

THE DAILY EXAMINER.

MARCH 25, 1884.

The Organ and the Public Accounts.

The *Patriot* imagines that the Government will have to re-impose direct taxation this year, and is consequently in a very happy mood. It is just possible the organ is wrong as it usually is. But supposing the Government were to re-impose direct taxation for 1884, do they deserve no credit for carrying on the public business successfully for 1882 and 1883, without any assessment whatever? Do they not deserve a fair measure of praise for providing liberally for every branch of the public service, with diminished revenues from other sources, and the receipts from taxes for five years, only slightly in excess of the amount which would be yielded by the old Land Tax Act? Of course the *Patriot* will give them no credit for these things, but above the hacks of party, there is a jury composed of right thinking, independent men, who will give honor to whom honor is due.

If the Government were to impose direct taxation for 1884 to the amount of \$36,000, nobody who approves of maintaining the present system of education would have any just grounds to complain. The cost of education for 1883, has been \$101,193.41. It will, in all probability, be greater in 1884. This is over \$36,000 greater than the Davies Government paid for the same service in 1878. Assuming that direct taxation was unnecessary in 1878, it might be necessary now to the tune of \$36,000 per year.

During their five years of office the present Government have paid the following sums for education:—

1879.....	\$91,007.87
1880.....	86,213.81
1881.....	96,489.46
1882.....	97,411.77
1883.....	101,193.41
Total.....	\$483,316.32

Average cost of education for five years..... \$96,463.26

The Davies Government paid:—

1877.....	\$80,813.60
1878.....	65,580.30
Total.....	\$146,393.90

Average for two years..... \$73,196.95

Had education cost as little in the last five years as it did for the two years when the Davies Government were in power, the accounts of the Government at the Banks would show the large sum of \$116,406.57 to our credit, on the 31st of December last.

Whatever money may be received from the Dominion for the piers, is due to the good management of the present Government. Every person knows that if the Brits were in power they would not have thought of this claim, and would not have received a dollar. But they would have raised by direct taxation all the money which the present Government have collected from the Dominion, and as much additional cash as they would have found necessary to support their wretched extravagance.

The *Patriot* strikes a balance between an amount which it alleges we are to receive for the piers, and the deficit at the close of 1883, and thereby shows that the balance against the Province is \$1,657.58. Admitting, for argument sake, that the organ is correct, this state of things is highly complimentary to the Government. Even the *Patriot* cannot find much fault with that balance, but Mr. Laird would be much better pleased if the money to keep our accounts square had been taken from the poor people of the Island in the way of direct taxation, than that our just debts should be collected from the Dominion.

Mr. Laird may have the mortification to find that the amount to be received from the Dominion for the maintenance of piers since 1875, will be much larger than the figures given in the *Patriot*. Still greater mortification may be in store for him in the same way. The present Government are not the men to sleep on the rights of Prince Edward Island.

Although the present Government paid, in the five years they have been in power, the large sum of \$482,316.32 for education, including twenty full quarters' salaries to teachers, the *Patriot* charges them with an additional quarter's salary, which, it alleges, is a debt they owed at the close of the present year. The silliness and unfairness of this mode of dealing with the accounts is apparent to everyone. The Davies Government having only paid three quarters' salaries to teachers in 1878, were fairly chargeable with the other quarter, but the present Government paid four quarters for each year they have been in power.

Marine School.

Our attention has been drawn to a petition to the Lieutenant-Governor in Council, asking for a grant to re-establish the Marine School which was run in connection with the Charlottetown Business College. We wish to urge upon the Government the importance of such a school. Next to the agricultural interest of the country is our marine interest. Unless we have the means of carrying off our agricultural productions they will be of little value to us. We cannot export our produce without ships, and ships cannot be run without qualified men, and qualified men cannot be had without marine schools.

