

New Moon, 3rd day, 11 32.0m., a. m. below horizon. First Quarter, 9th day, 6h 2.5m. p. m. Full Moon, 17th day, 6h 50.3m. p. m. Last Quarter, 25th day, 5h 54.5m. p. m.

Table with 4 columns: Day of Week, Sun rises, Sun sets, High water. Rows for days 1-31.

THE DAILY EXAMINER.

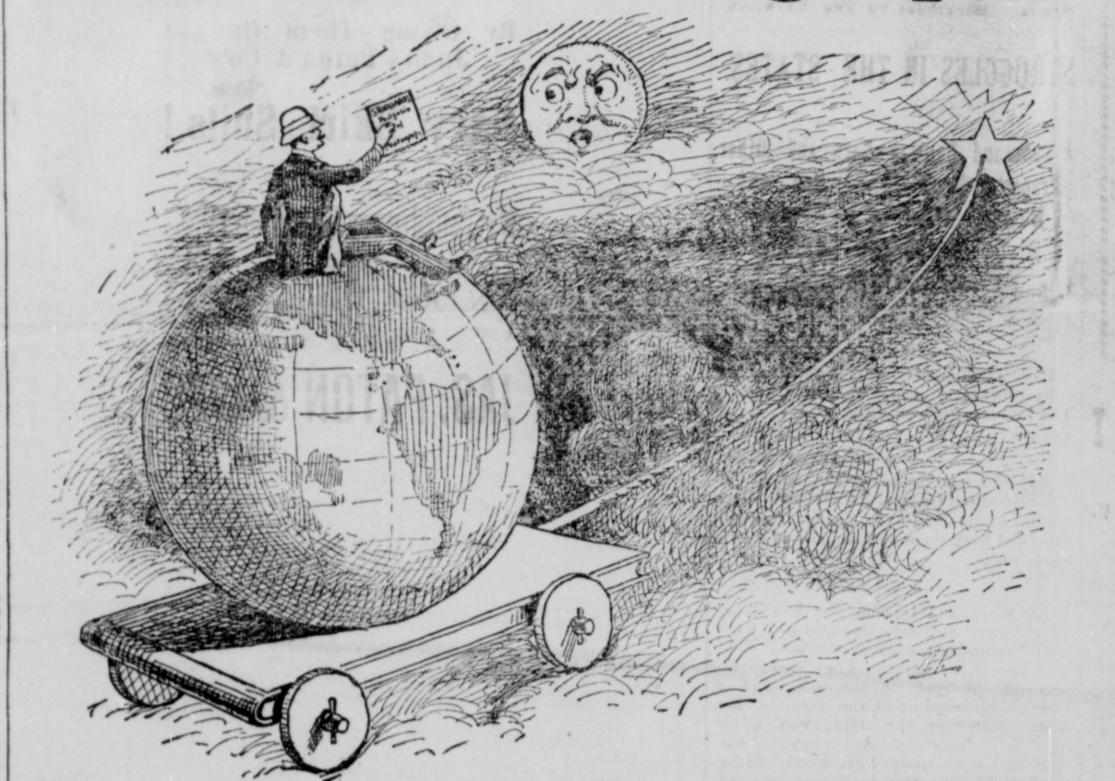
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"This is true Liberty, when Free Born Men, having to advise the Public, may speak free."—Euripides.

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NEW SERIES CHARLOTTETOWN, P. E. ISLAND MONDAY, JULY 9 1894. VOL 34.—NO. 6

Stoddard's Photographs!



THE SERIES NOW COMPLETE!

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KNOWLEDGE: Brings comfort and improvement and tends to personal enjoyment when rightly used. The many, who live but do not know, will enjoy life more, with less expenditure, by more promptly adapting the world's best products to the needs of physical being, will attest the value to health of the pure liquid laxative principles embraced in the remedy, Syrup of Figs.

SENATOR FERGUSON'S SPEECH

Public Works & Winter Communication.

I have taken the whole amount of the first item there as \$41,699,991, which may be found in the report of the Hon. the Finance Minister, subsidies granted to railways under contract, and that includes the twenty-five million subsidy to the Canadian Pacific Railway, and then there is another amount—\$4,442,600—that has been voted for railways that are not up to present time under contract and then there are a large number of items, some of which are, as I said before, in the form of bonuses and grants over a period of years, and others of which have been paid. This statement that I have in my hand includes the whole expense of the Canadian Pacific Railway, and the whole expense of the Intercolonial Railway since 1873 which latter amount is \$29,979,364. I may say I do not include in this statement at all the expenditure on the Dominion and Intercolonial Railway before Prince Edward Island went in. That matter was settled with us, as I have said, and was settled with us fairly. I do not include in it the amount spent by the old provinces of New Brunswick and Nova Scotia on the Intercolonial Railway. That was also settled and covered at that time, but I take the expenditure upon the Intercolonial Railway since Prince Edward Island went into confederation, and I find that total is \$29,979,364.

