THE DAILY EXAMINER

THE LEADING DAILY NEWSPAPER OF P. E. ISLAND,

Issued every afternoon, from the office of THE EXAMINER PUBLISHING COMPANY, in the Bagnall House Building, Queen Street.

RATES OF SUBSCRIPTION. (IN ADVANCE)

ONE YEAR.....$4.00
SIX MONTHS.....2.00
THREE MONTHS.....1.00
ONE MONTH.....0.35

Sent post paid to any part of Canada or the United States

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is issued every Friday morning from the publishers' office. It is made up of matter which has appeared in the Daily editions, and a first-class weekly newspaper—interesting all with [illegible]

Senate Read. Room

THE DAILY EXAMINER.

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VOL 35. CHARLOTTETOWN. P. E. ISLAND, WEDNESDAY, MAY 6, 1896. NO 257

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feb20

A QUESTION OF DOLLARS!

The question that is of greater importance than any of the political questions of the day is the question of DOLLARS. We wish to say a few words on another matter which leads directly to the question of dollars. Have you made up your mind about your Sp ing Suit? Will it be a ready-made or a made-to-order? Have you seen the beautiful lines of Readymades we keep? Have you seen our stock of Cloths, if you wish one made to order? To those who have seen our goods—of course with them the matter is settled as to where they are going to get their Suit—we would say come along now; and to those who have not seen, we would say come and see. That done, the question as to where you are going for a Suit is settled. But come now.

DON'T FORGET that we also keep the newest, up-to-date Gents' Furnishing Store in the city. Our Hats and Caps are also the most fashionable in the city. We would like to have you inspect every one of our great departments. We are satisfied that for Quantity and Quality there is not their equal in the city.

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are taking with the people wherever they are offered for sale. They are made by The National Sewing Machine Co., Belvidere, Illinois.

EVERY WHEEL WARRANTED.

FENNELL & CHANDLER.

OBSERVE THE TRIFLES.

And From This Habit Great Things Are Often Accomplished.

A Russian proverb says of a man who does not observe things. "He goes through the forest and sees no firewood." "Sir," said Dr. Samuel Johnson on one occasion to a fine gentleman just returned from Italy, "some men will learn more in the Hampstead stage-coach than others in the tour of Europe." The mind sees as well as the eye. Where unthinking gazers observe nothing, men of intelligent vision see into the root of the matter put before their eyes, attentively noting differences, making comparisons and seeing exactly what the things mean. In this way the telescope was invented by Galileo, and this proved the beginning of the modern science of astronomy. Brunel took his first lesson in forming the Thames tunnel from the tiny shipworm. He saw how the little creature bored through the wood with its well armed head, first in one direction and then in another, till the archway was complete, and by exactly copying the work on a large sale he was at length enabled to accomplish a great engineering work.

No Cloud Without Rain.

A very curious fact is that a cloud is always raining. Even in summer, when the cloud over our head is white, the drops are falling from it. But they are very small, and they evaporate before they reach the earth. In evaporating they pass from the cloud particle stage to the haze particle stage, from saturation to simple condensation, or the dry dust particles on which the condensation takes place may be left perfectly dry. It is a general truth that when a cloud is formed it begins to rain. The minute particles of water come down in millions. The distance they fall depends on their size. If the air, the cloud rests on is dry and warm, they do not get far. If it is chilly, they collect in masses and form drops of rain that reach the earth.—Longman's Magazine.

A Mistake.

Of "Dumas le savant" a good story is told. Nothing annoyed the great chemist so much as being mistaken for the novelist. On one occasion a lion hunting English lady, after praising him in the most effusive language, and observing that she knew every line of his writings, from "Monte Cristo" to "Mousquetaires," added, "I hope you will allow me to send you a card for my next soiree."

"Madame, I am in no way connected with the writer you allude to," said the savant, with a cold disdain that no asinine, snub proof coat of mail could resist. "Oh, I thought you were the great Mr. Dumas," exclaimed the bewildered lady. —Mrs. Crosse.

A Mouthful of Pearls.

The teeth, perhaps, more than any other feature, enhance or destroy that intangible, because complex, thing we call beauty. What more repellant than ill kept, discolored teeth? What unsightliness more needless and inexcusable? Ivorine is delightful, whether as a cleanser or in its property of imparting to the teeth that dazzling whiteness so much desired and admired, and as efficiently does it render the breath sweet and fragrant. Ivorine is simply incomparable as a toilet requisite which accounts for its recommendation and use by leading dentists.

