THE DAILY EXAMINER.

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—TO THE—

Three Families in P. E. Island

—WHO SEND—

WRAPPERS

Representing the Greatest Value in

Woodill's German Baking Powder,

UNTIL SEPTEMBER 31st.

ug13

JAMES A. MORRISON. GEORGE MUSGRAVE

MORRISON & MUSGRAVE,

BROKERS

—AND—

Commission Merchants,

HALIFAX

Consignments of Island produce will receive prompt attention.

REFERENCES: Thomas Fyshe, Esq., Cashier Bank of Nova Scotia, Halifax; D. C. Chalmers, Manager Bank of Nova Scotia Charlottetown.

"Army and Navy Depot."

JAS. SCOTT & CO.,

HALIFAX.

A Full Stock of Wines and Liquors

JUST RECEIVED.

150 Cases ROYAL BLEND,
75 cases ISLAY BLEND & GÆLIC,
100 Cases OLD RYE,
50 " CHAMPAGNE, choice brands,
150 " CLARET,
25 " HOCK and MOSELLE,
25 " LIQUEURS—Cherry Brandy, Noyau, Curaco, Maraschino, Benedictine,
200 " FINE PORT and SHERRY,
150 " HOLLAND GIN and OLD TOM,
300 " HENNESSY'S BRANDY, *, ** *** and V. O.,
100 " BASS'S ALE,
200 " BURKE'S STOUT,
100 " APOLLINARIS WATER,
100 " BELFAST GINGER ALE,
50 " FINE OLD RUM,
50 " KINAHAN'S L. L. WHISKEY,

—And a Full Stock of—

CHOICE GROCERIES

ap24

1889

BOSTON DIRECT.

Boston, Halifax and P. E. Island Steamship Line.

Only Direct Line Without Change.

CHARLOTTETOWN TO BOSTON.

The Staunch and Commodious Steamships

"Carroll" and "Worcester,"

having been thoroughly refurnished and put into first-class condition in every respect, will, during the season of 1889, run as follows, commencing with the

"CARROLL,"

From Charlottetown, Thursday 9th May, at 6 p. m.

One of these vessels will leave Boston for Charlottetown EVERY WEDNESDAY, at Noon, and Charlottetown for Boston EVERY THURSDAY, at Six o'clock, p. m.

Excellent Passenger accommodation. Low rates.

FARES—First-class Passage Berth in well-furnished Cabin, $6.50. Stateroom Berth, $2.00 extra.

Lowest Rates for Freight, which is always carefully handled.

CARVELL BROS., Agents, Charlottetown.

HARRISON LORING, Treasurer,
R. B. GARDNER, Manager,
Lewis' Wharf, Boston.

LONDON HOUSE.

—(x)—

AUGUST.

—(x)—

Ladies' Waterproof Cloaks,
Ladies' Waterproof Cloaks,
Ladies' Waterproof Cloaks.

Men's Rubber Coats,
Men's Rubber Coats,
Men's Rubber Coats.

Ready-Made Clothing,
Ready-Made Clothing,
Ready-Made Clothing.

New Carpets,
New Carpets,
New Carpets.

New Flannels,
New Flannels,
New Flannels.

—(o)—

HARRIS & STEWART,

aug15—eod&wkly.

McLEOD & McKENZIE,

Star Merchant Tailors,

Have entered upon their Semi-Annual Season of giving Rare Bargains.

—:o:—

WE PURPOSE TO CLEAN OUT, IF POSSIBLE, THE BALANCE OF OUR

SPRING AND SUMMER WEAR,

At prices we have not hitherto offered, in order to make room for our

FALL IMPORTATIONS.

This step was unavoidable, and as a consequence you may anticipate rare plums.
HOURS—FROM SEVEN TO SIX.

McLEOD & McKENZIE.

Charlottetown, July 31, 1889.

PICKLING VINEGAR & SPICES.

—(x)—

Wholesale and Retail.

—(x)—

THE season for Pickling Vinegar and Spices having come around again, we are prepared to supply our many customers and the public generally with those articles at the lowest possible prices.

ENGLISH MALT VINEGAR.

We have on hand a large stock of this Celebrated Vinegar, which is, without doubt, the best Pickling Vinegar in the market to-day. As we import this direct from England ourselves, we can guarantee the quality.

WHITE WINE VINEGAR.

We have received a consignment of XXX WHITE WINE VINEGAR, from the best manufactory in the Dominion, which we can confidently recommend to be first-class.

—(x)—

Cider and Golden Syrup Vinegars always kept in Stock.

—[x]—

PICKLING SPICES.

