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, WEDNESDAY, JUNE 11, 1890. VOL. 26.—NO. 16

BANKRUPT FURNITURE!

Lower than Auction Prices.

(x)

An Immense Lot of Bankrupt Furniture for sale at Dazzling Discounts. Must be sold at once. I defy competition.

(x)

JOHN NEWSON,

South Side Queen Square,

Charlottetown, Jan. 29, 1890. OPPOSITE THE POST OFFICE.

GENERAL HARDWARE!

(x)

Barb Wire Fencing, Bar Iron, Cut Nails, Roofing Material, Builders' and Painters' Supplies, Carriage Goods, Wholesale and Retail.

NORTON & FENNELL.

Charlottetown, May 20, 1890—dy 2aw wky

PRINCE EDWARD ISLAND RAILWAY.

1890. Summer Arrangement. 1890

ON AND AFTER MONDAY, JUNE 2nd, 1890, Trains will run as follows:—

TRAINS FOR THE WEST.

STATIONS.	Express.	Accom.	Accom.
	A. M.	A.M.	P. M.
Charlottetown.....dp	6 00	8 45	3 30
Royalty Junction.....	6 14	9 17	3 49
North Wiltshire.....	6 48	10 02	4 35
Hunter River.....	6 58	10 15	4 50
Bradalbane.....	7 23	10 48	5 26
Emerald Junction.....	7 30	10 56	5 40
Freetown.....	7 40	11 10	5 55
Kensington.....	7 53	11 29	6 17
Summerside.....ar	8 15	12 00	6 50
Summerside.....dp	8 30	P.M 1 05	
Miscouche.....	8 45	1 26	
Wellington.....	9 05	1 52	
Port Hill.....	9 35	2 35	
O'Leary.....	10 30	4 00	
Bloomfield.....	10 47	4 25	
Alberton.....	11 14	5 15	
Tignish.....ar	11 45	6 05	
			P. M.
Emerald Junc.....dp			5 45
Cape Traverse.....ar			6 35

TRAINS FROM THE WEST.

STATIONS.	Express	Accom.	Accom.
	P. M.	A. M.	
Tignish.....dp	1 10	6 00	
Alberton.....	1 50	7 05	
Bloomfield.....	2 15	7 44	
O'Leary.....	2 32	8 10	
Port Hill.....	3 23	9 35	
Wellington.....	3 52	10 18	
Miscouche.....	4 11	10 44	
Summerside.....ar	4 25	11 05	
Summerside.....dp	4 55	P.M 12 00	A.M. 6 15
Kensington.....	5 17	12 31	6 48
Freetown.....	5 30	12 50	7 10
Emerald Junction.....	5 40	1 04	7 30
Bradalbane.....	5 47	1 12	7 39
Hunter River.....	6 12	1 43	8 14
North Wiltshire.....	6 22	1 57	8 30
Royalty Junction.....	6 56	2 41	9 17
Charlottetown.....ar	7 10	3 00	9 35
Cape Traverse.....dp			A.M. 6 25
Emerald Junc.....ar.			7 15

TRAINS FOR THE EAST.

STATIONS.	Express	Accom.
	P. M.	A. M.
Charlottetown.....dp	3 15	6 30
Royalty Junction.....	3 30	6 50
Bedford.....	3 58	7 23
Mt. Stewart Junc. ar	4 25	8 05
Mt. Stewart Junc. dp	4 30	8 30
Morell.....	4 58	8 55
St. Peters.....	5 20	9 21
Bear River.....	5 55	10 06
Souris.....ar	6 25	10 45
	P. M.	A. M.
Mt. Stewart Junc..dp	4 35	8 25
Cardigan.....	5 28	9 38
Georgetown.....ar	5 45	10 00

TRAINS FROM THE EAST.

STATIONS.	Express	Accom.
	A. M.	P. M.
Georgetown.....dp	7 00	1 40
Cardigan.....	7 17	2 04
Mt. Stewart Junc..ar	8 10	3 10
	A. M.	P. M.
Souris.....dp	6 15	12 40
Bear River.....	6 45	1 15
St. Peters.....	7 20	1 58
Morell.....	7 42	2 25
Mt. Stewart Junc. ar	8 10	3 00
Mt. Stewart Junc. dp	8 15	3 20
Bedford.....	8 40	3 48
Royalty Junction.....	9 05	4 16
Charlottetown.....ar	9 20	4 45

Trains are run by Eastern Standard Time.

