

# 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, SATURDAY, JULY 23, 1887.

VOL. 21.—NO. 52.

The Daily Examiner

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The Examiner Publishing Co.

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Advertising at moderate rates.  
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	Sun	Moon	High	Day's
M	ris	sets	ris	water	len
1 Friday	4 18	7 49	4 0	7 20	13 31
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	12 33	24
9 Saturday	23	46	10 22	1 11	23
10 Sunday	24	46	10 48	1 47	22
11 Monday	25	45	11 8	2 27	20
12 Tuesday	26	44	11 36	3 11	18
13 Wednesday	27	44	morn	4 6	16
14 Thursday	28	43	0 2	5 9	15
15 Friday	29	42	0 28	6 20	14
16 Saturday	30	42	1 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	morn	0
23 Saturday	37	35	7 46	0 5	14 38
24 Sunday	38	34	9 1	0 50	56
25 Monday	39	32	10 15	1 27	53
26 Tuesday	40	31	11 20	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	40
31 Sunday	46	26	5 4	8 14	41



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 8.50 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. HALL, P. E. I. Ry., 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 granted.

N. B.—The Albion Crushed is suitable for lime burning.

CARVELL BROS. Agents.

Ch'town, June 24, 1887—pat 1 aw 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.

Some of the 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 especially solicited.

W. L. COTTON, Manager.

Ch'town, Nov. 18, 1886.

PREPARE FOR HOT WEATHER

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.

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

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.

M'LEOD & M'KENZIE,

Queen Street, opposite Watson's Drug Store.

JAMES M'LEOD, late of C. Robertson & Co.

J. T. M'KENZIE, formerly Bruce & McKenzie, late of New York.

Charlottetown, July 5, 1887—cod & 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.

Ch'town, July 9, 1887—cod wky

THE DAILY EXAMINER.

JULY 23, 1887.

NOTES

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

These people, as I have already stated, are not without their good points. Some of them are excellent men of business, and their shops would do no discredit to any white man. We visited one of the principal ones, and were received by the proprietor, who showed us all over the establishment and then invited us upstairs to his private apartments, where we had tea with him. We all sat round a table, and the tea was brought in on a tray. It was served in small cups, without milk or sugar, and was not bad. Certain heavily sugared sweetmeats, like candied fruits, were handed round. On the wall of the room I noticed a picture of Her Majesty Queen Victoria. I spoke a good deal with a rather intellectual looking Chinaman, a friend of our host, who, like ourselves, was there as a guest. He gave me to understand that there were among Chinese—as among other nations—both good and bad; that only the depraved among them smoked opium and frequented the dens of which I have spoken, and that these people were looked upon by the better class. The impressions I formed of these people were, on the whole, rather favourable. I think they are somewhat unjustly treated, and while I do not go so far as to say that they are desirable acquisitions to society, my experience does not lead me to the conclusion that they are one and all the degraded wretches that many represent them to be. I frequently noticed that in houses whose proprietors I should have thought would not have tolerated John on any consideration, the front door was opened by one Chinaman and dinner served by another. In short, I do not see what the people of Victoria would do without them. One could express these sentiments in Victoria only at the risk of one's life, and it is the knowledge of the fact of my being 3000 miles distant that alone gives me courage to record them here.

But I must not linger too long over this delightful little place. We bade it farewell on the morning of the 13th August, after a most enjoyable visit of three weeks. We drove over to Esquimalt, four miles distant, in order to take the train at that point for Nanaimo, whither we were bound. Esquimalt is a straggling village with nothing particular to recommend it but its fine harbour. Here are stationed the ships of war, and here, too, is the celebrated Graving Dock, which we duly inspected. The occasion of our visit was the formal opening of the Esquimalt and Nanaimo Railway, which, like the Graving Dock, has an extra-provincial notoriety. The length of this line is 70 miles, and its construction is principally due to the enterprising zeal of Mr. Robert Dunsuir, who is the Sir George Stephen of the Pacific coast. On this occasion we, together with a few gentlemen from Victoria, were Mr. Dunsuir's guests. We left Esquimalt at 10 a. m., and at Cowichan, which is about half way, the last spike was duly driven home by the Prime Minister, with all the ceremony attendant upon such occasions. Near Cowichan is a large Indian Reserve, and at one of the way stations the Premier was presented with an address by the chief men of the tribe. The Indians of the Pacific Coast are quite unlike those of the plains or any other of our eastern Canadian tribes. Not only are they more civilized than the Crees or Blackfeet, but they evidently come of a different race. To my mind there is little doubt of their Mongolian ancestry. At Cowichan I had a good opportunity of comparing them with the Chinese navvies, who mingled with the crowd during the delivery of the address. As one looked down on the upturned faces, one could distinctly trace a general similarity of feature between the Indian and the Chinaman, clearly indicating a common origin, though the Indian, probably in imitation of the white man, professes a great contempt for John.

