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NEW SERIES. CHARLOTTETOWN, P. E. ISLAND, MONDAY, SEPTEMBER 5, 1887. VOL. 21.—NO. 88.

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The Examiner Publishing Co

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ALMANAC FOR SEPTEMBER, 1887.

MOON'S CHANGES.

Full Moon 2nd day, 7h., 0.2m., a. m., N.W., (below horizon.)
Last Quarter 10th day, 11h., 50.7m., a.m., SE.
New Moon 17th day, 9h, 47.3m., a. m., S.E.
First Quarter 24th day, 0h., 51.4m., a.m., N. W. (below horizon).

D M	DAY OF WEEK	Sun rises	Sun sets	Moon rises	High water	Day's len'h
		h m	h m	aftr'n	morn	h m
1	Thursday	5 25	6 34	6 26	10 3	13 9
2	Friday	27	32	6 53	10 37	5
3	Saturday	28	30	7 19	11 10	2
4	Sunday	29	28	7 43	11 40	12 59
5	Monday	30	26	8 7	aft 12	56
6	Tuesday	32	24	8 32	0 43	52
7	Wednesday	33	22	9 0	1 16	49
8	Thursday	34	20	9 31	1 54	46
9	Friday	36	19	10 7	2 37	43
10	Saturday	37	17	10 49	3 32	40
11	Sunday	38	15	11 39	4 42	37
12	Monday	39	13	morn	6 8	34
13	Tuesday	41	12	0 28	7 26	31
14	Wednesday	42	10	1 44	8 29	28
15	Thursday	43	8	2 57	9 21	25
16	Friday	44	6	4 13	10 7	22
17	Saturday	46	4	5 31	10 48	18
18	Sunday	47	2	6 50	11 29	15
19	Monday	48	0	8 0	morn	12
20	Tuesday	50	5 58	9 24	0 10	8
21	Wednesday	51	56	10 39	0 51	5
22	Thursday	52	54	11 49	1 36	2
23	Friday	53	52	aft 53	2 27	11 59
24	Saturday	54	50	1 50	3 26	56
25	Sunday	55	47	2 40	4 42	52
26	Monday	56	45	3 21	6 7	49
27	Tuesday	58	43	3 58	7 19	45
28	Wednesday	6 0	41	4 30	8 15	41
29	Thursday	4	39	4 58	8 52	39
30	Friday	6 2	5 36	5 25	9 37	11 36

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May 18, 1887.

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July 21, 1880.

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April 18, 1887—eod wky

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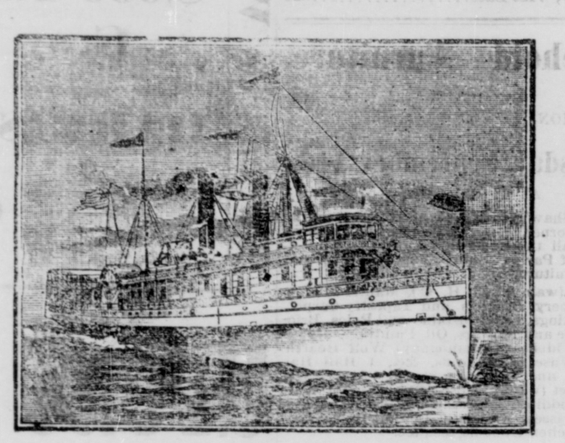

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Bear River, "	10 90	7 50	Morell, "	10 35	7 15
Bradalbane, "	8 85	6 15	Mount Stewart, "	10 05	6 95
Bloomfield, "	9 60	6 65	North Wiltshire "	9 20	6 40
Cape Traverse, "	9 15	6 35	O'Leary, "	9 15	6 55
Charlottetown, "	9 50	6 50	Port Hill, "	8 90	6 20
Cardigan, "	10 60	7 35	St. Peters, "	10 55	7 30
County Line, "	8 75	6 10	Souris, "	11 20	7 75
Freetown, "	8 65	6 00	Tignish, "	10 30	7 10
Georgetown, "	10 75	7 45	Wellington, "	8 60	6 00
Hunter River, "	9 10	6 30			

GEO. A. SHARP,
AGENT AT CHARLOTTETOWN.

