

# THE DAILY EXAMINER.

TERMS:—FIVE DOLLARS A YEAR.

"This is true Liberty, when Free Born Men, having to advise the Public, may speak free."—EURIPIDES.

SINGLE COPIES TWO CENTS.

NEW SERIES.

CHARLOTTETOWN, P. E. ISLAND, FRIDAY, JULY 15, 1887.

VOL. 21.—NO. 45.

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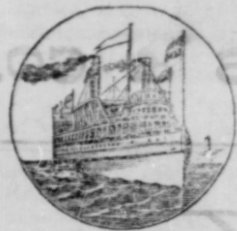
Contracts may be made for monthly, quarterly, half-yearly, or yearly advertisements, on application.

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.)

DAY OF WEEK	Sun	Moon	High	Day's
M.	ris	sets	water	len
	h	m	h	m
1 Friday	4 18	7 49	4 0	7 20
2 Saturday	19	49	5 9	8 22
3 Sunday	19	48	6 13	9 12
4 Monday	20	48	7 12	9 50
5 Tuesday	21	48	7 56	10 40
6 Wednesday	22	47	8 45	11 40
7 Thursday	22	47	9 22	11 58
8 Friday	23	47	9 54	12 33
9 Saturday	23	46	10 22	1 11
10 Sunday	24	46	10 48	1 47
11 Monday	25	45	11 8	2 27
12 Tuesday	26	44	11 36	3 11
13 Wednesday	27	44	12 0	4 0
14 Thursday	28	43	0 2	5 9
15 Friday	29	42	0 28	6 20
16 Saturday	30	42	1 0	7 23
17 Sunday	31	41	1 38	8 23
18 Monday	32	40	2 22	9 11
19 Tuesday	33	39	3 15	9 59
20 Wednesday	34	38	4 12	10 48
21 Thursday	35	37	5 20	11 28
22 Friday	36	36	6 32	12 0
23 Saturday	37	35	7 46	0 54
24 Sunday	38	34	9 1	0 50
25 Monday	39	32	10 15	1 27
26 Tuesday	40	31	11 20	2 14
27 Wednesday	42	30	12 41	3 06
28 Thursday	43	28	1 51	4 14
29 Friday	44	27	3 0	5 25
30 Saturday	45	26	4 5	6 37
31 Sunday	4 47	25	5 4	8 44



—FOR—

**BOSTON.**

SUMMER ARRANGEMENT

THE PALACE STEAMERS

OF THE INTERNATIONAL S.S. CO.

Leave St. John for Boston, via Eastport and Portland, every Monday, Wednesday and Friday at 8:00 a. m.  
Also leave St. John at 7:30 every Saturday night for

**BOSTON DIRECT.**

Fare from Charlottetown to Boston, \$6.50, 2nd class; \$9.50, 1st class.  
For tickets and other information apply to  
G. A. SHARP, F. W. HALES,  
P. E. I. R. Y., P. E. I. Steam Nav. Co.  
or to your nearest Ticket Agent.  
April 18, 1887—cod wky

**L. ARTHUR & CO.,**

COMMISSION MERCHANTS,

RECEIVERS OF

Mackerel, Butter, Cheese EGGS,  
Poultry, Potatoes, Fruit &  
Vegetables.

142, 144 Commercial Street,  
BOSTON, MASS.

May 18, 1887.

**COAL MINES.**

OLD SYDNEY MINES,  
VICTORIA MINES,  
ALBION MINES, PICTOU,  
ROUND NUT, CRUSHED.

Orders for cargoes now wanted.  
N. B.—The Albion Crushed is suitable for lime burning.

CARVELL BROS.  
Agents.

Ch'town, June 24, 1887—pat 1aw 3wks

**CARD.**

THE EXAMINER PUBLISHING COMPANY, having lately added to their stock of type and material for Job Printing, are better than ever prepared to execute orders for Bill Heads, Letter Heads, Handbills of all kinds, Visiting or Business Cards, &c., promptly and cheaply, in the best style of the art.  
None but first-class workmen are employed in their office; and, as they import their printing papers direct from the manufacturers, they are able to fill all orders on the most favorable terms.  
The continued patronage of the public is respectfully solicited.  
W. L. COTTON,  
Manager.

Ch'town, Nov. 16, 1886.

PREPARE FOR HOT WEATHER

Perkins & Sterns

New American Muslins, New French Muslins,  
New Print'ed 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.