It will be remembered that the Merchants' Shipping Act, bearing date July

2nd, 1872, made it compulsory for all vessels, over 150 tons register, engaged in foreign trade, to carry past masters and mates. The school in question was established to meet the requirements of that Act. It is unnecessary for us to refer to the work performed by that school. The best evidence that its work was thorough in every particular, is the success attained by the candidates at the Board. The school has been of great value to our sailors, at a small outlay on their part. We know of many who have received certificates at this Board who could ill afford to go to Halifax or St. John to prepare themselves for the same examination. It also kept while in operation a surplus supply of past masters at this port, which is very essential, for navigation is so uncertain at different seasons that it would be a serious loss to the shipping interests to have vessels detained here any length of time for want of qualified men to command them. The law being compulsory, the officers must be had, otherwise vessels will not be allowed to proceed on their voyages.

But we note further, by an Act of Parliament passed in May last, to take effect in April next, entitled "An Act respecting certificates to Masters and Mates for the Island and coasting trade," that vessels engaged in the above trade are also required to carry passed masters and mates. If something be not done, and that immediately, our shipping industry will be seriously retarded. It is, therefore, absolutely necessary that this school be opened at once in order that candidates may enter and graduate before the opening of navigation, thereby preventing trouble, annoyance and confusion. We do not know of any way by which a small sum of the public money can be more beneficially expended in forwarding the interests of the whole people than by granting the prayer of this petition. We are quite certain that if the Government accede in this request—a request that comes from a portion of the people themselves—they will be amply sustained by the country at large.

The Dominion Exhibition, 1884.

A LARGE and influential meeting of the Central Board of Agriculture, of Nova Scotia, was held at Halifax on the 13th inst., at which matters relating to the holding of County Exhibitions in different parts of that Province during the coming autumn, engaged the attention of the Board. The importation of live stock was also a subject which received due consideration.

The fact that the claims of our Province to the Dominion Exhibition this year, was fully recognized by the Central Board of Agriculture, of Nova Scotia, was clearly set forth at their meeting, by the adoption of the following proposition: "Transport of exhibits to the Dominion Exhibition, if held at Charlottetown. The committee would be prepared to recommend the necessary facilities for this, as in the case of the St. John Exhibition."

The foregoing statement shows that the people of Nova Scotia do not consider it impracticable to entertain the question of a Dominion Exhibition at Charlottetown, but on the contrary their Board of Representatives recommend the necessary steps to ensure an exhibit from their Province.

The people of New Brunswick are also ready to acknowledge the rights of this Province, and will return the compliment paid them by our people last autumn, by sending an exhibit worthy of that large Province to the Charlottetown Dominion Exhibition, 1884.

Roller Skating.

A ROLLER SKATING RINK is now being erected in Calais, Maine, and will be in operation some time in April next. It is to be 178 feet long and 86 feet wide, but the skating surface will be somewhat smaller. To give an idea of the relative difference between the size of the building and the skating surface, we may mention that the rink at Waterville, Me., is 152 x 85, with a skating surface of 140 x 70. Something like twenty roller skating rinks are in operation or being built in Maine, and throughout New England in towns of any size, roller skating rinks are in successful operation. Within the last three or four years roller skating has become a mania in the Atlantic United States and spread across the continent to the Pacific.

About ten years ago roller skating had attained a degree of popularity in the United States; but owing to the fact, it is said, that Plympton, the inventor, turned his attention almost wholly to the European field, the interest in the sport died out in a measure on this side the water. In England numberless rinks were erected, and it was not long before they were opened in Paris, Vienna, Rome, and in Australia, New Zealand, and the East Indies. In all the European watering places the interest in roller skating has been largely maintained until the present time.

We are of opinion that roller skating cannot compare with the sport of the graceful and exhilarating skating on ice; but the former furnishes a means of recreation, amusement and beautiful exercise at seasons of the year when there is no ice, and in sections where there is no ice which can be utilized for skating purposes.

It occurs to us that the Citizens' Skating Rink might be profitably turned into a roller skating rink after the ice skating

season is over. The floors of roller skating rinks are made from hardwood—that of Calais will be of birch and maple, laid on an under-floor of planed hemlock. Could not these floors be made in sections and laid down and taken up between the regular skating seasons. Perhaps there are not "millions in it," but is not the idea one that the shareholders and directors of our skating rink might consider? The building is idle about nine months in the year. As a roller rink it might be utilized during the period named, with a prospect of dividends on the outlay.