Ch'town, August 30, 1887.

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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

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THE Main Spring barrel is completely covered, making the watch perfectly dust proof.

There can be no interference between the Balance and the Barrel.

The Regulator is nearly double the length of others, rendering accurate regulation a very simple matter.

To replace a broken Main Spring, the Barrel can be removed without disturbing the Balance or interfering with the regulation.

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August 16 - 2aw & wky

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August 31, 1887.—2aw & wky

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SOOTHING, CLEANSING, HEALING.

It Cures **CATARRH, Cold in Head, HAY FEVER.**

STOPS Droppings from Nasal passages into the throat and excessive expectoration caused by Catarrh. Sent pre-paid on receipt of price, 50c. and $1. Address **FULFORD & CO., Brockville, Ont.**

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N. B.—I have two fine old Violins for Sale.

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Scott's and Vaughan's Codes

March 29, 1887

LETTERS TO THE EDITOR.

A Denial.

SIR,—Your report of my remarks at the Cape Traverse picnic in your issue of the 24th August, although in many respects inaccurate, I did not feel myself called upon to correct. You appear, however, yesterday to have given the control of your editorial columns over to the Island correspondent of the Halifax *Herald*. The editorial paragraph in that issue referring to my speech abounds with the grossest misrepresentations. The only object you can have that I can conceive of is to mislead the press in the other provinces, and by attributing to me statements which I never uttered, and which well informed men know to be absurd, to endeavor to discredit all my statements. My charges against the Government were two in number, and were as specific as language could make them. They were only repetitions of charges I had made in my place in the Commons in the presence of the Ministers, and which were never answered. The first one was that the Government had violated the first principles of responsible Government, and made the "control of the purse strings" by the Commons a perfect farce by appropriating and spending $2,000,000 of the public moneys, under the authority of Governor General's warrants and without any vote of Parliament. I held in my hand the statement of this expenditure submitted to Parliament by the Auditor General, and I charged that while many of the items could be justified, a very large part of this money had been illegally appropriated and spent in direct defiance of the Statute, and with the object of purchasing political support and debauching the electorate. I referred to one item of $3800, the facts of which were within my own knowledge, and also to the expenditure in St. John and Halifax, the facts regarding which had been given in Parliament by Mr. Weldon and Mr. Jones. There was no charge of "deliberate theft" or "stealing" made by me in connection with this expenditure. The charge I did make was serious enough, viz: That under color of the Governor General's warrant, the Government had illegally and in direct defiance of the Statute, taken enormous amounts of public money from the Treasury and had used them to promote the election of their friends. That charge I made in Parliament, I repeated it at Cape Traverse, and I have not yet seen any attempt to show that it is not correct.

With regard to the latest Onderdonk scandal, you again grossly exaggerate and travesty my remarks. You say: "Mr. Davies said that John Henry Pope, Minister of Railways, had taken the arbitrators in the Onderdonk claim for payment for rolling stock in a room, *locked the door*, seized them by the throat, forced them to withdraw the first award, and to substitute another giving Mr. Onderdonk an additional million of dollars, which million had been used to promote the election of Conservative candidates. This million with the other two millions made three millions, which Mr. Davies said had been 'stolen' from the Treasury for the purpose of debauching the electors and bribing them to vote in the interests of the Government."

Permit me to say, Sir, that a more grossly inaccurate and untruthful paragraph I never read. I never said a word about John Henry Pope "locking the door," I never used the words "a million" in reference to the Onderdonk scandal at all. The whole amount of the award was but $200,000. I never used the words "three millions" in my remarks from beginning to end. I never charged that three millions had been "stolen" to debauch and bribe the electors. All these statements of the writer of the paragraph in question are pure creations of his own imagination. Not one of them appeared in any report of my speech published in any Island paper. Take your own summary report in your issue of the 24th, and you wont find anything to justify such absurd statements as you attribute to me yesterday.