A Big Stock of Gloves and Hosiery.  
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—dy & wky

Good Things for the Jubilee!

CHEAP! CHEAP!

Our Goods are all of the best quality, and sold as low as possible—made fresh every day, and in quantities to supply the demand; no stale stock.

**BISCUITS! BISCUITS!**

Soda, Wine, Sugar, Lemon, Fruit, Ginger, Seville, Diamond, New York Fruit, Ginger Snaps, Pilot Bread, &c., &c., WHOLESALE AND RETAIL.

**PASTRY! PASTRY!**

Raspberry, Lemon, Cocoa, Cream, Washington and Apple Pies, Vanilla, Wine and Queen Cakes, Jelly Roll and Jelly Squares, Tarts, Corn Cakes, Plain and Fruit Cakes.

**Fine Bread! Fine Bread!**

White and Graham, French Twists, Parker House and Cream Tartar Rolls, Buns, &c., &c.

**Summer Drinks! Summer Drinks!**

Lemon, Raspberry and Strawberry Syrups, Lime Juice, &c., &c.

CONFECTIONERY AND CIGARS.

Picnics and Tea Parties supplied at specially low prices.

**J. QUIRK,**

CITY STEAM BAKERY. PRINCE STREET.

Ch'town, June 18, 1887—cod 1mo

**HOME INDUSTRY.**

Charlottetown Woolen Company.

1887.

STORE NORTH SIDE QUEEN SQUARE.

In order to cultivate a sympathy on the public mind towards the use of our Home Manufactured Goods it is necessary that their quality be made equal to that which is imported. Recognizing that fact and to attain the desired object, we enlarged our premises and imported valuable and improved machinery, and are now turning out Goods equal to any manufactured in Canada.

We cordially invite intending purchasers to call and inspect our Immense and Varied Stock of

TWEEDS, BLANKETINGS, FLANNELS, YARNS, &c.,

and satisfy themselves that they can do as well selecting from our Stock as could be done in any part of Canada.

**CHARLOTTETOWN WOOLEN CO'Y.**

Ch'town, May 4, 1887—2m cod

ADAMSON'S BOTANIC COUGH BALSAM

SAFE. PROMPT. 25 Cts.  
AWONDERFUL REMEDY  
Adamson's Botanic Cough Balsam.

CUSTOM SHOE STORE.

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—cod & wky 9 mos

PURE GOLD GOODS  
THE LEADING BLENDED  
BAKING POWDER  
MAKING PANCAKES  
SHOE BLACKING  
STOVE POLISH  
GOLD MEDALS  
SILVER MEDALS  
8 BRONZE MEDALS  
1886  
PURE GOLD MANEG CO.  
32 BEYON ST. TORONTO.

AGENTS WANTED.—One man took 45 orders for our new book, the Great Irish Struggle, in less than a week. Send for yours now and try this new and popular book. It sells because it interests and is low priced. Most liberal terms. Apply to W. E. EARLE, St. John, N. B.

J. S. ROBERTSON & BROS.,  
Publishers, Toronto.

July 2, 1887.

**FOR SALE.**

A DWELLING HOUSE: It contains eight rooms and is pleasantly and conveniently situated on corner of Weymouth and Gore Streets, near the Railway Depot, Charlottetown. For terms and particulars apply to M. P. Hogan, Esq., Charlottetown, or to the undersigned, at Montague, Lot 57.

J. O'CONNELL.  
Montague, June 16, 1887—1mo cod

**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 recipe 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.

May 26—2aw 1f

**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.

1827 - - - 1887.

**T. & E. KENNY,**

Dry Goods and Shipping,

HALIFAX, CANADA.

**T. & E. KENNY,**

(F. C. MARON)

Ship Owners and Brokers.

General Commission Merchants,

151 GRESHAM HOUSE,

5th Street, LONDON, E. C.

England.

Scotts and Vaughans' Notice

March 2, 1887.

THE DAILY EXAMINER.

JULY 15, 1887.

NOTES

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

As one who had the privilege of accompanying the Prime Minister on his tour from Ottawa to the Pacific coast during the summer of 1886, it has seemed to me not out of place that I should endeavor briefly to record my personal impressions of what I saw and heard on that occasion, which was practically the inauguration of the Canadian Pacific Railway, and as such possessing an historic interest.