J. UNSWORTH, Superintendent.

Railway Office, Charlottetown, May 27th, 1890—all prs 6i

"A GRAND TIMEKEEPER"

Is what one of our Customers said the other day when he left his

Rockford Watch

to be cleaned after wearing it constantly for nearly four years, and without costing him a cent.

A few Rockfords left; also Waltham and Elgin Watches Prices reasonable.

W. W. TAYLOR,

Charlottetown, Feb. 25, 1890—2aw wky CAMERON BLOCK.

WEEKS & BEER,

QUEEN STREET,

CHARLOTTETOWN, P. E. ISLAND,

Importers of British and German Dry Goods, Millinery, Smallwares, &c.

ALSO—Full Lines of Teas, Groceries and Warehouse Goods, WHOLESALE ONLY.

☞ Additions to our General Stock are being daily received from the different sources of production, and will be offered, Wholesale only, at a small advance on cost.

Ch'town, May 22, 1890—dy 2m

DANIEL CAMERON,

Painter and Decorator.

House Painting & Paper Hanging, Furniture Painting.

Churches and Stores Painted and Decorated in latest and most approved styles.

Old Furniture Painted and Renovated, made as good as new.

All orders promptly attended to.

NO. 370 SIDNEY STREET, EAST

may28 2aw tf (wed sat) pat

BEST ROUTE to BOSTON

CANADA ATLANTIC LINE.

ONLY ONE NIGHT AT SEA.

Quickest and Most Direct Route. Low Fares.

The Magnificient Clyde-built Steel

S. S. "HALIFAX,"

Is the largest, safest, fastest and best furnished and most comfortable passenger steamship ever placed on the route between Canada and United States.

Sails from Noble's Wharf, Halifax, every Wednesday, at 8 o'clock, and Lewis Wharf, Boston, every Saturday at 12 o'clock.

Passengers by Tuesday evening trains can go on board on arrival without extra charge. Baggage checked through. Through Tickets on sale by P. E. I. Nav. Co., and

F. T. NEWBERY, Agent, Ch'town.

ap30—eod wky. pat

OSBORNE HOUSE

THE subscriber, having recently purchased the above well-known Hotel, and having fitted and furnished it anew throughout, is now prepared to offer to the public, first-class hotel accommodation at reasonable rates. The Osborne is

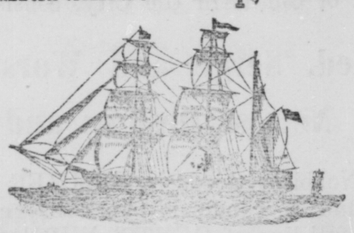
Centrally and Conveniently Situated,

and under new management, the subscriber hopes to merit a liberal share of public patronage. No Liquors. Carriages always in waiting at Steamers and Trains. Good Stabling on the premises.

P. P. ARCHIBALD, Proprietor.

june5—eod w 3m.

Midsummer Trip, 1890.



THE BARKENTINE "EREMA," now loading, will sail for Liverpool, G. B., on SATURDAY, the 10th inst. Returning, will sail from Liverpool for Charlottetown about the 15th June next.

For Freight apply in Liverpool to William Bullen, 51 South John Street; in London, to John Pitcairn & Sons, 7 Union Court, Old Broad Street, or here to the owners,

PEAKE BROS. & CO.

Ch'town, May 7, 1890—eod tf

Halifax and P. E. Island STEAMSHIP CO.

(LIMITED.)

STEAMER "PRINCESS BEATRICE,"

CAPT. A. H. KELLY,

WILL sail from Charlottetown every Thursday afternoon, at 4 o'clock, for Halifax, calling at Port Hastings, Mulgrave, and Hawkesbury, Arichat, Canso, Isaac Harbor and Sheet Harbor.

Returning will sail from Halifax every Monday night, at 10 o'clock, making same calls, and Souris.

The above steamer will make the round trip every week, making same calls until the close of navigation.

Freight and passengers solicited at lowest rates, and through Bills of Lading granted to any port on the continent or United Kingdom. Apply to

W. W. CLARKE, Agent.

Ch'town, May 3, 1890.

Bermuda Bottled.

