

CALENDAR FOR JULY 1894.
 New Moon, 3rd day, 11 32.0a. m. b. low horizon.
 First Quar 9th day, 6h 2.5m. p. m. S.
 Full Moon, 17th day, 6h 50.3m. p. m. E. below horizon.
 Last Quar 25th day, 4h 54.5m. p. m. N. below horizon.

Day of Week	Sun rise	Sun sets	High water
1 Sunday	4 18	7 49	9 38
2 Monday	4 19	7 49	10 22
3 Tuesday	4 20	7 49	11 11
4 Wednesday	4 21	7 49	11 59
5 Thursday	4 22	7 48	12 46
6 Friday	4 23	7 48	1 32
7 Saturday	4 24	7 47	2 17
8 Sunday	4 25	7 46	3 02
9 Monday	4 26	7 46	3 46
10 Tuesday	4 27	7 45	4 30
11 Wednesday	4 28	7 44	5 13
12 Thursday	4 29	7 44	5 56
13 Friday	4 30	7 43	6 38
14 Saturday	4 31	7 42	7 20
15 Sunday	4 32	7 41	8 01
16 Monday	4 33	7 40	8 81
17 Tuesday	4 34	7 39	8 49
18 Wednesday	4 35	7 38	9 35
19 Thursday	4 36	7 37	10 20
20 Friday	4 37	7 36	11 04
21 Saturday	4 38	7 35	11 47
22 Sunday	4 39	7 34	12 29
23 Monday	4 40	7 33	1 10
24 Tuesday	4 41	7 32	1 50
25 Wednesday	4 42	7 31	2 29
26 Thursday	4 43	7 30	3 07
27 Friday	4 44	7 29	3 44
28 Saturday	4 45	7 28	4 20
29 Sunday	4 46	7 27	4 55
30 Monday	4 47	7 26	5 29
31 Tuesday	4 48	7 25	6 02

THE DAILY EXAMINER
 THE LEADING DAILY NEWSPAPER OF P. E. ISLAND.

Published every afternoon from the office of the EXAMINER PUBLISHING COMPANY, in the London House Building, Queen Street.

RATES OF SUBSCRIPTION.
 (IN ADVANCE)
 ONE YEAR.....\$1.00
 SIX MONTHS......75
 THREE MONTHS.....50
 ONE MONTH......25

ADVERTISING RATES
 For small advertisements which are ordered for only one or two weeks the charge is 20 cents per inch for the first insertion, and 10 cents for each continuation. Rate cards are furnished on application at the office. Special contract prices at a reduced rate are quoted for advertisements four inches in size or larger, which are to run for three months or longer.

No special notices inserted unless paid for at the rate of 10 cents per line, and under no circumstances will such paid notices appear in the local column.
 Special discounts made on all advertisements connected with Church Fairs, Bazaars, Fairs, etc. No notices will be inserted with the same unless the regular rate of 10 cents per line is paid.

THE DAILY EXAMINER is considered by our Merchants and Manufacturers to be the leading newspaper in P. E. Island, and consequently the most valuable advertising medium through which to make their announcements public, as abundantly proved by the fact that in order to accommodate our advertisers we have been compelled to enlarge the paper to its present size.

The DAILY EXAMINER is for sale by the following agents:
 R. H. Mason, Post Office, Charlottetown.
 C. Paul, Lower Spring Park Road, ..
 W. M. Coffin, Trafalgar Street, ..
 A. Gray, New Water and Prince St., ..
 D. Chappell, Prince Street, ..
 J. S. Gray, Queen Street, ..
 Geo. Carter & Co., Queen Street, ..
 S. Gray, New Water, P. E. I. Railway, and on the trains.
 M. & C. J. Walsh, Esthetic Bookstore, Summerside.
 D. Schindler, Souris.
 Hon. D. Gordon, Georgetown.
 D. A. Egan, Mt. Stewart.
 G. M. Clarke, Alberton.
 A. J. McNeil, Stanley Bridge.

The Weekly Examiner
 is issued every Friday morning from the publishers' office. It is made up of matter which has appeared in the Daily editions, and is a first-class weekly newspaper—interesting and full of the latest news.
 The subscription for THE WEEKLY EXAMINER, sent paid to any part of Canada or the United States, is one dollar per year.
 Advertising rates on the same basis as given above for THE DAILY EXAMINER.

DOCTOR DORSEY,
 Physician and Surgeon.
 Graduate of the Medical Department of the University of the City of New York, late Member of the Resident Staff of Bellevue Hospital and New York City Hospital, New York City.
 OFFICE: North Side Queen Square
 OPPOSITE POST OFFICE
 Residence—Near Corner of King and Queen Streets, Charlottetown.

TO LET.
 The Store and Offices situated on Water Street, formerly occupied by F. T. Newbery, Esq., and now by M. Trainor, Esq. Possession given 1st July next. Apply to PEAKE BROS. & CO.
 may17

TINWARE
 FOR
 Creameries and Cheese Factories.
 The very best work guaranteed on all jobs for Creameries and Cheese Factories. WE MAKE A SPECIALTY OF THIS KIND OF WORK.