Wrote Her Book Because of Pique.

Helen Mathers wrote her novel, "Comin' Thro' the Rye," in a bit of pique. Her father, who was a strict disciplinarian, denied her some cherished wish, and she paid him off by depicting the family martinet in her book. She was greatly surprised when her novel was accepted by the publishers, and went about in an agony of fear lest her father should discover the author.—San Francisco Call.

THAT . . . . BEAUTIFUL WHITENESS

WHICH YOU SO MUCH DESIRE TO SEE AFTER THE CLOTHES HAVE BEEN WASHED, CAN BEST BE SECURED BY USING . . . .

SUNLIGHT

SOAP

It is also well to remember that clothes washed with this Soap are saved from any injury; so are the hands. This Soap cannot hurt anything. It is pure. Try it.

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Cameron Block, - - Charlottetown

MONEY TO LOAN.

Frederick Peters, Q. C.,
Arthur Peters,
A. Ernest Ings.

mch7—2m (136)

Charlottetown Driving Park.

The track will be opened for training on Monday, 11th May. Training tickets can be procured from the Secretary at his office, Cameron Block.

A. B. WARBURTON, Secretary.

Charlottetown, 2nd May, 1895—tf, dy papers, 2 wks.

For Sale or to Let.

The three-story Brick House, containing fifteen rooms, with shop and office, known as the Connolly Bank, on Dorchester Street, near Queen Street. The building is in good repair, has double windows, iron shutters and back, and a good dry cellar. A good opportunity is now offered to any person who wants to either rent or purchase on easy terms a first class dwelling suitable for a boarding house. For further particulars apply on the premises, or to

MRS. CONNOLLY, Dundas Esplanade.

May 5—dy eod w3w

AUCTION!

Double Tenement House.

I am instructed by Mrs. Boswall to sell by Auction, at the premises, Pownal Street, on THURSDAY, the 7th day of May, at 11 o'clock, a. m.:—

That desirable property situate on the corner of Pownal and Sidney Streets, comprising a lot of land fronting 84 feet on Pownal Street and 84 feet on Sidney Street, with large two-story House and Stable. Terms at sale.

R. BEAIRSTO. Auctioneer.

ap28—246

WANTED—Agents for "Armenian Massacres," by Dr Greene; endorsed by Gladstone, Frances Willard and Clara Barton; only $1 50; commissions 50 per cent; agents' success marvellous, 9 in one week, 63 in 78 calls, 10 in two hours, etc; books on credit freight paid, duty paid; send for free circulars and terms; drop everything and make $5 a day a month. Address THE DOMINION COMPANY, Consolidated Exchange Building, Chicago.

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Vetches, Corn, Peas, etc.,

At Lowest Prices for Cash only at

Beer & Goff's.

Charlottetown, April 30, 1896.

ON THE RUN

is the way we keep competitors and hard times, more especially during the last two weeks in our old store, owing to our very low prices on Spring Suits, Overcoats and Trouserings. Call and see.

S. A. McDONALD,

Ch'town, May 1, 1896. Leading Fashionable Tailor, Queen Street.

The X Rays

is about to revolutionize medicine, in that it gives a fuller knowledge of the ailments we are heir to. The Rays X reverses the order of things, in that it reveals to us more minutely if our Clothing fits well. That science may not be interfered with, be sure and get your Spring Suit at the Star Tailor's.

JOHN T. McKENZIE.

Engines and Boilers For Sale.

1 35 Horse Power PORTABLE ENGINE and BOILER, Locomotive pattern. Horizontal Engine on top of Boiler.
1 20 Horse Power, same pattern.
1 25 Horse Power STATIONARY ENGINE and BOILER, all in first-class order Price low. Terms easy.

NEW DAIRY ENGINES in stock, Abegweit pattern. DAIRY BOILERS new, on hand. Also, DAIRY SUPPLIES of any kind furnished on application including the celebrated ALPA DE LAVAL SEPERATOR. It skims closer and at a lower temperature than any other in use. 24 Bottle BABCOCK TESTERS always on hand.

Steam, Water, Soil and Sewer PIPES and FITTINGS in stock.
FIRE BRICK, FIRE CLAY and PORTLAND CEMENT at competition prices.

Our goods are all of the best, including our STEEL DISK HARROW, which we have ready for use.

Our SEED BOXES will be sold (20 per cent. lower than any in this market) direct to Farmers. Telephone communication.

McKINNON & McLEAN.

Charlottetown, April 16, 1896—dy & wy

THE CAMPAIGN!