We have received another lot of the same kind of Spice as we had last year, and which gave such good satisfaction. Don't buy poor Spices and thereby spoil your pickles.

WHOLE PEPPER, ALLSPICE, CINNAMON, GINGER, CLOVES, MACE, MUSTARD SEED, &c., always kept on hand.

BEER & GOFF,

Ch'town, Sept 13, 1889—oaw & wky **Queen & King Square Stores.**

A TRIP TO CAPE BRETON

With the Maritime Press Association.

NOTES BY THE WAY.

New Glasgow—Its Views, Industries and Prosperity.

To the landsman crossing the Strait which separates our "Gem of the Northern Sea" from the great continent which it adorns—as an emerald adorns the neck of a lady—"everything lies in circumstance." If the breezes blows and the sea is high, the passage is begun in dread and continued in misery But when—as when we crossed—there is not wind enough to blow away the haze which has gathered and hangs lazily upon the landscapes that loom on either shore, it is quite delightful to be on board one of our trim steamers, under the charge of one of our "Cameron men."

The pleasure of the trip is, of course, greatly enhanced when one meets companions who have travelled, and who can tell good stories or call to mind incidents of personal or historic incident. One of these came over to Pictou with us. An incident in the career of the late Hon. Joseph Wightman, which he related, may be interesting to at least to one reader of THE EXAMINER. He said that Mr. Wightman had told him that after he (Wightman) came to the Island, and while still a young man, he engaged in fishing, and soon learned perfectly the navigation of the coast. At that time the British Government had soldiers stationed at Quebec, Kingston and other towns in Canada, and men-of-war passed frequently up and down the Strait. Mr. Wightman was fishing off Cape Breton on one occasion when he heard in the fog the report of a British frigate's signal gun. Hastening in the direction of the report, he found the vessel aground and the crew engaged in throwing the guns overboard. He was welcomed as an angel from heaven. The captain had him on board in a jiffey, and interrogated him as to his knowledge of the coast. Assured on this point, and finding that all the efforts which had been made were unnecessary as well as futile, the captain gave Mr. Wightman full charge of the ship; and the lieutenant approaching, touched his hat, and awaited Mr. Wightman's orders. These were given with such good judgment that the ship — the Malabar — was soon afloat, to the great relief of all concerned, particularly the officers, who immediately made up a purse of $700, and presented it to the saviour of the ship and their reputation. Subsequently they employed Mr. Wightman to restore the guns, which they, in their panic, had thrown overboard, giving him £25 for each gun. It was in this way that Mr. Wightman got his "start in life."

A more traditional incident was suggested as the steamer passed by Pictou Island and the Little Cariboo. Between the latter and the shore of the mainland the water course is only about two hundred yards wide. It is said that during one of the wars of the Micmacs and Mohawks, the Mohawks found out that a party of Micmacs were in hiding on the Island. Thinking that they could swim the passage, they resolved to do so in the night, and kill their enemies while asleep. They accordingly plunged in. But the sea swallowed them up, and on the following morning cast some of their bodies high and dry upon the beach, with their deadly tomahawks attached.

The extension of the railway from Pictou to New Glasgow is evidently a great advantage to the former, while, contrary to the predictions of the croakers, it is a benefit rather than a hindrance to the continued progress of the latter. An impetus has been given to Pictou; and we found the spirit of enterprise working hard in New Glasgow with a determination to develop the magnificent resources, in coal and iron, by which the town is surrounded. That the people may have an idea of what they are doing in this respect, carriages were placed at the the disposal of the Maritime Press Association by the New Glasgow Board of Trade. We had thus an opportunity to see the magnificent views afforded by a drive to the top of Fraser's Mountain, and the interesting operations which are carried on at the glass factory and steel works.

The mountain's side is

"Renowned for splendid prospect far and wide."

There can be seen, in the distance, a faint outline of Prince Edward Island, and the bolder features of of the Cobequids; nearer, Pictou, with its famed academy set upon a hill, and a broad valley with the winding East river in its midst. Farmsteads and the cottages of workmen in the mines and factories, and the puffing steamers and more stately sailing craft which ply upon the river and harbor, fill the scene with variety and life. The whole forms a grand landscape—one of the grandest that I have seen.

But there is no money in landscapes. For the sake of those who are interested in "the development of industries," and the building up of the country, we must hasten down the mountain's side to a lower and less ethereal level.

The Nova Scotia Glass Company began operations in the year 1881. The town of Trenton, a surburb of New Glasgow, was then—nowhere. The glass factory was erected on the border of a scrubby wood; and the houses of the first operatives were built among the bushes. In less than a decade, the wilderness has given place to a thriving manufacturing town.

