THE DAILY EXAMINER.

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NEW SERIES. CHARLOTTETOWN, P. E. ISLAND, MONDAY, JULY 14, 1890. VOL. 26.—NO. 40

KOOL KLOTHING!

The Tea Party and Picnic Season will soon be here, and with the temperature at its present height things will be hot. We have now on hand an unsurpassed stock of

Lightweight Suitings,

—BOTH IN—

SCOTCH AND CANADIAN TWEEDS.

One Hundred Pieces NEW TROUSERINGS, New Styles and Popular Prices Fit and Finish guaranteed. Inspection solicited.

D. A. BRUCE.

Charlottetown, July 4, 1890.

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OF MANCHESTER, ENGLAND.

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Every Description of Property Insured at Lowest Rates.

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CHIEF OFFICE FOR CANADA, - - - - - - - - TORONTO, ONT.

HORACE HASZARD & E. H. BEER,

june20 JOINT AGENTS FOR P. E. ISLAND.

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TAYLOR & GILLESPIE.

OUR STOCK OF BLANK BOOK PAPERS IS NOW COMPLETE. Come in and see them, and get prices for Ledgers, Day Books, Cash Books, Journals Letter Copying Books, Invoice Books, Wallets, Pocket Books, etc., etc.

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TAYLOR & GILLE PIE,

Ch'town, May 6, 1890. NORTH SIDE QUEEN SQUARE.

B. S. DAVIES & CO.

Merchant Tailors.

WE ARE SHOWING the Largest and Finest Line of Men's Neckwear in the city. Large assortment of Men's Stiff Flex Hats; large assortment of Men's Soft Hats (American); large assortment of Men's American Straw Hats; large assortment of Men's Fine White Shirts; large assortment of Men's Fancy Flannel Shirts; large assortment of Men's Fine Underwear, Braces, &c; Light Coats for summer wear; Lap Robes, in Mummie Cloth, the correct thing; large range of Woolens, in Suitings; Spring and Summer Overcoatings and Trouserings, in Scotch and West of England goods

Mr. McDonald, late of Boston, has charge of our Tailoring Department, and you can rely on getting a good-fitting garment.

Lot of MEN'S and BOYS' READYMADE CLOTHING, at greatly reduced prices to clear.

B. S. DAVIES & CO.,

Ch'town, June 2, 1890. CAMERON BLOCK.

G. H. TAYLOR,

WATCHMAKER

AND JEWELER,

HAS now and FOR SALE already in stock a very fine assortment of GOLD and SILVER WATCHES of the best manufacture, and the newest patterns in JEWELERY. All Goods sold are guaranteed. Store closes every evening (except Saturday) at 6 o'clock.

NORTH SIDE MARKET SQUARE, CH'TOWN.

ap29—dy 2aw wky 1i.

WEEKS & BEER,

QUEEN STREET,

CHARLOTTETOWN, P. E. ISLAND,

Importers of British and German Dry Goods, Millinery, Smallwares, &c.

ALSO—Full Lines of Teas, Groceries and Warehouse Goods, WHOLESALE ONLY.

☞ Additions to our General Stock are being daily received from the different sources of production, and will be offered, Wholesale only, at a small advance on cost.

Ch'town, May 22, 1890—dy 2m

Druggists & General Dealers in Prince Edward Island

MAY NOW OBTAIN

DYSPEPTICURE,

The Specific for Dyspepsia,

for their customers, from the following Wholesale Houses:

T. B. BARKER & SONS, St. John,
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DYSPEPTICURE is prepared by

CHARLES K. SHORT,

june11 St. John, N. B.

WAREHOUSE TO LET.

WE offer for lease the Brick Warehouse, on Pownal Street, owned by the trustees of the late Owen Connolly's Estate. Warehouse will be vacant after the 23d July next.

Dated 21st June, 1890.

FRED. PETERS,
Solicitor for Trustees.

june21—tf

Lime Juice!