This \$20,000 down on the other side of the account, represents the amount of the half a million dollars. Then there is a subsidy voted but not yet paid to a branch railway of three miles near Summerside in Prince Edward Island which will amount to \$5,600. Adding up these items it makes \$1,106,293.09, and deducting that amount from the Island's share, \$3,277,511 leaves \$2,171,218 as due to Prince Edward Island in regard to public works, as shown by the following statement. Expended or authorized on railways and canals by the Dominion, in excess of amount estimated in 1873, \$131,110,045.08. Prince Edward Island, being one fortieth of Canada, should have received such proportion of this expenditure, viz., \$3,277,511.27. The proportion actually received or authorized for Prince Edward Island is as follows: Expended on capital acct, P. E. I. Railway, \$596,693.09. Under 50-51 Vic cap \$290,000 per annum, capitalized at 4 per cent, 500,000.00. Bay Railway, 9,600.00. Total, \$1,106,293.09. Due P. E. I., \$2,171,218.18. I hope I have made myself plain. I have tried to do so. The ground I take, hon. gentlemen, is that there was an amount authorized to be expended on public works in the Dominion in addition to the actual debt of Canada at the time, and that Prince Edward Island was allowed for that amount, but the large public expenditures which were not then contemplated, which it was the policy of the Dominion to incur, were incurred after that, and that the Island should be compensated for these amounts. I dare say, perhaps, I will be met in this discussion, as the representatives of the other provinces are, by the statement, "Oh, though you have not great public works in Prince Edward Island, the Dominion Government has run for you a railway for nineteen years and at a very heavy loss. I have found in my intercourse with representatives of the other provinces that a good many of them seem to think that such was a good and sufficient answer to all that we have said. If they will look at the matter carefully with me for a very few minutes they will see that it is no answer at all. Let me make a comparison. Take the Intercolonial Railway and hope I am understood in the remarks I am making as not finding any fault with the policy which has built the Intercolonial Railway, which has built the Canadian Pacific railway and enlarged the great canals of Canada. I have never raised my voice in the way of fault-finding with it, because I believe it to be in the interest of Canada; but the ground I take is the ground I have always taken, that Prince Edward Island should be treated in precisely the same manner as the other provinces are treated. Look at the Intercolonial Railway. There has been expended on the construction of the road since 1873, \$29,979,364. I have calculated interest on this amount at 4 per cent compounded and find that that would make \$19,689,000 more. I find that the working expenses of the Intercolonial railway have been since 1873 \$48,308,214, or a total expenditure of \$97,677,000. Deducting from this the earnings of the road, \$42,389,541, we find a loss to Canada since 1873 of over \$55,000,000. Or to put it exactly: Cost of construction, \$29,979,364.34. Interest on above at 4 p. c. \$19,689,000. Working expenses, 48,308,214.09. Receipts, \$97,677,304.24. Loss to Canada, \$55,287,762.38. I am not now including any expenditure prior to 1873—nothing that was expended before Prince Edward Island entered into the confederation. I have included the question since the 30th June, 1873 and I find that by computing the interest at 4 per cent on the cost of construction, and adding the difference between the working expenses and receipts, the country has lost \$5,287,762.38. Then take the canals. The capital expenditure since 1873 on the canals has been \$37,988,941. That does not include the expended portion of the \$20,000,000 for the Intercolonial Railway, deducting these amounts from this gross amount of what has been paid or what is now authorized, it leaves a difference of \$131,110,045.08. Total amount expended or authorized for railways and canals since 1873: For railways, \$129,370,265.15. For canals (including Sunnyside and Sault Ste Marie), 45,218,221.93. Total for railways and canals, \$174,588,487.08. Estimated expenditure on railways and canals in 1873, \$174,588,487.08. Canadian Pacific Railway, \$30,000,000.00. Enlargement of canals, \$9,333,333.00. Estimated cost of I. C. R. Railway, \$20,000,000.00. Expended, 4,582,148.57. Being in excess of estimate, \$131,110,045.08. There is a further deduction to be made from that. The Island share of the \$131,110,045.08 would have been \$3,277,511.27. It is taking Prince Edward Island as a one-fortieth part of confederation. There has been expended for us in the same time as was done for the other provinces, a capital expenditure on the Prince Edward Island Railway of \$596,693. That item in the Minister's report is put down rather differently because some payments that were made since 1873 and charged to our capital account are put down by the Minister of Railways and Canals as expenditure on the railway since 1873. I do not find any fault with it. It is right enough, because these payments were not matured and were not made till later years, and have a perfect right to be put down in that way. Nevertheless, in the comparison I am making, they are somewhat misleading, as they have been charged against the Province of Prince Edward Island. The actual amount charged to the Dominion for railways in Prince Edward Island is \$596,693.09. The Government of Canada, on representations which were made to them took this matter into consideration and agreed to give P. E. Island a subsidy of \$290,000 a year in perpetuity, which admitted the principle of the confederation which I am making now to this honorable House, and the contention which the Island has put forward for many years. I will further on read the minute of council on which this \$290,000 a year was voted, and I put



As Well as Ever

After Taking Hood's Sarsaparilla. Cured of a Serious Disease. "I was suffering from what is known as Bright's disease for five years, and for days at a time I was unable to straighten myself up. I was in bed for three weeks; during that time I had been applied and derived no benefit. Seeing Hood's Sarsaparilla advertised in the papers I decided to try a bottle. I found relief before I had finished taking half of a bottle. I got so much help from taking the first bottle that I decided to try another, and since taking the second bottle I feel as well as ever. I had my life."—Geo. M. Bennett, Toronto, Ont.

