale and take very much less than asked.

An instance came to our notice the other day where \$35 had been asked and \$20 accepted for a Watch that we and other regular Watchmakers sell for less than \$15. Since then, several similar cases have been brought to our notice.

Our object is not only to sell goods but to supply articles, whether Watches or Jewelry, that will best answer the purpose required by our customers and to sell at such a price that it will pay them to buy from us.

Dress Goods! Dress Goods!
Dress Goods! Dress Goods!

E. W. TAYLOR,

WATCHMAKER AND JEWELER.

Sole Agent for the Sale of Rockford Watches
Cameron Block, Charlottetown.

Sept. 15, 1887—2aw & wky

Ch'town, Sept. 15, 1887.