RECEPTION AND OVATION TO HON. D. FERGUSON, P. C.

A Splendid Demonstration.

PERFECT ARRANGEMENTS

VERY FINE TORCHLIGHT PROCESSION

All Parts of the Province Represented by Influential Men.

ADDRESSES OF WELCOME.

The Minister's Able and Practical Speech.

We shall not attempt to describe in detail the Welcome Home to the Hon. Donald Ferguson. Notwithstanding the vernal rain and a late arrival, it is, today, universally admitted to have been the largest and most exthusiastic political demonstration ever given in Prince Edward Island.

The arrangements of the committee were perfect and in the highest degree creditable to the gentlemen who composed it.

Patrick Blake, Esq., President of the Liberal Conservative Association, met the Minister at Point du Chene. Arrived at Summerside, they were met by Richard Hunt and Edward Hackett, Esquires, and many other prominent gentlemen, who extended to the honorable gentleman a hearty welcome home. Mr. Ferguson was accompanied by his two sons, William and Colin, fresh from their scholastic triumphs at McGill University. A considerable delay took place at Summerside, and the train was half an hour late in leaving. At Emerald Junction there was another short delay, during which an address was read and presented by Mr. P. J. Trainor. To this Mr. Ferguson responded appropriately in a few words. It is creditable to Conductor Gillis and driver Armour that, notwithstanding the delays, the train made the passage to Charlottetown in exactly two hours.

It was anticipated that the rain would "spoil the demonstration," and the party accompanying the Minister was agreeably surprised by the report of torpedoes and the hearty cheers by which his arrival was greeted. The station was literally packed, and cheer upon cheer went up when the Minister appeared. After warm handshakings, the Minister was borne upon the arms of enthusiastic young men present, through the throng to the coach in waiting. The scene upon the street was brilliant with the lights of a hundred and twenty torches carried by young men and boys. Galbraith's band led the long procession of carriages and pedestrians to the Market Hall. The "old flag" was carried aloft in advance by an old soldier Mr. Thomas Wakeling.

The decorations of the hall were appropriate and tasteful. Around the walls hung pictures of Canadian statesmen, past and present, and above these were suspended mottoes in colored letters, skilfully painted by Mr. Afred J. Quirk. These included such patriotic and appropriate, legends as "A United British Empire," "Canada for Canadians," "Branch Railways," "Our Dairy Industry," "Encouragement to Butter and Cheese," etc., and over the platform were the words "SIR CHARLES TUPPER, OUR LEADER."

The hall was densely crowded. The seats, the aisles, every inch of space was occupied by men and women standing and sitting.

Upon the platform were the five Liberal-Conservative candidates—Dr. Jenkins, for Queens West; Mr. Martin, for Queens East; Mr. A. C. MacDonald, for Kings; Mr. Hackett for West Prince and Mr. Hunt for East Prince—Rev. Dr. Curren, Rector of St. Dunstans College; Rev. Ignatus MacDonald, also of St. Dunstan; Rev. Father Hogan, of Tracadie; Senator MacDonald, Dr. McNeill, of Stanley; Hon. William Campbell, Park Corner; Hon. James Nicholson, of Eldon; Mr. McCready, editor of the Guardian; Mr. McIsaac, editor of the Herald; Mr. McCourt, editor of the Watchman; Mr. W. L. Cotton, editor of THE EXAMINER; Mr. J. T. Mellish, Mr. J. B. Dawson and Mr. Alfred Quirk, President and Secretary of the Young Liberal-Conservative Association; Mr. R. B. Norton, of Norton Brothers, and many others.

Patrick Blake, Esq, presided. Amid hearty cheers he ex ended to Hon. Mr. Ferguson a cordial Welcome Home and read the following

ADDRESS.

The Honorable Donald Ferguson, P. C., Senator of the Dominion of Canada:

SIR,—The Liberal Conservatives of Prince Edward Island extend to you a hearty welcome home, from the delicate and arduous duties devolving upon you at the recent parliamentary session at Ottawa.

Rest assured that we have not failed to note and appreciate the unremitting energy and care which have characterized you as our representative, ever since you obtained a seat in the Canadian Senate.

You have constantly laboured to promote the best interests of the Province, and to secure for it advantages which have been in the past utterly overlooked by the Opposition representatives sent from time to time to the House of Commons.

We heartily congratulate you on the success which has at length crowned your efforts in behalf of better railway facilities for the people of Belfast, Murray Harbor, and other sections of our Province.