I simply repeated at Cape Traverse the charge I made against the Government and the Minister of Railways in Parliament with respect to the Onderdonk scandal. The facts, as proved, were sufficiently damaging, and needed no coloring at any one's hands.

In Onderdonk's contract there was a clause "permitting" the Government to take over the rolling stock used by him in the construction of his section of the railway at a valuation. As the Government had, after letting the contract, handed over the C. P. R. to a "Syndicate," they did not, of course, want Onderdonk's rolling stock.

The Minister of Railways asked the opinion of the Minister of Justice as to the liability of the Government to take over this stock, and the Minister of Justice gave his opinion that it was purely optional with the Government to take the stock or leave it.

The Minister of Railways nevertheless determined to purchase the stock, and arbitrators were appointed to value it.

Application was made to the C. P. R. to purchase, but they declined taking it at any price.

The Arbitrators valued the stock, and awarded $72,000.

Onderdonk declined to abide by the award contending that in adition to the value awarded of $72,000, he should also be allowed the cost of transporting that stock to place of construction of the railway in British Columbia.

At the Minister's request, he furnished to him a detailed statement showing the cost of the plant, and *in a separate column the cost of transportation.* The latter item amounted to $27,075.00. The Minister after a time determined to allow this in addition to the award, and wrote to the arbitrators asking them to withdraw the award they had made, and add the cost of transportation to the value of the plant and stock. The arbitrators refused, saying they had already awarded every dollar they conscientiously could. One of the arbitrators, writing to the other, said he believed they were "going to be used as tools."

The Minister persisted, and eventually succeeded in inducing the arbitrators to go to Ottawa.

One of these arbitrators (the umpire) was examined before the Committee on Public Accounts. He stated that two of them had signed a second award at the request of the Minister, but that they did not hold themselves in any way responsible for the additional sum. That they merely added on to their award of $72,000 what they were instructed to add by the Department of Railways for transportation.

The arbitrators had not before them Onderdonk's statement submitted to the Minister, shewing $27,075 as the cost of transportation. The Department of Railways had that.

The amount claimed by Onderdonk for cost of transportation was $27,075. The amount the Department of Railways forced the arbitrators to add to their award was $127,000. That is, *one hundred thousand dollars were added for this transportation cost more than Onderdonk claimed in his written statement signed by himself and held by the Department.*

The following extract from my remarks in Parliament when the subject came up for discussion in the presence of the Ministers, shews that the charges I made at Cape Traverse were merely repetitions of those I had made in the House in the presence of the Ministers.