M. STEVENSON,
 MANUFACTURER OF
 Tinware, Stove Pipe, &c.,
 55 QUEEN STREET,
 CHARLOTTETOWN, P. E. ISLAND.
 All orders promptly attended to.
 ap30-1f

REMOVED!
 I have removed my Book-binery to the Shop next to A. E. McEachen's Boot Store, two doors below Weeks & Beer's Old Stand, Queen St., where I will be pleased to see all my customers.
J. D. TAYLOR.
 Studio—Corner of Queen and Grafton Streets.
 Charlottetown, May 19, 1894—3m dy

THE DAILY EXAMINER.

separate read. Room

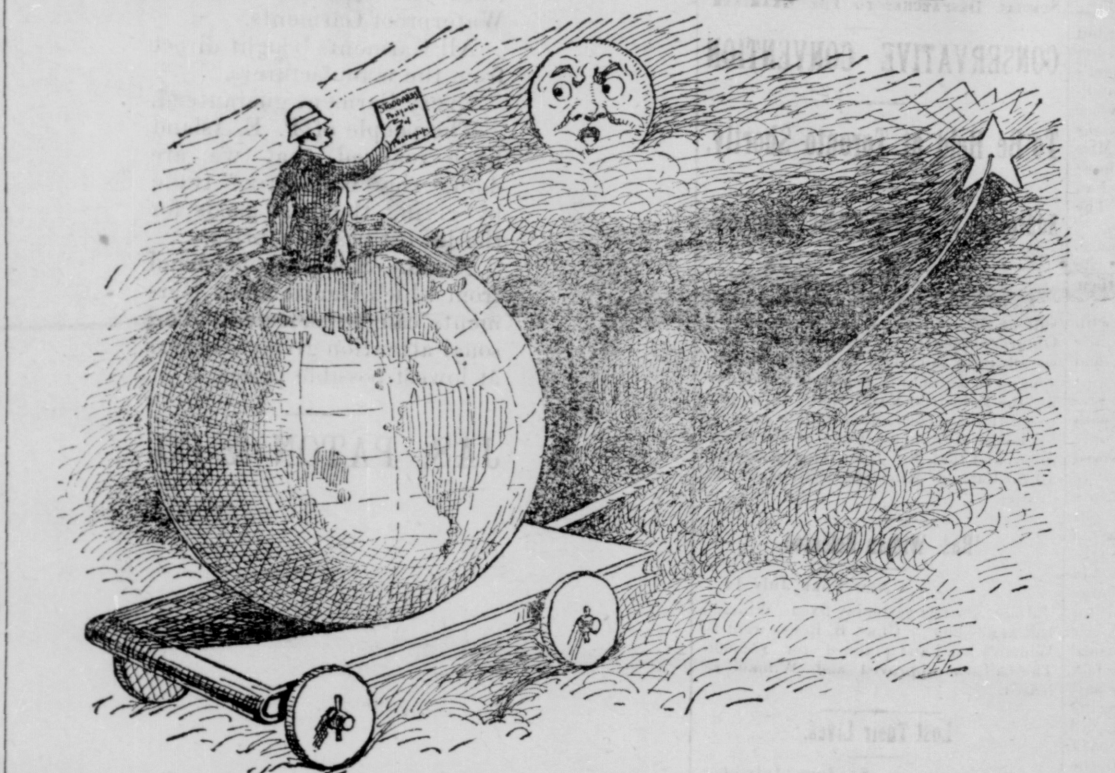
TERMS: Four Dollars a Year

"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 14 1894. VOL 34.—NO. 11

Stoddard's Photographs!



THE SERIES NOW COMPLETE!
 Sample Portfolios, containing Sixteen Photographs, 10 cents each.
THE EXAMINER PUBLISHING COMPANY.

"The Rain it Raineth Every Day."
 What a comfort it is to walk down town in the morning wrapped in the luxurious embrace of a **RIGBY POROUS WATERPROOF COAT**, all dry and comfortable, while those of one's less fortunate friends shiver and endure the old style of waterproof garment. But people are rapidly becoming educated to better things, and the cold, clammy, air-tight rubber waterproof is fast disappearing.
 dy & wky—June9

NEW FLOUR JUST RECEIVED
 AT S. B. ENMAN & CO'S.
BEAVER and FAMOUS brands of Flour very cheap for Cash at
S. B. ENMAN & CO'S,
 Charlottetown, April 30, 1894—mon wed fri
 In J. D. McLeod's Old Corner Building.

