

P. E. ISLAND CLAIMS.

Able Presented by Mr. Martin, M. P.

OTTAWA, May 3.—The claims of Prince Edward Island were presented by Mr. Martin yesterday in a motion for return and correspondence concerning branch railways in that province. Mr. Martin is pretty thorough in his work and when he presents a case it is sure to be well worked out in the details. He began by showing that the late government had arranged for a fair measure of justice to the Island by preparing a list of branch railways for which appropriations were to be made. These were lines necessary for the development of the local and general trade connecting the main system with various parts in the Province. These railways would have cost the Dominion a little over one million dollars.

Mr. Martin retorted that the proposition had been criticised in some places where better things might have been expected. Especially he was surprised, and of course not very well pleased, to observe that in the late election campaign Sir Louis Davies went over to Nova Scotia and denounced the whole programme as an attempt to buy up the Island with railway subsidies. He was reported as having made the extraordinary statement that the railways proposed would cost no less than four and a half million dollars. Afterwards when it was too late to do any good Sir Louis had written a correction putting the figure down to two and a half million. This correction left it still twice as high as it ought to be and was not given nearly the same circulation as the original estimate. Meanwhile the first Nova Scotia story was getting in its work. The Secretary of State told the people of Ottawa that the Prince Edward Island grant would mean a gift of \$125,000 to be paid by the people of Ottawa alone. On this basis the total amount would be according to Mr. Martin, five million dollars. But as the population of Ottawa is only 50,000 it would appear that Senator Scott had raised the appropriation to \$250 a head or say twelve and a half million dollars altogether. The gross misrepresentation of a modest appropriation much less than that to which the Prince was entitled was very unfair and injurious. Mr. Martin regrets that the Toronto Mail, otherwise an able journal, has fallen into the mistake of supposing that Prince Edward Island Railways such as they are have all been provided at Dominion expense and chiefly at the expense of Ontario. The Prince Edward Island member does not accept the theory that Ontario is the milk cow of the Dominion. It seems to him that Ontario gets back from the revenue in proportion to what she pays very much more than Prince Edward Island. He would rather say that Ontario was the stout Durham calf growing fat from the milk of the little jersey cow which represents Prince Edward Island. Then he goes on with his proofs.

According to Mr. Martin's contention the cost of the Prince Edward Island Railway was entirely paid by the Province. The road was under construction at the time of the Union and the cost of it when completed was charged against the debt allowance. Since the Is. and became a part of Canada, in 1873 the Dominion expended on railway construction and railway subsidies over \$100,000,000. Of this amount, Ontario received in round numbers thirty millions or over \$14 per head;

Quebec fifteen millions or nearly \$10 per head; Nova Scotia fourteen millions or some \$28 per head; New Brunswick nine millions or \$32 per head. Manitoba eight millions or \$53 per head; The North West seven million or \$78 per head; and British Columbia twenty one millions or \$216 per head.

Now, Prince Edward Island received; in all during that period only \$635,000 or \$5 per head.

While the distribution was made from the Dominion, the other provinces contributed out of their own money the following rate; Ontario a little over \$8 per head, Quebec \$9, New Brunswick \$14 Nova Scotia \$6, Manitoba \$9, British Columbia 76 cents, the North West Territories 25 cents, while Prince Edward Island comes in with a local expenditure of \$28 82 per head. Thus according to Mr. Martin's calculation, this province has received from the Dominion only about one quarter as much per head as the average of the Dominion and has contributed from the Provincial treasury nearly twice as much as the average paid by the other provinces out of their own revenues.