"I submit to this House that there was evidence in the hands of the chief engineer, at the time he induced the arbitrators to sign a second appraisement which showed him that the appraisement was out of all proportions and away beyond the value of the goods. Let us see exactly what they wanted the arbitrators to do. The Minister of Railways writes by his secretary to Mr. Reed and Mr. Clark, telling them that he wishes them to add the cost of transportation to the $72,000 they have already awarded. There is nothing else to be added. He is quite satisfied if the cost of transportation can be added to the $72,000. I say that the Minister of Railways and the Chief Engineer had written evidence over Mr. Onderdonk's own signature, at the time they forced these men to sign a new award that the value did not exceed one third of the amount which these men were made to add to the award. How do I prove that? When Mr. Onderdonk submitted his statement to the Government as to his claim, he submitted a schedule showing what the property consisted of, showing the size of the locomotives, the names of the locomotives, the number of the flat cars, the places where they were built, the parties from whom they were purchased, the dates of the invoices, the invoice cost, the duty which he paid, and the transportation, in a separate column; and the total cost, the total claim made by Mr. Onderdonk at that date, the whole sum he demanded of the Minister of Railways for original cost, for original invoice cost, with duty added, transportation and every other conceivable thing was $254,000. When we go to the column showing the amount paid by him for transportation, we find that that foots up $27,075, and as if to put the matter beyond doubt, Mr. Onderdonk adds a note that these values are derived from cost invoices, freight and duty bills, all of which are on file in their original form, signed T. A. Onderdonk, so that if the Minister of Railways wished only to do what he thought was simple justice, if he only wished to add to the award made by the arbitrators, the cost of transportation, all he had to do was to take Mr. Onderdonk's statement, signed by his own hand, in all $27,000 which Mr. Onderdonk claimed for that purpose. . . . . When these gentlemen came to Ottawa, what was the result? They had awarded $72,665 and they were asked to add the cost of transportation. The Minister knew, over Mr. Onderdonk's own signature, that the cost did not exceed $27,000 in Ottawa, but he induced them to sign an award for $100,000 more than the statement submitted by Mr. Onderdonk. Now I submit, in the face of all the evidence, not the evidence which we produced, not the evidence which were extracted from the mouths of witnesses examined before the Public Accounts Committee, the evidence which the honorable gentleman had under his own hand at the very time he accepted this valuation, the evidence which the honorable gentleman appears to have withheld from the arbitrators, notwithstanding the fact that he had that evidence he accepted the award, and in a day or two afterwards he recommended to the Council, of which he was a member, that these gentlemen should be paid the full sum, bar $3,000, which Mr. Schreiber deducted for an engine which he said was only fit for scrap iron and paid them $100,000 more than the evidence before him showed that they were entitled to. Assuming every position which the Minister of Finance to-day takes to be right, assuming they had a right to be paid, assuming that the property is not what my honorable friend says he is advised it is—utterly worthless—assuming that they should be paid the value of the property as it was before there was any railway communication there at all, the honorable gentleman, under every one of these facts, assuming them to be correct, has abstracted from the Public Treasury of this country, or allowed to be abstracted, a sum of $100,000 more than he ought to have done. It would be very interesting to know where that money has gone.

An hon. member. Elections.

Another hon. member. Boodle.

Yours truly,
L. H. DAVIES.

Diphtheria.

Dr. Turner, of London, England, has made a study of diphtheria and has embodied the results of his enquiries in a report of the Local Government Board of Lodnon. He says: "Almost nothing is with certainty known of the beginning of diphtheria, though much has been learned respecting conditions favoring its spread and something, perhaps, of influences fostering its virulence." Among the influences "tending to enhance the severity of diphtheria," he mentions "over-crowding, badly trapped drains, damp walls and floors." The saturation of the soil under the dwelling with fecal matter, or with water contaminated by excrement, he has found to be a condition especially favorable to the development of the disease in its most fatal form. It is, however, with cases "for which neither personal communication nor any of the above conditions can be assigned as the probable cause" that he deals in this report, as well as "with broad clinical and pathological resemblances between the maladies of lower animals and diphtheria in the human subject." Pigeons, chicken, swine, horses, cats and sheep suffer from a disease resembling diphtheria in all its symptoms. Children and others who have come in contact with them have been taken ill with diphtheria, and animals have been observed to be suffering from the disease some time after being handled by persons suffering from or recovering from diphtheria. Dr. Turner's observations lead to the conclusion that many of the mysterious cases of diphtheria which occur in places where the sanitary conditions are good, and where there are no human beings from whom the disease could be caught, have their origin in contact with animals ill of the disease. Several remarkable cases are mentioned by Dr. Turner of persons having to all appearance caught diphtheria from lower animals, and of animals catching the disease from human beings. The enquiry is an important as well as an interesting one, and likely to lead to beneficial results.

How the Parties Stand.

At the opening of Parliament the Conservatives held 316 seats, and the dissident Liberals 73, making in all 389. The Gladstonians numbered 195, and the Parnellites 86, making the Opposition 281 strong. This gave the Government a majority of 108. The net result of the bye-elections has been to give the Gladstonians four seats, which on a division count eight. This reduces the Government's majority to 100 in a full house. There were also some defections from the Government ranks which still further diminished its majority so that previous to the division on Mr. Gladstone's resolution, the Government could (not taking into account Mr. Chamberlain's desertion) count on a majority of between 90 and 100 in a full house. Their majority of 78 therefore in a house of 466 was, all things considered, quite as large a one as they could expect. Had Mr. Chamberlain and his followers voted with the Government, its majority would have been disproportionately large.