PURE MONTSERRAT LIME FRUIT JUICE in pint and quart bottles. Also, W. I. Lime Juice on draught. Just received, and for sale at low prices, at

ARTHUR S. JOHNSON'S

DRU STORE,

Corner Kent and Prince Streets.

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Halifax and P. E. Island STEAMSHIP CO.

(LIMITED.)

STEAMER "PRINCESS BEATRICE,"

CAPT. A. H. KELLY.

WILL sail from Charlottetown every Thursday afternoon, at 4 o'clock, for Halifax, calling at Port Hastings, Mulgrave, and Hawkesbury, Arichat, Canso, Isaac Harbor and Sheet Harbor.

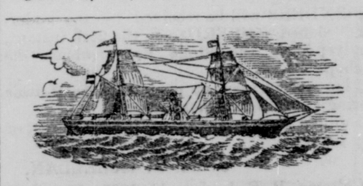
Returning will sail from Halifax every Monday night, at 10 o'clock, making same calls, and Souris.

The above steamer will make the round trip every week, making same calls until the close of navigation.

Freight and passengers solicited at lowest rates, and through Bills of Lading granted to any port on the continent or United Kingdom. Apply to

W. W. CLARKE, Agent.

Ch'town, May 3, 1890.



Furness Line of Steamers

HALIFAX TO LONDON.

Date of Sailings for Above Line.

S. S. ULUNDA will sail from Halifax for London on or about.....May 25
S. S. DAMARA " .....June 10
S. S. ULUNDA " .....July 7
S. S. DAMARA " .....July 25
S. S. ULUNDA " .....Aug. 20
S. S. DAMARA " .....Sept. 8

In addition to the above, we will have sailings once every month via Boston.

Through Bills of Lading granted from Charlottetown and all points and to any port required.

Canned Lobsters carried at low rates. Insurance low.

S. S. ULUNDA and DAMARA have superior accommodation for passengers.

Saloon amidship. Staterooms large and airy.

Saloon Fares $45 00 and $50.00, according to location of Stateroom. Ten per cent. reduction on return tickets.

For any further information required apply to

W. W. CLARKE, Agent.

may13—pat tf

I took Cold, I took Sick,

I TOOK

SCOTT'S EMULSION

RESULT:

I take My Meals, I take My Rest,

AND I AM VIGOROUS ENOUGH TO TAKE ANYTHING I CAN LAY MY HANDS ON; **getting fat too,** FOR Scott's Emulsion of Pure Cod Liver Oil and Hypophosphites of Lime and Soda NOT ONLY CURED MY **Incipient Consumption** BUT BUILT ME UP, AND IS NOW PUTTING

FLESH ON MY BONES

AT THE RATE OF A POUND A DAY. I TAKE IT JUST AS EASILY AS I DO MILK."

Scott's Emulsion is put up only in Salmon color wrappers. Sold by all Druggists at 50c. and $1.00.

SCOTT & BOWNE, Belleville.

POLITICAL MEETINGS.

THE undersigned will meet the Electors of the Second District of Queen's County for the Legislative Council at the following times and places:—

Brackley Point Road, Harrington, in the School House, on Wednesday, 9th July, at 7 o'clock, p. m.

At Stanhope School House, on Thursday, 10th, at 7 p. m.

At Mount Stewart Hall, on Friday, 11th, at 7 p. m.

At Ten Mile House, St. Peter's Road, on Saturday, 12 h, at 6 p. m.

At Belle Creek School House, on Monday, 14th, at 7 p. m.

At Wood Islands, on Tuesday, 15th, at 7 p. m.

At Caledonia School House, on Wednesday, 16th, at 7 p. m.

At Murray Harbor Road School House, on Thursday, 17th, at 7 p. m.

At Eldon Hall, on Friday, 18th, at 7 p. m.

At Avondale School House, on Saturday, 19th, at 4 p. m.

At Vernon River Hall, on Monday, 21st, at 4 p. m.

At Pownal Hall, on Tuesday, 22nd, at 4 p. m.