"You must go to Bermuda. If you do not I will not be responsible for the consequences." "But, doctor, I can afford neither the time nor the money." "Well. If that is impossible, try

SCOTT'S EMULSION

OF PURE NORWEGIAN COD LIVER OIL.

I sometimes call it Bermuda Bottled, and many cases of

CONSUMPTION, *Bronchitis, Cough or Severe Cold*

I have CURED with it; and the advantage is that the most sensitive stomach can take it. Another thing which commends it is the stimulating properties of the Hypophosphites which it contains. You will find it for sale at your Druggist's, in Salmon wrapper. Be sure you get the genuine.

SCOTT & BOWNE, Belleville.

Boston Steamers.

STEAMER "CARROLL" leaves Charlottetown for Boston on Thursday, 5th June, at 6 p. m.

Steamer "Worcester" leaves Boston for Charlottetown on Thursday, 12th June, noon.

Steamer "Worcester" leaves Charlottetown for Boston on Thursday, 19th June, at 6 p. m.

CARVELL BROS., Agents.

R. B. GARDNER, Manager, Lewis Wharf, Boston.

may29—2aw

ACADIA NUT COAL.

NOW LANDING on Queen's Wharf, and for sale cheap while discharging.

Apply to A. J. DOUGAN & CO.

Office, Queen's Wharf. Weighing Scales.

may28—tf

Butter Tubs.

2,000 INDIAN MAKE, 700 Best Factory Made.

CARVELL BROS.

may29—2aw pat

BRAN.

LANDING To-day:—One Car of Ontario Bran, excellent quality, selling low.

AULD BROS.

may19—2w 2aw pd

PARTNERSHIP NOTICE.

I HAVE THIS DAY admitted Mr. Donald Nicholson a Partner in the Tobacco Manufacturing Firm of HICKEY & STEWART, the business of which will hereafter be conducted under the name and style of HICKEY & NICHOLSON, and I take this opportunity of sincerely thanking the business public for their liberal patronage in the past, and respectfully solicit a continuance thereof for the future.

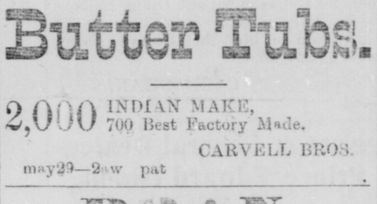
M. HICKEY.

Charlottetown, May 1, 1890.

Referring to the above, the undersigned beg to notify the public that they will continue the Tobacco Manufacturing Business in the old establishment, Lower Queen Street, and hope by strict attention thereto to be able to satisfy the requirements of the trade in their line.

HICKEY & NICHOLSON.

may6—1m (1w dy then eod)



Furness Line of Steamers

HALIFAX TO LONDON.

Date of Sailings for Above Line.

S. S. ULUNDA will sail from Halifax for London on or about.....May 25
S. S. DAMARA " .....June 10
S. S. ULUNDA " .....July 7
S. S. DAMARA " .....July 25
S. S. ULUNDA " .....Aug. 20
S. S. DAMARA " .....Sept 8

In addition to the above, we will have sailings once every month via Boston.

Through Bills of Lading granted from Charlottetown and all points and to any port required.

Canned Lobsters carried at low rates. Insurance low.

S. S. ULUNDA and DAMARA have superior accommodation for passengers.

Saloon amidship. Staterooms large and airy.

Saloon Fares $45 00 and $50.00, according to location of Stateroom. Ten per cent. reduction on return tickets.

For any further information required apply to

W. W. CLARKE, Agent.

may13—pat tf

K. D. C. Cures Indigestion

THE SUBWAY DEBATE.

An Excellent Speech by Senator Prowse.

(*Concluded.*)

To show that we are not lacking in enterprise, we have gone into manufactures there, all that the people can possibly undertake, or that there are facilities for carrying out successfully. Fisheries are successfully carried on; we have lobster factories, perhaps second to none in North America, and, as for starch factories, there is more starch manfactured in Prince Edward Island, five times over, than in all the rest of the Dominion put together. We have boot and shoe factories and cloth factories, and we have more than double the amount of money in the Savings Bank per head of the population of our Province than any other province of the Dominion. Even during the past year, while the amount of the deposits in the Savings Bank of every other province in Canada have decreased, they have increased in Prince Edward Island. The following is a comparative statement of the deposits in the Savings Banks of the Dominion, for the year ending 30th June last:

SAVINGS BANKS, 1888-1889.