It appears that the trade in roller skates has become a heavy business in the United States, and that some dozen or more manufacturers are vying with each other in perfecting and introducing their respective skates.

The Loan Bill in the Senate.

SENATOR HOWLAN'S SPEECH.

Hon. Mr. HOWLAN—I am afraid that a very great mistake would have been made by the Government if they had not included the winter port of Halifax in this project, and I watched very closely the opinions expressed by the members from Halifax, and in this particular case I am sorry to see that the junior member has not been as happy in his remarks as he has hitherto been. Then as to the senior member, he took up the time of the House with finding fault with the Minister of the Interior instead of feeling gratified that the hon. Minister has given us the benefit of his views as a member of the Government on this question. Then he flew from that to the *Globe*.

Hon. Mr. POWER—It was the hon. Minister of the Interior himself who introduced the *Globe* article into this debate.

Hon. Mr. HOWLAN—Does the hon. gentleman believe for a moment that if, by any turn of the political wheel in this country parties had changed sides in Parliament, the incoming Government would not have come to the rescue of the Syndicate, or that they would not have done what is now being done, or what has been stated they offered to do, take into consideration the claims, if they were right and prudent, of one of the Provinces of the Dominion? It is not to be supposed for a moment that they would not have done so; therefore, so far as this question now before the House is concerned, the article referred to has no bearing whatever upon it, and I was quite surprised that the hon. gentleman should detain the House in the manner he has done on that subject. The next item he gives us is that it is a most serious proposition that this Government puts before the Legislature, and before the country. And what is the serious proposition? The hon. gentleman puts it in this way: that inasmuch as the sum we propose to loan to this Company is nearly one-third of the total amount of the public debt of the Dominion of Canada when we entered into Confederation, that necessarily it must be an unwise and improper policy for the Government to entertain the proposition at the present time. If ever there was a mere puerile statement, without any argument in its favor, it is that statement of the hon. gentleman from Halifax. For, so far the revenue of the country has more than met the requirements of the Dominion. While we have gone on expending large sums of money on Public Works and improvements which are necessary for a growing country like this, nobody can pretend to say that Canada has sustained any injury from those expenditures, and if proof were wanting of the vigor and resources of this Dominion we have only to point to the fact that Canada, with a population of four millions, has been able to

GRAPPLE SUCCESSFULLY

with a project of this magnitude. One would think that the logic of facts, and the incidents and events of the past few years, had so clearly eradicated from the mind of the hon. gentleman the idea that the country was not equal to the carrying out of this project, that I was surprised to hear him make use of the arguments which he has used here to-day. The hon. gentleman has a great deal to answer for, coming as he does from one of the commercial centres of the Dominion, for having taken the position he has on this question. One of the ideas put forth prominently by the Board of Trade of Halifax, of which I understand my hon. friend is an important member, has been in the direction of expending a large amount of money in connection with the extension of this road and the making of Halifax the winter port, and if that Board, who may be properly called the exponents of the commercial interests of Halifax and Nova Scotia, have not hesitated to state that it is in the interests of the whole of Canada that this road should be completed to Halifax, we cannot believe that the hon. gentleman represents, on this question, the opinions of the Province from which he comes. Then the next thing the hon. gentleman says is that this loan to the Canadian Pacific Railway Company is going to damage the credit of the Dominion of Canada. In what way is it going to

DAMAGE OUR CREDIT?