At Monaghan Road Schoolhouse on Thursday, 24th, at 7 p. m.

At Donagh School House, on Friday, 25th, at 7 p. m.

At Mount Herbert Hall, on Saturday, 26th, at 4 p. m.

At York Hall, on Monday, 28th, at 7 p. m.

At Blooming Point School, on Tuesday, 29th, at 5 p. m.

JAMES NICHOLSON,
JAMES ROSS.

july5—dy wky

BEST ROUTE to BOSTON

CANADA ATLANTIC LINE.

ONLY ONE NIGHT AT SEA.

Quickest and Most Direct Route. Low Fares.

The Magnificent Clyde-built Steel

S. S. "HALIFAX,"

Is the largest, safest, fastest and best furnished and most comfortable passenger steamship ever placed on the route between Canada and United States.

Sails from Noble's Wharf, Halifax, every Wednesday, at 8 o'clock, and Lewis Wharf, Boston, every Saturday at 12 o'clock.

Passengers by Tuesday evening trains can go on board on arrival without extra charge. Baggage checked through. Through Tickets on sale by P. E. Island Nav. Co., and

F. T. NEWBERY, Agent Ch'town.

ap30—eod wky pat

THE

NEW YORK, MAINE AND NEW BRUNSWICK STEAMSHIP COMPANY.

S. S. "WINTHROP,"

H. H. HOMER, Commander,

WILL sail from PIER 18, East River, New York every SATURDAY, at 5 p. m., for Bar Harbor, Eastport and St. John.

Returning, will sail from St. John, WEDNESDAYS, at 6.00 a. m., local.

FARE:—St. John and New York, $7.50.

Freights exceedingly low. No cartage at St. John, as Cars run on to Steamer's Pier.

For further information apply to

TROOP & SON, Agents.

H. D. McLEOD, General Freight and Passenger Agent,

Or at the office in the Company's Warehouse, on the New York Pier, North End.

june30—dy 3m

MOST PROFIT to the Grocer who sells Economical to the Housewife who uses

Woodill's German Baking Powder.

Notes by the Way.

EXTRACTS FROM A JOURNAL KEPT BY A YOUNG ISLANDER ON HIS WAY TO BRITISH COLUMBIA.