During my stay in British Columbia, I never saw an Indian who was not clad in civilized garments. They earn their living like other people, and altogether are quite superior to their brethren east of the Rocky Mountains. The common word for Indian in British Columbia is "sywash," and the squaws are generally called "Kloutshmen."

When in Victoria I saw some very interesting "totems," which are carved all over with quaint devices, not unlike Egyptian hieroglyphics. Like our red men these Indians seem to have no record of the distant past. We reached Nanaimo about one o'clock, and the whole party were welcomed with much enthusiasm; for, in addition to the honor of the Premier's visit, it must not be forgotten that this was the occasion of the arrival of the first through train from Victoria, and, as such, a memorable event. After addresses and the singing of the National Anthem by several hundred children, which made us feel at home at once, we proceeded to the coal mines, and several of us, including the Premier, descended the main shaft, going down 650 feet into the bowels of the earth.

We remained below some minutes watching the men at work, and then returned to the upper world, where, thanks to the hospitality of the civic authorities, an excellent dinner awaited us. In the afternoon we drove over to Wellington, six miles distant, where Mr. Dunsuir's mines are situated. We remained there some time, and were much interested in watching the coal coming up. I was not a little amused at seeing a number of white men, who are, as a body, very strongly opposed to the introduction of Chinese labor into this country, sitting idly at the pit's

mouth and watching the Chinamen, whom they themselves had hired at a fraction of their own wages, toiling like horses, doing their work—they receiving some \$3 a day from the capitalists and paying the Chinamen \$1.25 or so—pocketing the difference, and all the while cursing the Chinese!

We left Nanaimo for New Westminster the same afternoon by Mr. Dunsuir's tug "Alexander"—that gentleman accompanying us. The sun was setting as we stood out to sea, and his rays lighting up the landscape, made our last glimpse of Vancouver Island a very beautiful one—only less beautiful than the mainland hills towards which our faces were now turned, while in order that nothing might be wanting to complete the scene, Mount Baker stood radiant in the southern sky, catching and reflecting back to us the light for some time after the sun had disappeared below the horizon.

We were due at New Westminster at 9 p. m., but in consequence of some difficulty in finding the buoy at the mouth of the Fraser River, it was midnight before we arrived. The delay was unfortunate, as the New Westminster people had arranged their torchlight procession for 9 o'clock, and in the interval of waiting many of the torches had burnt out, and numbers of people had gone home. This we heard afterwards. To my mind, the torchlight procession was perhaps the finest of the whole trip. Certainly nothing could have surpassed the enthusiasm with which the Premier was received here. I think if it had been any greater he could not have survived it; so possibly, after all, the delay was wisely ordained.

Next day we drove about and saw the decorations, which were most artistic, especially one arch supporting two little girls, one of whom represented "Halifax" and the other "Port Moody."

The Provincial Penitentiary is a striking building with a fine approach, and the "Coal Mille Pailthe" in large evergreen letters over the gateway was much appreciated!

While I was aware that the mainland had been originally a Colony distinct from Vancouver Island, with a governor of its own, I did not expect to find the sharp division which exists to-day between the two sections of the Province. One observes everywhere a certain jealousy between them. Especially is this noticeable at New Westminster, formerly the capital of the mainland Colony where, empty and bearing evidences of its unoccupied condition, stands their old government house, a silent memorial of the glories of the past.

As an illustration of this jealous feeling between the mainland and the Island, I may mention that it was commonly reported in New Westminster, the day after our arrival, that our delay of the preceding night was the result of a deliberate design on the part of the Island people to mar the reception.

On Saturday evening, I drove over to the City of Vancouver, a distance of 13 miles. To anyone who cares about seeing big trees, I recommend this drive as affording the amplest gratification of his tastes in this particular. For the last six or seven miles, the road is one long avenue lined by trees, which must be seen to be appreciated. They are of enormous girth and without branches for perhaps half their height, rising 250 and 275 feet straight into the air. The vista is superb. The vegetation along the way seemed to be of proportionate size. I saw ferns for instance 14 feet high.

The largest tree I saw in British Columbia was at the upper end of Vancouver town site. About forty feet or more had been cut down, and was lying on the ground hollowed out. Into this hollow tube we walked, and, standing upright, I was just able with an outstretched cane to reach the top. A few feet from the ground the trunk measured 42 feet in circumference. It was, therefore, about 13 feet six inches in diameter, and was 310 feet high. This last measurement I did not verify, but it is on the word of a member of Parliament and, therefore, admits of no dispute.

We found Vancouver almost wholly rebuilt, with the exception of the Churches of which I could see no trace. Vancouver occupies a more desirable site than appears from the water approach. The ascent from the water's edge, though gradual, is considerable, and affords a commanding view from the upper portion of the town.

Speculation in town lots was at fever heat during our visit; and I heard during my few hours stay a good deal of conversation suggestive of St. Matthew's calling before he became an apostle.