The Glass Company make lamp chimneys, lantern globes, jars, tumblers, goblets, tea setts, plates, jugs, bowls, nappies, jelly tumblers—in short all kinds of table ware; and they find a ready market for their excellent goods in Ontario and Quebec, as well as in the Maritime Provinces. They employ about 110 workmen.

It is worthy of remark that the operatives were, in 1881, all foreigners,—now they are all, with scarcely an exception, native born young Canadians kept at home.

The process by which the sand is changed into glassware, such as we see daily in use, is one of the most interesting that can be seen. Imagine a number of circular furnaces in the midst of a circular area, each furnace surrounded by a body of workmen: some are drawing forth the liquid glass and pouring it into moulds, others cutting the half cooled glass with scissors, others disclosing the goblet or jug as soon as it has hardened; others, again, blowing through tubes like gas pipe, forming from the liquid masses, at the ends of the tubes, the lamp-chimneys which we use for our kerosene lamps,—all the operations being carried on and completed before the liquid glass has had time to harden,—and you may form an idea of the work which is done at the glass factory and the dexterity of the workmen.

From the hands of the workmen at the furnaces, the glassware is carried away as it is made, and placed over a slow fire to be subjected to various degrees of heat in order that it may be annealed or tempered. Then it is carefully packed in boxes to be distributed throughout the Dominion.

The quality of the glassware made at New Glasgow is, undoubtedly, excellent,—quite good enough for use by anyone.

It was difficult to draw some members of our party away from the glassworks—so deeply were they interested in the operations; but time passed, and the Steel Works were to be seen.

The plant of the Nova Scotia Steel and Forge Company covers fifteen acres, extending along the shore of the East River; and the paid up capital invested amounts to $400,000, most of which is owned by enterprising men in New Glasgow. The Company was found in 1882 and re-organized with larger powers and additional capital on the first day of the present year.

We entered the works at a point at which the steel ingots, previously prepared, were being passed through the rolling mills and pressed out into long flat bars, such as we see at the hardware stores. Heated to a white heat in a furnace near by, the ingots were conveyed to the rollers by means of a crane, and passed by ready workmen from one rolling mill to another, each mill making them smaller and longer. Veritable fiery serpents they seemed as they squirmed under the pressure of the rollers.

From this point we passed on, all too quickly, to the furnaces in which the iron is boiled and so changed into steel. Inside the furnace the molten metal was bubbling like porridge before breakfast. Workmen were preparing to draw a charge. A great pot stood ready to receive the steel as it spurted out, and eighteen moulds—each capable of holding a ton—were extended in line along a trench underneath the pot. A piece of metal spouting was placed with one end at the mouth of the furnace and the other on the edge of the pot; and over this was spread a covering to shield the operatives from the terrible heat of the fluid steel. One of the men then took up a crow bar and inserted it into the mouth of the furnace; another stood by with a sledge hammer in hand. One blow, and a million sparkles envelop the men; another blow or two, and the bubbling tide in the furnace gushes out. Eighteen tons of it and more are poured forth ere the huge pot is full to the brim. As soon as it is full, the spouting is knocked away, the liquid still remaining in the furnace being permitted to run out into the trench below. The pot, with its contents, is then propelled by means of a steam engine and crane, directly over the moulds in the trench. When the first mould is reached, a lever, attached to the pot, is applied and a comparatively small opening made in the bottom, through which the liquid steel falls into the mould. A workman stands by, and, as soon as the mould is full, stops the flow, and moves the pot on to the next mould, repeating the operation until the pot is empty and the moulds have all been filled.

To a looker-on the easy manner with which the workmen regard the heat of the furnace and the flowing steel is amazing. "They soon get used to it," is the ready explanation of our guide—the manager of the works. When cool, the ingots of steel are taken from the moulds; and, again heated many times, are subjected to a number of processes before the steel is ready for market. The company do not, we believe, make watch springs, but they make, besides bars of steel, many of the small articles which enter into our manufactures.

We noticed, among others, tons upon tons of fittings for agricultural machinery, such as spring teeth for harrows and hay rakes. Most of these fittings are sent up to Ontario, where the machines are made up,—and then they come down again, in large quantities, to our farmers!

Isn't there something wanting here, when we have to pay freight both ways and the profits of the Ontario manufacturer and his agent for agricultural machinery, the chief part of which is produced at our own doors? I was very glad to see at the steel works a member of the enterprising firm of Mark Wright & Co., and I am not without hope that more of the products of the Nova Scotia Steel and Forge Company will enter into our local manufacturers in the future than in the past.