We left Charlottetown on Thursday, May 22nd, at 6 o'clock, and took the train for Summerside. When we got to Hunter River, there was a family of Woolners joined us, going to San Francisco, eight hundred miles further on. We got to Summerside at 8.25 a. m., and went right on board the boat for Point du Chene. We had a beautiful sail, viewing the Island as long as we could. Then we went on board our car, and had not to move out of that car till we arrived in Vancouver. We were conducted to our car by a colored gent, who was our porter all the way through. He was a very funny, consequential, little fellow, and we had some fine fun with him. After leaving Point du Chene, we passed through a rather poor looking country till we got to Moncton, a very nice little town. The first part of our journey from Moncton to St. John lies through an unattractive region, but further on is a fine farming country, and many pretty views are obtained from the train. The country along, after crossing the boundary line between New Brunswick and the State of Maine is wild and rugged, intersected by streams and lakes, a good territory for sportsmen. The villages are all new, and there is nothing to be seen. After passing along, we reach the boundary line which divides the state of Maine from the province of Quebec, and the remainder of the journey lies through Canadian territory. Crossing the St. Lawrence by the wonderful new steel bridge, a fine view is obtained up and down the river, just below the Lachine Rapids. This bridge was built by the Canadian Pacific Railway. The channel spans are four hundred and eight feet long, and lofty enough to allow the passage of the largest steamer. We soon arrive at the stately, stone building station of Montreal. Arriving at half past nine, Friday morning, staying there till eight o'clock, Friday evening, we walked over the town till we got tired right out. It is an awfully rushing town. The streets are crowded the whole time. Street cars run in all directions. Montreal has some fine public buildings, handsome residences, and superior hotels. From there, the line follows the northern bank of the Ottawa, where we see steamboats, lumber barges and rafts of timber, and there are some well-tilled farms, mostly devoted to dairy products. There are, also, some saw-mills along here. Along the line from here for about two hundred miles the country is rocky and unbroken,—no farming country. Wherever there is water power to be had, there is a saw-mill where little, towns are growing up. North Bay is a bright new town. Passing along through a wild and unbroken country we reach the Big Pic River which is crossed by a high iron bridge till we reach Lake Superior. The line here is carried along the shore where there are deep rock cuttings and tunnels constantly recurring. There is some beautiful scenery along here. From here along to Winnipeg is a hilly wild country; till we reach Winnipeg, it is more level. The city is handsomely built with large brick and stone buildings. It has street railways and electric lights, and great flouring mills and grain elevators. From Winnipeg along to Portage la Prairie the country is very level. There is a gradual ascent of about one hundred feet on about fifty miles along the line, so you can understand that it is pretty level. There looks to be good farming land here, but it is almost unoccupied with a few scattered, farms owing to the fact that it is mostly held by speculators. The farms that are seen are chiefly devoted to dairy products and cattle breeding. The grass here looks backward, but we can see herds of cattle feeding Brandon, the largest grain market in Manitoba, is a nice town, and we can see them along plowing and hauling with oxen. Further on there are some prosperous looking farms which they are commencing to plough. Grain is just coming through the ground. Passing along again for miles the country is mostly prairie land held by speculators, having kept the cultivated farms further back from the line. Further on the celebrated Bell Farm, embracing one hundred square miles, is entered. The houses of the farm laborers dot the plain as far as the eye can reach The furrows on this farm are usually ploughed four miles long, and to plough one furrow outward and another returning is a half day's work for one man. Further on the country is somewhat wooded till we get to Regina where the plain is a broad treeless expanse of the finest agricultural land, where the residence of the Governor-General may be seen. A little further on are the headquarters of the Northwest Mounted Police. We saw the place where Riel was hanged. The Mounted Police are stationed at intervals over the Northwest to look after the Indians. The prairie along here is marked with old Buffalo trails. We can see the prairie dogs and antelopes along here. Along here are some fine cattle ranches where we can see herds of cattle and sheep. From here to Medicine Hat is some fine lumber. The train stopped twenty-five minutes where we saw a tame bear and a wild cat. We had a nice little shower of snow here and it is getting cool. We can keep on our overcoats when we go off the train. Calgary is the most important town between Brandon and Vancouver. From here we can see the white peaks of the Rocky Mountains. Further on, the country is shrubby and rocky. Passing slowly, we see sheep and deer and mountain goats are common on the neighboring heights. We are coming into the mountains now. You seem to be right up close to them, when you are a dozen miles away. Leaving the station at the summit of the Rocky Mountains, the line descends rapidly. Crossing the deep gorge, or Rocking Horse River, the scenery is grand and almost terrible. The line clings to the mountain side at the left, and the valley on the right deepens until the river is seen as a gleaming thread a thousand feet below, and you can look up on the other side as far as you can