We left Ottawa at 11.45 p. m., on Saturday, the 10th July, by the regular train, to which was attached Sir John Macdonald's private car, "Jamaica."  
At breakfast time, next morning, we were at North Bay (364 miles from Montreal) which is the point where the Government link, connecting the C. P. R. with the Ontario system of railways running north from Toronto, joins the main line. Through some delay, this connection had not been made, and a traveller from Toronto bound for Winnipeg was in consequence obliged to come all the way round by way of Ottawa. This has since been remedied.

The scenery along this part of the road is commonplace, the country through which we passed being to all appearances of comparatively little value from an agricultural point of view, and lacking that boldness which is seen further on. Rocks and large areas of scanty vegetation abound with tiresome monotony. Nevertheless the country did not strike me as being so bad as I had imagined it to be. I observed, from time to time, large patches of, not exactly fertile land, but land out of which something could be made. Then again the timber, though as a rule small and scrubby, was in some places of fair size.

This region, at all events near the railway track, has been swept by fire, for the wood is all of second growth, and what struck me as being remarkable is that where the forest primeval had been of pine or other soft wood, the second growth is of birch principally—all hard wood.

I noticed a great number of small lakes. We passed them at every mile or oftener. At Sunbury (443 miles from Montreal) which is the place of junction with the Algoma branch, there is situated the immense copper mine of which much has been said and written of late. I see by the papers that an American expert, who has been there prospecting, reports the existence of one hundred million tons of copper ore at that point. This discovery had not been made when we passed through, though it was known that large quantities of copper existed in that locality, and I recollect one of our party pointing out that the road bed over which we were passing had been hewn through copper.

Very little life was observed along the road. Here and there a rough cabin; now and then the remains of some construction camp,—these and the apparent apparition of section men, were all we saw.

Early on Monday morning we came in sight of the waters of Lake Superior. The scenery here begins to grow fine. The coast is deeply indented, and rocky and bold. At places we run very close to the Lake, along the edge of high rocks. I can scarcely say we look down into precipices—such language must be reserved for British Columbia; nevertheless, the scenery is distinctly bold in its character. The engineering difficulties along this part of the road must have been enormous. We pass through great cuttings, round the very edge of steep hills and over immense trestles which are generally built on curves. I notice—why, I am not able to say—the road is full of what an eminent statesman, speaking of a smaller road in the Lower Provinces, once called "sinuosities." At one place we double to such an extent that after going six miles we see the road over which we have come, across a bay only a few hundred yards wide. I first thought it was a parallel track and was quite surprised to find that it was the line over which we had been travelling. Jackfish Bay (845 miles from Montreal) is a point of view specially worth seeing. It is said that the obstacles here were so stupendous that even the C. P. R. people, with all their energy and pluck, almost despaired of surmounting them. But they have done so.

Towards 4 p. m., we reach Port Arthur, 995 miles from Montreal. Lying off the town, helping to form the harbor of Thunder Bay, is Thunder Cape, a remarkable promontory in which one can trace some resemblance to a man lying at full length on his back. The Indian tradition is that it is the great Manitou at rest. We stayed here but a few minutes, just long enough to be boarded by the Mayor and local magnates, who arranged that the formal welcome to the Premier should take place on his return.

Seven miles from Port Arthur, up the Kaministiquia River, is Fort William. Near here is the once famous Neebing Hotel. It has been added to and somewhat changed from what it was in earlier days. The Kaministiquia is quite a river, in which ships can enter and navigate a considerable distance. It is much deeper than one would imagine from its size. At or near Fort William I saw a large schooner close to the bank. At a little way off it looked as though it were in a field, for the water is not visible at a distance,—the country being so flat, and the river according to the eastern idea of rivers, very small, though of very respectable size when compared with streams I saw further west dignified by that appellation.

While at our evening meal we experi-

enced a terrific thunder storm, accompanied by a perfect deluge of rain.

Speaking of meals reminds me to say a word about the C. P. R. Dining Cars. They are all that could be desired. The cars themselves are well fitted up, the cooking is good, and the attendance—well, not so good. The whole forms a vast improvement upon the old "15 minutes for refreshments" system.

I must not forget to say that after leaving Port Arthur, and for a good while after, we saw the old Dawson Road, formerly the only means of communication between the east and the far west. It is now, since the opening of the Railway, wholly unused, and is overgrown with grass. Soon, its very traces will be obliterated. Over it the forces under General Wolsley passed in the Red River expedition of 1870. I am glad I saw it, for it is historic.