We regret that the unpatriotic policy of obstruction, pursued by the Opposition, during the last session of Parliament, has delayed the immediate construction of those most important and necessary public works, and there is just ground for complaint on the part of our people, that this fatuous policy nowhere found more active and persistent champions than from the Grit representatives of this Province.

We are glad, however, that, in the face of this policy of obstruction the Government of Canada has pledged itself to the immediate construction of branch railways in our Province, and that for the future our people have a guarantee that we will receive most liberal treatment in the matter of public works.

We also rejoice at the measure of success which has attended your efforts to increase the pay of the employes of the Island Railway.

As our representative in the Cabinet, you have been most zealous and untiring in promoting everything tending to forward our best interests and we gladly bear testimony to the care and patience with which you have applied yourself to every call made upon you by any of the electorate.

We desire to thank the Government, through you, for the care and attention which it has given to the butter and cheese industry of this Province. This business has now attained a marked development among us, and we are sure that our people highly appreciate the efforts of the Government to better the condition of our farmers.

We feel gratified to know that the cause of progress in Canada is not to receive a set-back, and that the wealth, prosperity and industries of Canada are not to be placed at the mercy of a party whose past and present render it an object of supreme suspicion.

We have the utmost confidence in the present Government, and we shall do all in our power, to the end that, when on the 23rd of June next, the rest of Canada shall have sustained it by a large majority, this Province shall no longer hold the unenviable position of electing representatives to oppose and thwart the good intentions of the Government towards it.

Evils present and future beset our Province, owing to a wasteful, extravagant, administration of our local affairs. Financial ruin and embarrassment are speedily overtaking us. It will tax to the very utmost the energies of our people to recover from the great havoc which grit rule has brought upon our Island home, and we are cheered by the prospect that the general affairs of the Dominion are to continue to be administered by the present able and progressive Government.

P. BLAKE,
President West Queen's Lib.-Con. Ass.
JAS. CLOW,
President East Queen's Lib.-Con. Ass.
J. B. DAWSON,
President Young Lib.-Con. Ass.

In reply Mr. Ferguson spoke until half-past eleven o'clock holding a large proportion of the great audience until the end.

Hon. Mr. Ferguson in coming forward received a great ovation. He said:

Mr. President, Ladies and Gentlemen—This is truly one of the proudest moments of my life. The demonstration which I have witnessed this evening is something which was totally unexpected. The reception you have given me to-night overwhelms me. I appreciate highly this reception in so far as it relates to myself, but I must at the same time frankly and freely admit that I see in this demonstration in a far higher degree a recognition on the part of the people of Charlottetown and its vicinity of the principles of the Liberal Conservative party, of which I am simply, to some extent, an exponent this evening. I recognize in this demonstration before me, and which I have witnessed since I entered the railway station this evening, a repetition of that which is to be seen in almost every city of Canada to-day, from the Atlantic to the Pacific, (hear, hear) a great determination in the breasts of the people of this country to rally around the flag of our great party. (Cheers) You are kind enough, Sir, in the address which you have read to me, to make some very flattering references to the part I have taken with regard to matters pertaining to the interests of our Province since I have had the honor of a seat in the Senate of Canada, and more particularly since I have had the honor of holding a seat in the Cabinet of the Dominion. (Applause).

WHAT P. E. ISLAND HAS RECEIVED.

You will pardon me if I make some slight reference to, and explanation of these things because they are not altogether so freely admitted by our friends on the other side, as they have been by the President of the Liberal Conservative Association, and the gentlemen who have been instrumental in getting up this address. The very day that I received an offer of a seat in the Government of Sir Mackenzie Bowell, one of the very first things I did was to write a letter to my colleague, the Hon. Mr. Costigan, setting forth the position of the Island with regard to winter communication by the steamer Stanley. I had before that time repeatedly pressed upon the Government of Canada, the necessity of popularising, as it were, that winter service. Away back in the Mackenzie Administration, when that service was inaugurated, a stupid policy was adopted of exacting heavy charges on freight and passengers. I always felt that it was wrong, and the first thing I did as a Minister of the Dominion was to press upon my colleagues the desirability of making the rates for both passengers and freight on that service the same as under the summer service. That demand was conceded and from that time to the present the winter service has been put upon the same rates for passengers and freight as we have had for summer communication with the mainland (Hear.) Again, the two principal towns of the Province had been deprived during the winter season of the morning train which was considered a very great inconvenience. I at once tried to remedy that grievance, and I succeeded with the assistance of Mr. Hunt other and gentlemen in restoring that train, which the public had enjoyed for many years, upon the P. E. I. Railway. We then applied ourselves to the question of closer communication with the mainland during the summer months. In this matter we met with some opposition, some doubts as to the advisability of attempting too much in that direction. But ladies and gentlemen, you know what followed. We succeeded last summer in effecting such changes in the time-table of the Intercolonial Railway, the Point du Chene and Summerside boat and the P. E. I. Railway as brought Prince Edward Island within practically one day of the great centre of the Dominion—the city of Montreal—both going and coming. (Applause).