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Any Time is the right time for everybody to

Hires' Beer

A temperance drink. A health-giving drink. A thirst-quenching drink. A drink that is popular everywhere. Delicious, Sparkling, Effervescent.

Palpitation of the Heart, Nervous Exhaustion AND Stomach Trouble.

Skoda's Discovery, and Skoda's Little Tablets.

For sale by all druggists. Trade sup ply to W. R. Watson, Charlottetown, P. E. I.

THE DAILY EXAMINER

THE LEADING DAILY NEWSPAPER OF P. E. ISLAND. Issued every afternoon, from the office of the EXAMINER PUBLISHING COMPANY, in the London House Building, Queen Street.

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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.

DOCTOR DORSEY, Physician and Surgeon.

Graduate of the Medical Department of the University of the City of New York, late member of the Kentucky and the New York Lying-in Hospital, New York City.

TO LET.

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

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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., 53 QUEEN STREET, CHARLOTTETOWN, P. E. ISLAND.

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.

ap30 tf

"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.

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

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 SPOTTING and CONDUCTORS, STAIR RAIRS, STAIR BALUSTERS, NEWEL POSTS, which are always kept constantly in stock.

ROBT. PALMER & CO., CH'LTOWN, Nov. 3, 1893—WY PEAKE'S NO. WHARF.

HAWKER'S CATARRH

EFFECTUALLY CURES CATARRH, COLIC IN THE HEAD, CATARRHAL HEADACHE AND DEAFNESS, INFLUENZA, ETC. Sold everywhere. Price, 25 cents. Sold by THE H. W. BARKER, MEDICINE DEPOT, 170 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.

WE ARE Showing our new stock of Spring & Summer Tweeds, Worsteds & Fancy Overcoatings.

Also, a beautiful assortment of Panting. Our goods are all new, and our prices just right. We can dress a man far more modestly than he would expect. Call and see our stock and name your price. We Will Guarantee Satisfaction. A. J. MURPHY, Merchant Tailor, June 1, 1894.—WY tf

CAMPBELL'S QUININE WINE.

JUST WHAT YOU NEED -- THIS SPRING. It will tone up your system, and restore the appetite. The best cure for Debility.

Unlike the Dutch Process No Alkalies Other Chemicals are used in the preparation of W. BAKER & CO'S Breakfast Cocoa

It has more than 100 times the strength of Cocoa mixed with Starch, Arrowroot or Sugar, and is far more economical, costing less than one cent a cup. Sold by Grocers everywhere. W. BAKER & CO., Dorchester, Mass.

What's the time? If you have a Cough it is time you were taking GRAY'S RED SYRUP OF SPRUCE GUM

THE OLD STANDARD CURE FOR COUGHS, COLDS, ASTHMA and all LUNG AFFECTIONS. Gray's Syrup has been on trial for more than 20 years, and is the best remedy known. 25c and 50c per bottle. Sold everywhere.

KERRY WATSON & CO. PROPRIETORS MONTREAL.

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WE CAN OBTAIN A PATENT FOR A MANUFACTURE, PROCESS, OR METHOD OF MANUFACTURE, OR FOR A MACHINE, OR FOR A COMBINATION OF PARTS, OR FOR A NEW AND IMPROVED MECHANISM, OR FOR A NEW AND IMPROVED METHOD OF MANUFACTURE, OR FOR A NEW AND IMPROVED METHOD OF TREATING MATTER, OR FOR A NEW AND IMPROVED METHOD OF PREPARING MATTER, OR FOR A NEW AND IMPROVED METHOD OF APPLYING MATTER, OR FOR A NEW AND IMPROVED METHOD OF USING MATTER, OR FOR A NEW AND IMPROVED METHOD OF COMBINING MATTER, OR FOR A NEW AND IMPROVED METHOD OF SEPARATING MATTER, OR FOR A NEW AND IMPROVED METHOD OF TRANSPORTING MATTER, OR FOR A NEW AND IMPROVED METHOD OF STORING MATTER, OR FOR A NEW AND IMPROVED METHOD OF DISTRIBUTING MATTER, OR FOR A NEW AND IMPROVED METHOD OF CONSUMING MATTER, OR FOR A NEW AND IMPROVED METHOD OF PRODUCING MATTER, OR FOR A NEW AND IMPROVED METHOD OF DESTROYING MATTER, OR FOR A NEW AND IMPROVED METHOD OF PRESERVING MATTER, OR FOR A NEW AND IMPROVED METHOD OF RESTORING MATTER, OR FOR A NEW AND IMPROVED 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