In my opinion, if the matter is investigated for a moment, we must necessarily come to the conclusion that it is going to assist the credit of the Dominion in the money markets of the world. The facts of the case are that some fifty millions of dollars have been brought into the railroad, of which sum twenty-five millions of dollars have been brought into the country, and they are now going to borrow twenty-three millions more to complete the road in two years, and expend that money in our own country. To my mind it is a proof that the Company and the Government, and the people have still faith in the future of Canada, and that fact is not going to injure our credit. On the contrary, to my mind, it is going to establish in the money markets of the world confidence in the stability of our institutions and the value of the security which we offer to our creditors. Then we have had to listen to some exploded ideas about the Intercolonial Railway. When that road was undertaken we were told that it could not possibly pay; that it had to pass through 160 miles of country that produced nothing, and could furnish no traffic for a railway. The first few years after the road was completed and

opened for business, we had it stated on the floor of this House that the road could never pay, that it was a waste of public money, that it was rolling up an enormous debt on the country, and that the Government ought to advertise for some company to take the road off their hands. The Government, however, had faith in the future of the country, and we find that they were justified in their opinions, and they have the satisfaction to-day of seeing the road more than paying its working expenses, and we are now asked by the very same parties who opposed its construction on the ground that it would not have sufficient traffic to pay its running expenses, to build another road and shorten the route to the winter port of Halifax. We are told that the Canadian Pacific Railway will not pay, because it runs for a certain portion of the distance through a country which is barren and unfit for agriculture; but do not hon. gentlemen know that every trans-continental railway that we have on this continent runs for a certain distance through rocky, uncultivable lands or barren wastes? I would ask the hon. gentleman if he will pretend to say that the Union and Central Pacific Railways run through an arable country from end to end? While on this point I may say that the question that agitated the people of the Pacific coast with regard to the construction of that road, was that of Chinese immigration. Those who remember the events of 1854 will not forget the interest taken by the people of the United States in bringing the Chinese to that country. The Chinese Government were induced to send out a delegation to the United States to see whether the statements made by Mr. Burlingame were correct. After being feasted from one end of the country to the other, and wine and champagne from New York to San Francisco, they returned to China and sent out agents and Chinese laborers who planted vineyards and introduced indigo cultivation, silk growing and other valuable industries on the Pacific coast.

Hon. Mr. MACDONALD—Yes, and built the railways.

(Concluded in our next.)

PROVINCIAL LEGISLATURE.

HOUSE OF ASSEMBLY.

MONDAY, March 24, 1884.

A petition was presented by the Hon. Mr. Lefurgey from certain Oddfellows of Summerside, asking for an Act to Incorporate the Prince Edward Lodge, No. 22, of the Independent Order of Oddfellows, of Summerside.

The prayer of said petition was granted, and a bill, introduced to that effect, was received and read the first time, and referred to the Private Bill Committee to report thereon.

Hon. Mr. SULLIVAN introduced a bill, having for its object the prevention of trespassing on Princetown Common and Royalty, and to provide for the punishment of breaches of the law in that respect by the imposition of fines and penalties.

The said bill was received and read a first time, and ordered for second reading to-morrow.

Hon. Mr. SULLIVAN also presented a bill respecting Liquor Licenses. The object of this bill is to levy a tax or duty on all wholesale liquor licenses authorized by "The Liquor License Act 1883," said duty to be paid into the Treasury of this Province and also that a tax or duty be charged on all vendors' licenses issued under the provisions of "The Canada Temperance Act, 1878." This Bill received the first reading, and was made the order of the day for to-morrow. The introduction of this measure was opposed by Mr. Sinclair, and other members of the Opposition; and, on motion that the resolutions on which the Bill is based be agreed to, the House divided, and the names being called for, they were taken down as follows:

Yeas—Hons. Messrs. Sullivan, Ferguson, McLeod, Arsenault, Campbell, Prowse, Macdonald; Messrs. McKay, Blake, Bentley, John McLeat, Macdougall, A. Martin, Beer, D. C. Martin, Richards—16.

Nays—Messrs. Perry, Sinclair, Farquharson, Hooper, McFadyen—5.

The SPEAKER read a letter from Mr. Blake stating that he would be unavoidably absent from the Province for a short time, and could not therefore act as a member of the Public Accounts Committee.

Mr. MACDUGALL was then appointed a member of the Public Accounts Committee in the place of Mr. Blake, who received leave of absence from the House.

The House was then adjourned until 3 o'clock this afternoon.