	1888.	1889.	Decrease.
Ontario.....	$ 794,926 97	$ 752,705 15	$ 42,221.82
Manitoba.....	948, 27 14	892,0 6 99	56 190.15
British Colu'b a.	1,623,96 89	1,598,945.89	3 022.9
N. Brunswick.	6 263,587 77	6,016,345.76	24 ,212 91
Nova Scotia....	8 879.5 4 83	8,411,511.47	468,073.71
P. E. Island....	2,160,43 05	2,221,399	
		Increase,	$83,969.10

What is the reason of this decrease of deposits in all the other Provinces? It is owing to the rate of interest being reduced from 4 to 3½ per cent. I have heard it stated in this House before now, even this session I heard it in another place, that the deposits in the Savings Banks are no indication of the prosperity of the country. We have to deposit in the Savings Bank of Prince Edward Island because we have no opportunity of investing money in manufactures, and send them to other countries where they can be sold. In addition to that I may say there is money seeking investment in Prince Edward Island, but there is no opportunity to invest it. We have money invested in Nova Scotia and in New Brunswick in sugar refineries, cotton factories, insurance companies and bank stock, which, if we had the communication with the mainland that was guaranteed us at Confederation, would be invested in our own Province, developing our own resources and establishing new industries in Prince Edward Island. Our loss in that way cannot be fully realized. We cannot estimate it in dollars and cents. If we had this communication to-morrow, we would not be even then in the same position as the older Provinces. Since 1879 the manufactures of the other Provinces have been fostered and encouraged by the National Policy, markets have been opened up and secured to them in every way, and if we had communication now established we would have to compete against those older establishments of the upper Provinces and operatives would have to learn their business. I say in this regard we have suffered immensely for the want of communication up to the present time, and when the time does come there will be a heavy bill for compensation to be settled for the losses sustained by our Province through the non-fulfilment of the terms of Confederation. Hon. gentlemen may laugh, but all I have to say to these gentlemen is, if my argument does not bear criticism, if I have stated anything that is untrue or misleading, I would like them to say where it is. But I would suggest to them to place themselves in the same position that we in Prince Edward Island occupy. Shut off Nova Scotia from the rest of the Dominion for five months of the year, having only the same access to the other Provinces that we now have in iceboats across the Straits of Northumberland, and shut out from the rest of the world for seven months of the year, I ask them what their loss would be? I am astonished to hear hon. gentlemen laugh at a proposition of this kind. I think that we in the Senate should see that the small Provinces, powerless to help themselves by force of numbers, shall have their terms of union carried out, or that we shall be supported in our demand by the Senate of Canada. It is not my intention to say in what way the terms of union shall be carried out. That is a matter, I take it, for the Dominion Government to investigate into the way in which these terms of union can best be carried out. If they can be carried out with a moderate expense—if the Government can fulfil the terms of union by means of navigation, we shall be satisfied. The less cost the better we would be pleased; but we think they must be carried out. We have a right to expect it, and must insist upon it. I have no fault to find with the steamer "Stanley." She is an able steamer—an expensive steamer—but I do not say that the service she is rendering Prince Edward Island is not equal to the cost of the steamer; that if we can get no better service and no greater good to the Province, it is a pity to see such a steamer being forced through ice when she ought to be very well secured in the harbor. That she is able to do good service for a month later in the fall, and possibly a month earlier in the spring, I do not deny, but to force that fine steamer through vast fields of ice in winter is a waste of public money, and if it was given to Prince Edward Island for some other purposes, and allow the mails and passengers to be taken across the straits by some other route, it would be better than to see it squandered in destroying the Stanley, as she will be destroyed in a few years if forced across the straits at a time when no such vessel should be forced across.

With these remarks I trust that the House will see the reasonableness of the proposition that has been made to have a thorough investigation instituted by the the Government to ascertain in what way the terms of union will be carried out so as to place the people of the Island in the some position that the people in the other Provinces enjoy. And to-day that it will be carrying out the recommendation and and the wishes of Earl Granville, after hearing the whole question discussed before him, when he said:

"The expectations of the Province in regard to the establishment of a constant and efficient communication with the mainland have not been fulfilled."