It must not, however, be supposed that I should like to see stopped the rapid increase in the company's business with the Upper Provinces.

What this increase has been is made evident by the fact that in 1884 the company sent to the Upper Provinces only 2,280 tons of steel, and in 1888 no less than 12,000 tons.

They now employ about four hundred men, nearly every one of whom, from the manager to the stoker, is a native born Nova Scotian.

The wages paid by the company amount to about $10,000 a month—a nice little supplement to the "circulating medium" of New Glasgow.

Besides the glass works and the steel works, there are in New Glasgow many industries of more or less importance. Indeed, the spirit of enterprise seems to be awake to all the advantages within reach of the place. The centre of a vast coal area, with unknown quantities of iron ore close at hand, possessing limestone and freestone in abundance, having communication with the world at large and Canada in particular, by sea and land, the possibilities of New Glasgow, and indeed the whole of Pictou County, are great beyond calculation.

W. L. C.

Best of All

Cough medicines, Ayer's Cherry Pectoral is in greater demand than ever. No preparation for Throat and Lung Troubles is so prompt in its effects, so agreeable to the taste, and so widely known, as this. It is the family medicine in thousands of households.

"I have suffered for years from a bronchial trouble that, whenever I take cold or am exposed to inclement weather, shows itself by a very annoying tickling sensation in the throat and by difficulty in breathing. I have tried a great many remedies, but none does so well as Ayer's Cherry Pectoral which always gives prompt relief in returns of my old complaint."—Ernest A. Hepler, Inspector of Public Roads, Parish Terre Bonne, La.

"I consider Ayer's Cherry Pectoral a most important remedy

For Home Use.

I have tested its curative power, in my family, many times during the past thirty years, and have never known it to fail. It will relieve the most serious affections of the throat and lungs, whether in children or adults."—Mrs. E. G. Edgerly, Council Bluffs, Iowa.

"Twenty years ago I was troubled with a disease of the lungs. Doctors afforded me no relief and considered my case hopeless. I then began to use Ayer's Cherry Pectoral, and, before I had finished one bottle, found relief. I continued to take this medicine until a cure was effected. I believe that Ayer's Cherry Pectoral saved my life."—Samuel Griggs, Waukegan, Ill.

"Six years ago I contracted a severe cold, which settled on my lungs and soon developed all the alarming symptoms of Consumption. I had a cough, night sweats, bleeding of the lungs, pains in chest and sides, and was so prostrated as to be confined to my bed most of the time. After trying various prescriptions, without benefit, my physician finally determined to give me Ayer's Cherry Pectoral. I took it, and the effect was magical. I seemed to rally from the first dose of this medicine, and, after using only three bottles, am as well and sound as ever."—Rodney Johnson, Springfield, Ill.

Ayer's Cherry Pectoral,

PREPARED BY

Dr. J. C. Ayer & Co., Lowell, Mass.

Sold by all Druggists. Price $1; six bottles, $5.

MOLASSES.

200 PUNCHEONS in Store of the best quality ever imported by us—real choice.

CARVELL BROS.

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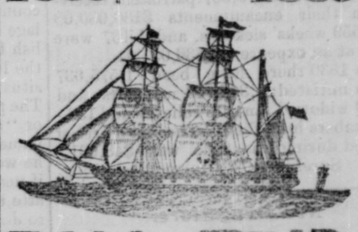
1889. 1889.



FALL TRIP.

THE Clipper Bark "EREMA," 300 tons register, P. Ledwell, Commander, will

Sail from Liverpool for Charlottetown about the 1st October,

and will carry Freight at through rates to the different railway points on the Island.

For Freight apply in London to JOHN PITCAIRN & SONS, 7 Union Court, Old Broad St.; in Liverpool to WILLIAM BULLEN, 51 South John Street, or here to the owners,

PEAKE BROS. & CO.

Ch'town, 2nd Aug. 1889. eod tl d

NORWOOD FARM

BY AUCTION.

I AM instructed by George J. Wright, Esq., to sell by Auction, on the premises,

On Thursday, Oct. 3rd,

AT 10 O'CLOCK, A. M.,

The Farm Property of the late George Wright, situated on the St. Peter's Road, and within 2½ miles of the city.

This Farm comprises 144 acres of land, nearly all clear, well watered, and in a high state of cultivation.

The Dwelling House and Farm Buildings, which are all in good condition, will be offered with 60 acres separately or with all the land, as may be desirable.

GEO. M. HARRIS,

sept7—tl sle Auctioneer