The United States Senate Committee of Investigation on the adulterations of food in New York, made a report a few days ago. They say that out of thirty samples of butter bought and submitted to chemical analysis, only ten were genuine butter. There are several factories in New York and Brooklyn making imitation butter out of fat brought from the West and from France and Italy. The production aggregates 40,000,000 lbs. annually, thus depriving the State of \$10,000,000 revenue per annum. Adulterations of milk and other food products were also found. Of 5,000,000 quarts of milk furnished in New York daily it was found that 200,000 quarts were of water, bearing 3,000,000 quarts of pure skim milk.

ELECTRICITY and Magnetism when properly passed into the blood, brain and nerves produces the most wonderful effects. We are told that these elements are perfectly blended in the medicine known as Dr. Cassell's Magnetic Medicine, advertised in another column, and the good which has resulted from its use cannot be computed in dollars and cents. [mar24 1w wkly]

In Galicia the people are setting their faces toward America, and so great is the threatened emigration that the Governor of the province has been petitioned to forbid the sale of passenger tickets for American ports.

MARRIED.

At Montague, on the 12th inst., by the Rev. Wm. West, John Stewart to Miss Maggie Reilly, both of Montague.

DIED.

At Montague, March 17th, after a short but painful illness, Jeremiah McEigher, in the 61st year of his age. His end was peace.

At New Glasgow Road, Lot 24, on the 6th of February, 1884, Mrs. Mary Campbell, in the 53th year of her age.

LOBSTER FACTORY FOR SALE.

The Subscribers are instructed to offer for sale, on private terms, the Lobster Factory situated at Belle Creek, Lot 62, on the farm of Mr. Archibald Bell, hitherto run by Messrs. Duncan Mann & Sons. The Factory is 78 feet by 19 feet, with a shed attached. A spring of water runs near it. Boats can land lobsters at the Factory door. The Plank consists of 200 second-hand lobster traps, 3 boilers, trays, and everything required, 300 new traps and 20 cords of wood can be supplied if required. It is not more than half a mile from the Belle Creek Main Post Road. The fishing is fairly good, and the place sheltered from the north and east winds. No other Factory within 14 miles on either side. 400 cases were packed the season of 1883 from 300 traps. Terms liberal. Apply to

GEORGE DAVIES & CO.

Ch'town, March 22—61 eod pat 61 eod

FOR SALE,

A SELENDID SUIT of Drawing Room Furniture, little used, will be sold for half-price. Rare chance. Apply at this office.

Ch'town, March 21.

SAFES.

J. & J. TAYLOR, TORONTO SAFE WORKS.

WE have been appointed agents for Messrs J. & J. Taylor, and solicit orders for their Safes at our office.

Factory Prices and Terms.

NORTON BROS.

Ch'town, March 20—4v 2w

G. H. HASZARD

HAS, since the fire, opened his Stationery Store in

Mr. James DesBrisay's Old Stand, where you will get the very best of

STATIONERY,

in small and large lots, at

Greatly Reduced Prices.

School Books, Marked Very Low.

World's Standard Library Series, Poets, and other Standard Books,

SELLING AT COST.

Now is the time to get valuable BOOKS at a GREAT BARGAIN.

Ch'town, March 6—1m eod

BARGAINS.

I AM selling the balance of my Furniture saved from the fire of the 20th ult., at J. D. McLeod's corner, Queen Street, at a reduction of from twenty-five to fifty per cent. below usual prices. JOHN NEWSON.

Ch'town, March 8.

WHITE RUSSIAN SEED WHEAT.

THE best producer yet tried on the Island. Call and examine and see testimonials at my Furniture Store, J. D. McLeod's corner.

Ch'town, March 8. JOHN NEWSON.

FOR SALE,

THE Old Baptist Church Property, on Great George Street, next to premises lately occupied by the Bank of P. E. Island. For terms of sale and other particulars apply to

F. H. ARNAUD, Agent, Merchants Bank of Halifax. March 1, 1884.

Brick Yard To Let.