. . . . . .

"There seems to be reason for doubting whether any really satisfactory connection by steamship can be regularly maintained all the year around, which makes it all the more important that the proposed metallic subway should receive a full and, if feasible, favorable consideration on the part of the Government of the Dominion."

I may say it would be the crowning glory of the leader of the present Government if, after completing the union between all the separate Provinces of this Dominion, that he should fulfil its terms to the letter with Prince Edward Island. It would be a direct incentive to Newfoundland to join the Confederacy, which is the only thing wanting to complete the monument to the memory of the present Government and its Chieftain, Sir John A. Macdonald.

Hon. Mr. Power—I should like the hon. gentleman, before finally closing, to give the information which I asked for during the course of his speech, and which he thought I had no right to ask, but which seems to me to be very pertinent to the question before the House: That is, whether it was contemplated by any of the parties to the bargain between Prince Edward Island and the Dominion that there should be a tunnel or subway built across the Straits of Northumberland?

Hon. Mr. Prowse—The hon. gentleman asks a question which would take a philosopher and more than a philosopher to answer. How is it possible for me to say what intention the delegates had in their minds? Our government and people take the terms as they find them. I am no lawyer, but I do claim to have a little common sense, and I take it that this is perhaps a good point in law, that where an agent or representative enters into a contract with another agent or representative, for their employers, it does not matter what is in the mind of the agents. The important question is what is in the body of the contract.

Hon. Mr. Dever.—Shylock once had a contract also.

Hon. Mr. Prowse.—These terms came before the people, and the people took them as they found them in print, and not as they were impressed upon the minds of the delegates who entered into the contract. There might be many considerations which induced the agent to say: "Put something in there that will please the people, and satisfy the people and secure their votes, and I will do the best I can to get the people to consent to it if you will secure me afterwards." There might be an arrangement of that kind, but here are the terms written in plain English, well worded, and we only ask that these terms shall be carried out according to the reasonable acceptation of the agreement.

Hon. Mr. Power.—The hon. gentleman says he is not a lawyer? Still he shows a certain amount of skill in evading the question. Leaving the agents aside, will the hon. gentleman say whether or not, about the time the terms were made for union with Prince Edward Island, it was stated by any one at that time that these terms involved the construction of a subway or tunnel.

Hon. Mr. Prowse—We were never told that it would only be communication by water—by navigation.

Hon. Mr. Read—It might be an aerial communication.

Hon. Mr. Macdonald—The hon. gentleman from Murray Harbor stated that the population of British Columbia when the Province entered the Confederation was only 15,000, and he declined to take my word for it that it was more than that. I would refer him to the Statutes of 1872, sec. 3. of the British Columbia terms of Confederation.

Hon. Mr. Power—That does not prove that the population was 60,000.

Hon. Mr. Prowse—They were allowed to come in with a supposed population of 60,000, but the population was not 60,000, and I must see the census before I can believe it, because this document was prepared very carefully, and if any wrong assertion was made in it it would be discovered. I have some recollection of the terms with British Columbia, and my recollection is that that Province was allowed to come in with a supposed population of 60,000.

Your Life in Danger.

Take time by the forelock ere that rasping, hacking cough of yours carries you where so many consumptives have preceded you; lose no time, but procure a bottle of the national remedy for Lung and Bronchial diseases, Scott's Emulsion of Cod Liver Oil with Hypophosphites. It will cure you. Sold by all druggists, at 50c and $1.

300 doz. Cups and Saucers, 2,500 plates, 600 Butter, Cream & Preserve crocks, 400 Water jugs, 500 bowls, 30 Dinner sets, 80 Tea sets (assorted patterns) 600 Tumblers and goblets now in stock and to arrive will be sold at the cheapest Crockery store—W. P. Colwell.

ADVICE TO MOTHERS.—Mrs. Winslow's Soothing Syrup has been used by mothers for children teething for over fifty years with perfect success. It relieves the little sufferer at once; it produces natural quiet sleep by relieving the child from pain; and the little cherub awakes as "bright as a button." It is very pleasant to taste. It soothes the child, softens the gums, allays all pain, relieves wind, regulates the bowels and is the best known remedy for diarrhœa, whether arising from teething or other causes. Twenty-five cents a bottle. ap11 '90dyeodwkly

K.D. C. Will Cure You.