The finance minister suggested that the Prince Edward Island Railway ought to be credited to the Dominion in the same way that the other provincial railways were which had been taken over. Mr. Martin insisted that this road had been taken over. Mr. Martin insisted that this road had been built out of the debt allowance of the Province and was handed over as a free gift to the Dominion. Sir Richard interrupted with the question "will you take it back as a free gift?" To this Mr. Martin replied "yes we will take it back, if you will take back the canals of Ontario and Quebec and maintain them at the expense of the provinces." He went on with the argument to show that while some of the western politicians made a great deal of the cost of the government roads they never made any complaint of the expense of the canals which practically yielded no revenue. Scores of millions had been spent on these canals since confederation; and yet the revenue collected from them was no more than 30 years ago. Mr. Martin observed that when Mr. Tarte was campaigning in the by-election at Lewis he asked the people "do you want railways?" and "do you want canals." He thought that the question might with greater appropriateness be asked in Prince Edward Island. Two years ago Sir Louis Davies appeared to be quite concerned about the matter; so he explained then that it was necessary to have some survey. Last year he still wanted a survey; but this year there was nothing at all in the estimates either for railways or surveys. And now the minister of marine was off to Washington and he feared that he would not be able to give the attention to the matter that the subject demanded. Wherefore Mr. Martin begs Sir Louis to have the appropriation put through Council before he goes away. When six o'clock came the member for Prince Edward Island was still presenting his case and the discussion will be continued at some future day.

PERSONAL.

Mr. J. S. Clarke, of this province, graduated at the Nova Scotia School of Horticulture a few days ago. Mr. Clarke was one of the brightest students attending the School, and his essay was both interesting and instructive.

CHANGE OF DATE.—Owing to the fact that Lieut. Dan Godfrey's band will arrive at Halifax one day later than was expected, the management have been compelled to change the date of their visit to Moncton to Wednesday, May 18th, when they will appear in the Victoria Park at 8 p. m. The advance sale of seats opens at Holstead's Drug Store on Monday, May 9th.

DIED.

At Upper Great George Street, on the 5th inst., John R., son of Christopher and Eliza Turner, aged 8 years and 6 months. [Funeral tomorrow at 2.30 to People's Cemetery.]

Look out for the greatest snaps among the greatest assortment of ties ever offered at P. E. I., at the Bargain Corner this Saturday p. m.—W. D. McKay.

Men and medicines are judged by what they do. The great cures by Hood's Sarsaparilla give it a good name everywhere.

The greatest attractions and the greatest bargains, with the greatest variety of novelties at the Bargain Corner—W. D. McKay.

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troubled me for a long time. They were large and painful. I tried many so-called remedies, but nothing helped me. I was completely cured when, by recommendation of my druggist, I used

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Local and Other Items.

THE NEXT ATTRACTION—The May Festival.

FOOTBALL—The Stars will meet for practice this evening at 7 o'clock.

THE MAY FESTIVAL in the Lyceum on Monday and Tuesday. Arrangements are complete and a grand success is already promised.

GOPEL MEETING Railway Men's meeting in Wight's Hall Sunday afternoon at 4 o'clock. Strangers always welcome. Lesson, 1 Thes 5-22. "Abstain from all appearance of evil."

STEAMER DELAYED.—The steamer St. Olaf, Captain LeMayre, went into Souris on Wednesday morning, disabled by her boilers leaking. Mr. T. A. McLean, of Charlottetown, was communicated with, and two men were sent up. After being repaired she left on Thursday morning on her way to the Magdalen, after twenty-seven hours' delay.

NEW QUARTERS.—The Summerside W. C. T. U. are soon to hold their meetings in a building which Mr. R. T. Holman is having fitted up in splendid style for them. The new quarters is only one door from the post office building. The work is being performed by two of our first class mechanics Messrs Cahil and Murphy.

ISLAND SCHOONERS.—The New Glasgow Chronicle says: The schooner Lady Speedwell is at the Milling Co's wharf unloading wheat from P. E. Island. This is the fourth vessel to arrive at the Milling Co's wharf this spring. The steamer Wm. Aiken for Charlottetown, and two schooners for P. E. Island ports, cleared loaded with cornmeal. The Lady Speedwell will take a cargo of coal on return to Montague, P. E. I. She will return to New Glasgow with another cargo of wheat.