THE Montrose Brick Yard, (1 1/2 miles from Southport), together with Dwelling House, Stable, Kilns, Pugs, etc. For particulars apply on the premises to

JOHN B. STEWART, Southport, Lot 48. March 4, 1884—2w wkly 21 pd

TRADE SALE.

THE Subscriber will sell by AUCTION, at his Auction Room, corner of Queen and Water Streets, on

Wednesday, the 2nd April next

AT ELEVEN O'CLOCK, A. M.,

Molasses, Sugar, Herring, Tea,

PAPER BAGS, WRAPPING PAPER,

Brooms, Nutmegs, Cloves and General

Groceries.

At 10 o'clock, A. M.,

BOOTS AND SHOES, DRY GOODS, &c.

Terms at Sale.

N. J. CAMPBELL, Auctioneer.

Ch'town, March 20, 1884.

The Law Society.

A SPECIAL MEETING of the Members of the Law Society of Prince Edward Island will be held at the Law Library, in Charlottetown, on Wednesday next, the twenty-sixth day of March, instant, at the hour of eleven o'clock a. m., to take into consideration certain necessary amendments, required to be made in the laws at the present session of the Legislature.

F. L. HASZARD, Secretary. Ch'town, March 18, 1884.

Lord's Wharf Property.

THE undersigned will receive SEALED TENDERS, up to the 31st March, inst., from parties desirous of renting the above Wharf, with Warehouses, Coal shed, Weighing Machine and Office, for a term of from one year to five years.

Particulars can be obtained from Mr. David Stirling, architect, etc. J. HAMILTON GRAY, Trustee. DAVID STIRLING, Ch'town, March 20, 1884.

P. E. ISLAND RAILWAY.

SEALED TENDERS, addressed to the undersigned, and endorsed, "Tender for Steam Coal,"

will be received until Monday, April 7th, inclusive, for the supply of five thousand five hundred (5,500) tons of the best Fresh-mined head Steam Coal, for locomotive use. Tenders to state the price per ton of 2,240 pounds, delivered as follows:—

Charlottetown.....	2,500 tons,
Summerside.....	2,000 "
Georgetown.....	500 "
Souris.....	500 "

At least one-quarter of the whole quantity required at each of the above mentioned Stations, to be delivered on or before the 30th of May, next, and delivery of the whole to be completed on or before the first day of October, 1884.

The first payment will be made in July, and monthly thereafter. Ten (10) per cent. will be retained from each payment until the final and satisfactory completion of the contract.

The Department does not bind itself to accept the lowest or any tender.

JAMES COLEMAN, Superintendent.

Railway Office, Ch'town, March 19, 1884. [mar 21, 3i]

J. A. CHIPMAN & CO.

Are offering ex Warehouse,

400 bbls. Medium and High Grade Patent (American and Canadian),

125 bbls Low Grade Bakers.

OFFICE OPPOSITE BANKIN HOUSE.

N. B.—We are now prepared to receive orders for Spring Importation Flour, Cornmeal, etc. All parties having Oats or Malt-ing Barley for sale would do well to sell.

J. F. SHATFORD, Agent.

Ch'town, March 18.

Executors' Notice.

WE, the undersigned, executors of the late Alexander Simpson, of Hope River, in Queen's County, deceased, hereby notify all parties indebted to the estate to make immediate payment to the undersigned. Also, all parties having legal demands against said estate to present them, duly attested to, within twelve calendar months from date.

ALBERT SIMPSON, } Executors. JOHN SIMPSON, Jr., }

Hope River, January 18th, 1884. [mar 18 4w wkly 4i]

JOB PRINTING of every description executed with neatness and dispatch at the EXAMINER JOB PRINTING ROOMS, corner of Water and Queen Streets.

WANTS, LOST, FOUND, &c.

TO LET—A Cottage pleasantly situated on Great George Street, opposite the Prince of Wales College. Apply to Wm. McLEAN, at Merchants Bank of P. E. Island. [mar22]

WANTED—A BOY to do general work about a dwelling, and attend a horse. One from the country preferred. Apply at EXAMINER OFFICE. [mar22 3i]

WANTED—A Man, or Boy, who understands the care of horses, to