We passed Rat Portage, that famous battle ground between the Provinces of Ontario and Manitoba, in the night; I therefore missed seeing the blood-stained field, and also certain high trestles near here, though a peculiar creaking noise, about 2 a. m., assured me that the latter were still there, and that we were at that moment suspended over the chasm they bridged.

We arrived at Winnipeg on Tuesday morning, the 13th—three nights and two days from Montreal, from which place it is distant 1,425 miles. Shortly before we drew up at the station we crossed the Red River—a dirty looking stream with low muddy banks.

There was a large number of people at the station to meet the Premier. Let me say here that I am not engaged in chronicling any party triumph. In any reference I may make to receptions which met the Premier during this trip, I do not mean to convey the idea that he received them as the Conservative chieftain. The honors were, in all but a few special instances, paid to him in his official capacity as Prime Minister of Canada—the first Prime Minister who had visited the West, and they were rendered by Liberals and Conservatives alike. This is made clear by the following extract which I take from the editorial columns of the Winnipeg Free Press, the leading Reform paper of the Province, published the day of our arrival in Winnipeg:—

"THE PREMIER'S VISIT.

"To-day will mark an epoch in the history of Manitoba and the Canadian North-west, in that it will be the date of the first Canadian Premier's visit. This morning's train will include in its passenger list Sir John A. Macdonald, the first Premier of Canada, who, during his term of office, has honored us with a visit. How widely we diverge from the Right Hon. gentleman in his administration of the affairs of the Dominion, especially those of this part of it, is not a matter here to properly discuss, or for that matter admit that comes in better time and place. To-day we welcome Sir John Macdonald as we would welcome no man occupying a less commanding position in Canada. The trip which the Premier is now making from the Capital to the Pacific should not, and we believe is not, intended to be construed a 'political progress' in any sense of the term, but simply a tour of recreation and hoped for recuperation of health; and we are sure that we but voice the sentiments of the people of the North-west in saying that we trust that all he or his dearest friends could wish to contribute to this end will be fully realized. This being so, we confidently expect from the people all along the line, a reception so gracious that it cannot be misunderstood. Welcome, thrice welcome, the Premier of Canada to the Canadian North-west."

The first thing that struck me on looking out of the car window at the Winnipeg station was the number of faces I knew. It seemed to me that fully a quarter of the more prominent people were old friends—from all parts of Canada—Charlottetown, Halifax, Quebec, Montreal, Ottawa and Toronto. I had never been within a thousand miles of Winnipeg, and yet I doubt whether I could go to three cities in all Canada and meet with so many friends at once.

I was quite unprepared for the growth of Winnipeg. In 1871 there was scarcely one single house outside the walls of the Fort, which are still standing. Now it is a flourishing city of from 20,000 to 25,000 people. Main Street would do credit to any city in the world. It is very long, some two miles or more, and of exceptional width, 138 feet, excellently paved with wooden blocks from end to end. The city is well laid out, is perfectly level—that goes without saying—is lighted by electricity, has three capital daily papers, and, in fact, is possessed of all the appliances of modern civilization. There are many fine buildings, notably the Cauchon Block—a monument of one man's folly. Trinity Church (Anglican) is an attractive looking building of white brick, which is extensively used here.

Government House, where I stayed most of the time I was in Winnipeg, is situated about a mile from the centre of the town. First one comes to the Court House, a spacious building of white brick, surrounded by a neat picket fence, then the Provincial Building, and then Government House—all three similar in appearance, at least in so far as they are all somewhat of a size, all of white brick, all solid and substantial, and all surrounded by grounds newly brought under cultivation.

Government House is nicely furnished and well arranged. I had the pleasure of knowing the Lieutenant-Governor and Mrs. Aikins and most of their family in Ottawa, so we did not meet as strangers.

I spoke of the Red River as being a small, muddy stream, but how shall I describe the Assiniboine, which falls into the Red River at this place? I crossed it on the evening of my arrival to see some friends of mine who live on its other bank, in that part of Winnipeg which is called Fort Rouge. The extreme drought which prevailed throughout the Northwest had doubtless much to answer for, but the fact is: the Assiniboine River looked to me more like an open sewer than anything else.

J. P.