THE FORESTERS.—Court J. G. Cameron, Murray Harbor North, has elected the following officers for the present year:

- Court Deputy—David Reid,
- Chief Ranger—Angus E. McFayden.
- Vice Chief Ranger—William H. Bears.
- Recording Secy.—George McKenzie.
- Financial Secy.—Neil McDonald.
- Treasurer—Robert W. Gillis.
- Chaplain—R. H. McNeil.
- Past Chief Ranger—William H. Bull.
- Senior Woodward, Geo. McKenzie, Junior Woodward, L. T. McFayden, Senior Beadle, W. H. Sencabaugh, Junior Beadle, E. J. McFayden.
- Physician—Dr. J. R. Matheson.
- Trustees—L. McFayden, D. M. Keenan.

NEW INVENTIONS.—Below will be found the list of patents granted this week to Canadian inventors through the agency of Messrs. Marion & Marion, Montreal. 59,681—Isidore Turcotte, Lowell Mass. Cabinet Ash Sifter. 59,688—F. X. Genest, Lowelltown, Me. Brake Shoe and Brake Shoe Holder. 56,684—J. H. Poole, St. John, N. B. Cork Puller and Label Destroyer. 56,696—G. Boivin, Montreal. Game Apparatus. 59,698—B. Rowley, Argyle, N. B. Improved Lock. 59,724—E. M. Welch, Cowansville. Boat Propelling Mechanism. 59,727—Chas. A. Julien, Point Rouge. Horse Power Attachment. 59,746—Geo. Harrison, King, Ont. Safety Attachment. 59,758—W. E. Warner, Dunville. Coffee and Spice Mill.

C. M. B. A.—On Thursday night Rev. Father Burke, Provincial Grand Deputy of the C. M. B. A., established at Cardigan Bridge a new branch of this excellent association to be known as "All Saints Branch, No 295." The officers are:

- Spiritual Adviser and President—Rev. Father McMillan.
- 1st Vice President—Alex. F. McLean.
- 2nd Vice President—Thos. J. Donahoe.
- Rec Secy.—John A. McDonald.
- Asst Rec Secy.—A. D. McLellan.
- Fin Secy.—John C. Flannigan.
- Treasurer—Dr. A. A. Allen.
- Marshal—Wm. F. Flynn.
- Guard—Joseph McMillan.
- Trustees—James Smith, A. F. McLean, Daniel McLellan, Ferdinand McAulay and Dr. A. A. Allen.

This branch meets on the 1st and 3rd Friday of each month. After organization the Provincial Deputy addressed the branch and was voted its hearty thanks for his good offices. No 295 is splendidly officered and starts out under the most favorable auspices.



It's the Difference

Between the month old egg, and the egg of today that gives the latter its value.

It's the Difference Between the one or two year old Baking Powder, and Johnson's Baking Powder, which is made fresh every week or two. That makes our Best cooks ask for "Johnson's."

Add to This The fact that only the purest ingredients are used in its manufacture, and yet it is sold at one half the price asked for other high-grade powders, and the reason of its large sale is easily accounted for. Price 25c a pound.

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We have all sizes We have all grades

They are bought direct from the makers. The values are right, the prices absolutely the lowest.

Here is One Special Value

Ladies' Fast Black Cotton, seamless, double heels and toes, a wonder at the price, 17 cents per pair.

HERE IS ANOTHER

Ladies' All Wool, Cashmere, seamless, double heels and toes, heavy and fine, 25 cents per pair.

STANLEY BROS.

The Always Busy Store.

WANTED IMMEDIATELY FOUR GOOD COAT MAKERS

None but first-class workman need apply.

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Men's Stylish Outfitters

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All neat and dressy. You will also save money by purchasing from us.

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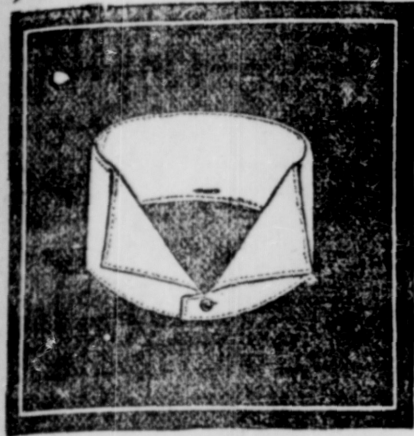
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