see. Passing through a tunnel, all is darkness for a few hundred feet, till we come out at a little station right on the mountain. Passing along we come to the Columbia River. The line runs right along the river, for it is low down. A little way up to Beaver River, the line rises 116 feet to the mile. The river is soon left away below. We get two engines on here for going over the mountains. Crossing bridges, through tunnels, we now come to the Glacier House, where we stop twenty minutes. We see the great glaciers where the water comes down over the mountain. We then cross Stony Creek, which is 295 feet high—one of the highest railway bridges in the world. We pass through a continual line of snowsheds and tunnels. Passing along again, we come to solid rock, straight up hundreds of feet on both sides, till we reach a canyon where the river is seen 300 feet below. Here the train stops a few minutes to enable passengers to look into the Boiling Cauldron below. This was the best sight I saw on the line. The water was a pea green. Then we pass the Columbia River by a bridge half a mile long, into the Columbia Valley, which has some very tall trees. Sawmills are here and there along the line. It was here at Craiglachie that the last spike was driven into the C. P. R on the 7th of November, 1885,—the rails from east and west meeting here. The line gradually runs down hill now, and we come in sight of grass and fenced fields, growing crops and haystacks, and good farm houses, on a level surface, while we seen large herds of cattle feeding on the bordering hills. Men are here with their teams ploughing, and the land looks good. Further along we see trains of freight wagons drawn by from four to ten yoke of oxen, and a long string of pack-mules. We meet Indians at the station here with polished buffalo horns, trying to sell them. Passing along within 200 miles of Vancouver, there is a station here and there about every ten miles. It is all woods and mountains getting towards Vancouver. The grass looks green, and we can see an odd clear field, with some fine-looking cattle. There are some extensive brickyards, from which Vancouver is supplied. Indians are seen down on the rocks at the water's edge spearing salmon or scooping them out with dip nets, and we can see lots of them drying on poles. Chinamen are seen on the sand or gravel banks washing for gold. Large trees are now seen, and their size is indicated by the enormous stumps near the railway. We then pass through New Westminster Junction. A few miles further on and we now come in sight of Vancouver, which has a fine harbor. The population is 15,000. Until May, 1886, it was covered with a dense forest. From May to July its growth was most rapid, but in July a fire swept away every house but one in the place. Since that time it has been building up rapidly. It is a beautiful town. It has many well-laid streets, is lighted by both gas and electricity, and has plenty of pure water, which is provided by means of pipes from the mountain stream. It has regular steamship service to China and Japan, to Victoria, San Francisco and other places. The country south of the Fraser River has fine farms, and is especially adapted to fruit growing. We arrived in Vancouver on Thursday, 29th, at 3 o'clock in the afternoon, and were met at the station by Mr. David Fraser and his family and the Rev. Mr. McLeod. We had a grand time coming through, with all kinds of music. We were just a week coming from Charlottetown to Vancouver. We had an excursion train, and we did not stop anywhere except Montreal for a few hours. We travelled steadily night and day. Our beds were very comfortable, and I enjoyed the trip all through. The town is clean and plain, and you have to travel over a lot of ground to see it. Some parts of it are very thinly settled. I have walked all over the town and I am done right out. The houses are plain and roughly put up, but some are very nice. There is plenty of work for all classes of men, and there is a lot of building to be done. It is pretty warm weather here now—about what you have on the Island in July—but it don't seem a sultry or sickly heat. There are mountains about fifteen or twenty miles away; we can see them quite plainly. The lumber that they use for building here is pretty nearly all fir; they use some cedar for building wharves. I have heard them say, before I came out here, how they used to put up houses so quickly; but it is not like on the Island, where they have different kinds of wood. You have not got to run around here looking for this kind and that kind; everything is at the mill, and you can go there and order your stuff, and all you have to do is to put it up. From the sill to the saddle board is the same kind of stuff, by what I have heard, yet I have not seen a farm or house to compare with anything on the Island, or see anywhere that farming looked anything like as well as on the Island. There looks to be good farming land in some places, but it don't seem to be settled or thriving-looking like the Island. Along the prairie land they say it is too dry to cultivate. The train fare here is very dear. From Vancouver to Westminster, a run of twelve miles, is two dollars. The train runs on Sunday to Westminster and other places. The stores are all shut and not much business is done. Some things are very dear here. Potatoes are from two and a half to three and a half cents a pound, and any that I have seen yet are not worth eating. Salmon are plenty and cheap. Fruit is plentiful. The cherries are ripe here now and plenty of them. Oranges are plentiful and cheap. Laboring men are getting $2 a day, and carpenters $3 a day. That is the most I have heard of yet. They have to pay $5 a week for board. Laboring men work ten hours a day and carpenters nine a day, at present.

WELLINGTON W. BREHAUT.

Vancouver, B. C.

New boots opening daily at the Dominion Boot and Shoe Store. july5 4i