Away back in the early days when our Railway was started, a most invidious and unfair distinction was made against the men on that Railway in the matter of the wages paid them. For some reason not easily understood or explained, a distinction was drawn between the compensation for the services of a P. E. I. Railway employe and the wages paid the men on the Intercolonial Railway. My colleagues, the Senators, our Members for King's County and myself have vigorously applied ourselves to the work of remedying this state of affairs. We worked earnestly long years ago to remedy this grievance, but we were not then in a position to do much, as we had no member in the Cabinet. During last winter and last summer, by one step after another, we succeeded in remedying, to a large extent, that invidious and dishonoring distinction made against the men on the P. E. I. Railway by the Mackenzie administration, and which I am sorry to say our Party had not removed. However, to a large extent this grievance has been taken away, and our Railway men are being practically placed in the same position as the employes on the Intercolonial. And it will be my effort as well as that of my colleagues and friends to remove every anomaly that yet remains so that the P. E. Islander, so long as he performs the same work and does it as well shall receive the same pay as is given to men in the other Provinces. (Hear, hear and cheers).

CLAIMS OF THE PROVINCE.

When I took my seat in the Senate of Canada I addressed myself very soon after being introduced to that honorable body to a discussion of the claims of the Province with regard to public works and steam communication with the Mainland. As my friends who were with me know very well, we assisted each other and consulted with each other, and I made a very elaborate statement in the Senate, being careful that every word should be weighed, and every figure accurate, so that nothing in that statement could be successfully contradicted. After discussing that question on the floor of the Senate, as I did, for an hour or two, I had the pleasure of having Sir Mackenzie Bowell admit to me a few hours afterwards "Ferguson, I cannot say that I ever understood the case of P. E. Island until I heard your speech to-day." (Applause.) And I had the honor of receiving only a short time afterwards a letter from the late lamented Sir John Thompson, in which he congratulated me on the fairness of the statement I made in the interests of the Province of P. E. Island. (Applause.) Up to that time, we had pressed the question of a tunnel between the Island and the Mainland on the Dominion Government. During that speech (to which I have just referred) I discussed it in the light of such information as had been elicited by the public men of the country, with regard to it; and I admitted frankly that the work was of very grave magnitude and of such great importance that it would not be reasonable and fair to ask the Dominion Government to rush blindly into it without very full information, and until more light had been thrown on the feasibility, practicability and cost of the undertaking. And I closed my address on that occasion by pointing out to hon. members of the Senate, and more particularly to members of the Government in that body, that, as years must intervene before the tunnel question could dealt with, as more information was wanted, and as the people of Prince Edward Island had suffered for many years by not having their share of the public works of the country, the matter of some very much needed

BRANCH RAILWAYS IN P. E. ISLAND

could be taken up in the meantime. (Applause.) A year later I became a member of the Government, and then I pressed the matter on the Government as strongly as possible. My hon. friend, Mr. Macdonald, one of the worthy representatives of King's County, addressed the House of Commons on the question in 1895 in a very well prepared and careful speech, in which he presented the claims of the Island in a forcible manner that attracted the ear of the Government, and the members of the House. And as the result of this advocacy on the part of myself and colleagues, we had a delaration made on the floor of the House by the Hon. Mr. Haggart, in which he outlined the different branch railways asked for by the representatives of the Province. I say here in this connection, and it would be very wrong were I to omit the mention of this fact, that my friends Messrs. Hunt, Martin, Hackett and Dr. Jenkins, (hear, hear) feeling the great importance of this work, visited Ottawa themselves in person at that time, and interviewed the members of the Government, and presented strong and well-reasoned memorials to the Government, urging that they should take up this work of branch railways in P. E. Island. (Applause.) As a result of these efforts, the Minister of Railways, the Hon. Mr. Haggart, stated in the House that he believed these branches asked for by the people of the Island were no more than the Province was entitled to, and he pledged himself and for the Government that whenever the Government would undertake the voting of any money for aid to Railways in any of the other Provinces,