I left Vancouver by the noon boat for Port Moody, and, separating from my companions, drove back to New Westminster by stage.

On Monday morning, the 16th inst., we bade farewell to our hospitable friends, and embarking on board the steamer Rithet, sailed up the Fraser to Port Hammond, a station on the Canadian Pacific Railway, twelve miles above Port Moody, where, after receiving an address, we took the train and started on our homeward journey.

At Stave River our party was photographed by a professional gentleman who had come there for the purpose.

At Agassiz, 58 miles above Port Moody, we took our last look at Mount Baker, which is seen perhaps to better advantage from this point than from any other in British Columbia.

At Yale, we visited an Anglican sisterhood which has lately been established at that place. Yale is completely surrounded by mountains, walled in, as it were, and one cannot exactly see how on earth one got in, nor how one is going to get out. We laid over for the night at North Bend. Kanloops, where it has not rained for two years, I was told, is without exception the dustiest place I ever saw, if one may judge of the character of a town from the vicinity of its railway station, which, I admit, is unfair.

We ran along the deep canyons of the Thompsons, passed the Shushwap Lakus and

Eagle River, and crossing the Columbia, rested for the night at Revelstoke. Next day we climbed the Selkirks and Rockies, and descended the latter to Banff, where a halt was made for the purpose of allowing us to visit the hot springs, which we accomplished satisfactorily and then proceeded on our way east.

We ran very fast from Banff to Calgary, making all of 50 miles an hour. We passed the latter place in the night, and arrived at Regina on the following afternoon, having stopped at Moose Jaw to receive an address. The country about Moose Jaw had suffered terribly from drought. The sun seemed to have burned up everything, and there was no shade for man or beast. I myself saw from the carriage windows a man lying at full length on the road side, devoting his energies to keeping his head in the shadow of a telegraph pole, in the accomplishment of which purpose he was slowly describing a circle on the prairie!

We remained over night at Regina, starting next day at noon for Winnipeg. The Premier received addresses at Wolsely, Broadview, Whitehead and Virden.

The Lieutenant-Governor accompanied us to the eastern boundary of his territory, and if hearty cheers and still more hearty shakes of the hand are any evidences of a people's good will, Mr. Dewdney must be a popular man.

At Brandon, that evening we had an immense torchlight procession, accompanied by a general illumination of the town. There were two large meetings held and much enthusiasm exhibited on all sides.

In the morning we took a special, and as the guests of the managers of the road, ran over the Manitoba and North Western Railway to the end of the track, which at that date was 155 miles from Brandon. Addresses were presented at Gladstone, Nepeva, Minnedosa, Shoal Lake, Birtle, and at the end of the track. This railway serves a beautiful country. Really, I am not able to say which looks finer—North-Western or South-Western Manitoba—both were perfect gardens, strange to say, comparatively unaffected by the dry weather, which did not begin to make itself seriously felt until one had passed the western boundary of the Province of Manitoba.

We arrived at Winnipeg on Sunday morning. On Monday we went out to Stoney Mountain, 13 miles from Winnipeg, to visit the Penitentiary, and also to inspect Warden Benson's herd of Buffalo, which are well worth seeing. Most of these animals are crossed, but among them is to be seen an occasional Simon-pure. They are comparatively tame. As we drew near they were approaching a pump in the form of a semi-circle. Engaged in the menial office of drawing water for the cattle, was an old Indian in a prison suit with the number '103' pasted across the seat of his trousers. This gentleman was none other than the renowned "Big Bear."

The prairie intervening between Winnipeg and Stoney Mountain is the finest I saw anywhere in Manitoba or the North-West.

The next day, the 24th August, was memorable as being the hottest I ever experienced. The thermometer marked 108, and the wind was like the blast from a furnace.

On the 26th, we drove over to St. Boniface and visited Archbishop Tache, who received our party most cordially, and showed us all over the convent, college and church. In the churchyard, surrounded by a slight picket fence, is Louis Riel's grave.

The same afternoon we started for Port Arthur, which we reached next morning. The Premier here received from the civic authorities the utmost kindness and attention. Nothing was left undone to do him honor.

We had the usual address—a trifle long, perhaps—a sail up the Kaministiquia, where several more addresses were presented, notably one by the Indians, and a reception in the evening. The Northern Hotel is an excellent one, and altogether it seems to me that Port Arthur must be an extremely pleasantly place in which to spend one's summer holiday. Were I not a married man, I dare say I should have noticed the number of pretty girls that grace this town, which doubtless would have tended to confirm my favorable impression of it.

We left next day by the regular train, and reached Ottawa in safety on the morning of the 30th August, having thoroughly enjoyed a delightful trip of which the foregoing is a most imperfect outline, written largely from memory at odd moments in the midst of engrossing duties, and submitted to my Island friends in the hope that they will not too closely criticize my efforts to afford them a better acquaintance with the western portions of our Great Dominion.

Ottawa, June, 1887. J. P.

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