ROBERT PALMER & CO.,
 Charlottetown Sash and Door Factory.
READ THIS!
 We are now better prepared than ever to supply Contractors with PANEL DOORS and FRAMES, SASHES and FRAMES, MOULDINGS and FINISH SPOUTING and CONDUCTORS, STAIR RAILS, STAIR BALUSTERS, NEWELL POSTS, which are always kept constantly in stock.
 We are also prepared to do all kinds of JOBBING in Planing, Jointing, Molding, Tenoning, Jig and Fret Sawing.
 All kinds of GOTHIC WINDOWS made at shortest notice.
 Our Machinery is new and of the very best description, and we manufacture of the best Quebec pine. Give us a call.
ROBT. PALMER & CO.,
 Ch'town, Nov. 3, 1893—wky
 PEAKE'S NO. WHARF.

HAWKER'S CATARRH CURE
 PAINLESS CURE SAFE SIMPLE PERFECT
 EFFECTUALLY CURES CATARRH, COLIC IN THE HEAD, CATARRH HEAD-ACHE AND DEAFNESS, INFLUENZA, ETC.
 Sold everywhere. Price, 25 cents. M'd. by THE H. W. KIM MEDICINE COY., Ltd., St. John, N.B.

GEO. H. COOK,
 PHOTOGRAPHER,
 Calls special attention to the marked superiority of his Photos. They are not mere Photographs, they are Likenesses, and make invaluable mementoes of absent friends. Call and see specimens.
CHILDREN'S PORTRAITS a specialty, for which no extra charge will be made.
A. J. MURPHY,
 Merchant Tailor,
 June 1 1894.—tu f e t

That Pie

SENATOR FERGUSON'S SPEECH
 Public Works & Winter Communication.
 (CONTINUED.)
 There is a second branch of this subject which has been presented to this honorable House by two gentlemen representing our Province in years gone by. I refer to the terms of union which provide for the efficient steam communication, winter and summer, between Prince Edward Island and the mainland of Canada, and I want to say a few words upon the present aspect of that question, and in doing so it will be necessary for me to somewhat historical and trace the history of the subject. It is to us a matter of very great and vital importance, and the arguments I have been presenting to the House, and the facts which I have been producing so far, are, I might say, the groundwork for what I am going to say with regard to communication between the Island and the mainland, and also with regard to the public works in the Province of Prince Edward Island. The terms of union say the Dominion Government shall:
 Establish and maintain efficient steam service for the conveyance of mails and passengers between the Island and the Dominion winter and summer, thus placing the Island in continuous communication with the Intercolonial Railway and the railway system of the Dominion.
 I may say, as hon. gentlemen know very well, that one of the strongest arguments that were urged in Prince Edward Island against that province going into confederation, was that we were isolated for four or five or six months of the year, practically isolated as far as trade and commerce were concerned and almost isolated as far as social intercourse was concerned, and that under these circumstances, it was impossible for the people of Prince Edward Island to compete on even terms with the people of the Dominion of Canada in manufactures and other things, that we would always be handicapped, and that on that account it was not in our interest ever to become a part of confederation. But at the time of the first offer of confederation, just as in regard to the matter of public works, there was not that knowledge possessed by Sir James Macdonald and his colleagues of the wants and the particular circumstances of Prince Edward Island which they did arrive at, at a later stage. They did not understand the question as well as they did later on, and there was no provision in the Quebec resolutions for efficient steam communication between the Island and the mainland in the winter season, in the original project of confederation there was no offer of this kind, and no provision that Prince Edward Island should be indemnified for the great public works being carried on in other parts of Canada, but both these points were embraced and contained in the terms of confederation 1873. Now in the early part of confederation Canada did not appear to have any intention of building an old steamer called the "Albert" was placed on that route; she was unfit for it—fit only for carrying wool and totally unfit for passenger service. She was this way for many years to the extreme disgust of the people of the Province. But later on, in 1875 or 1876, the Mackenzie Government then in power made an honest contribution to the solution of this question by putting the steamer "Northern Light" on, which was an experiment, an honest experiment, but she did not prove at all suitable for that purpose. She was not the construction design of a very great genius, and the result was that although she did more than many people believed to be possible under some circumstances, she failed completely to furnish that communication which the people of the province had a right to expect. Years passed on, and a change of Government took place and still the "Northern Light" ran some time on that service, and it was not till the year 1886 that the Provincial Government made very strong representations, both in Ottawa and London on the subject, and the Dominion Government took the matter up in earnest and built the steamer Stanley, which has since been carrying on this communication. I think it is only right and proper that I should say in this place that the steamer Stanley is a wonderful boat. She is well constructed and designed, and she has accomplished a good deal and great credit is due to the Government who put that steamer Stanley on the route as a fair and valuable contribution to the solution of this great question. And I will say in this place that the captain of that boat is as good a man as ever stood on a deck anywhere—Captain Finlayson. He is a man in whom the people there have the most unbounded confidence, and he has shown during his long service that he is possessed of prudence, coolness, care and an ability to conduct that service which is only right and proper that I should say in this place that the captain of that boat is as good a man as ever stood on a deck anywhere—Captain Finlayson. 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