The Morning Guardian.

VOL. 1 CHARLOTTETOWN, PRINCE EDWARD ISLAND, SATURDAY, AUGUST 15, 1891 NO. 205.

The Morning Guardian

Issued every Morning by

THE GUARDIAN PUBLISHING Co

FROM THEIR OFFICE IN THE

Cameron Block.

BRANCH OFFICE—Central Street, Summerside.—W. G. SCHURMAN, Agent.

The Only Morning Paper in the Province.

Delivered on the Breakfast Tables of the City, and all over the Province by noon.

TERMS:

One Year.............................$4.00
Six Months.............................2.00

Advertising rates furnished on appliaction

B. D. HIGGS,
Editor and Managing Director.

AUCTIONEERS

BEAIRSTO, R., Auctioneer and Commission Merchant. Office and Warerooms, Dodd's old stand, Queen St., Ch'town. nov 7

NORTON & Co., E. H., Auctioneers, Commission Merchants, Money lenders. Salesrooms, Queen Street, Ch'town. nov 7

WOODSIDE, B. L., Auctioneer & Com Merchant. Farm and stock sales a specialty. Sales-room, Water street, *Summerside.*

MORRIS, LEONARD, Auctioneer. Com's'n. Merchant, Insurance Agent, *Summerside.* Advances on consignments. Prompt Returns. All business strictly confidential. May 16, '90

MORRISON, C. L., Auctioneer & Commission Merchant. Prompt returns. 106 Queen Street. Ch'town. Oct. 17, '90

COAL DEALERS.

LYONS, C., Round, Nut, Slack, and Hard Coal always on hand. Water St., Charlottetown, Nov. 14, '90

HUGHES, Capt. John, dealer in all kinds of Hard and Soft Coal. Water St., between Queen and Pownal. Nov. 14, '90

McMILLAN, R. dealer in all kinds of Hard and Sof COAL & WOOD. Foot of Prince Street, Charlottetown. Nov 6, '90

DENTAL CARDS.

DR. BAGNALL, Surgeon Dentist.—Corner Queen and Richmond Streets, Ch'town. Office hours, 9 a.m., to 1 p. m.; 2 p. m. to 5 p.m.

DR. STRICKLAND extracts teeth without pain by vegetable gas, electric forceps, 25 years practice. *Written guarantee* with all work.

INSURANCE.

McEACHERN, JOHN, Fire, Life, Accident, Insurance. Office, McEachern's corner Lower Queen St., Ch'town. P. E. I. nov 7

HASZARD, HORACE; Fire and Marine. The Western Assurance Co. Office. South Side Queen Square, Ch'town. aug5

URQUHART, A. S. See Card in another column, Feb 21

DESBRISAY, JAS., Queen Insurance Co. of England. Confederation Life Asso. Office, Brown's Block, Maket Square, Ch'town. Jy.25.

LEGAL CARDS.

McLEAN & McDONALD, Barristers and Solicitors. Office—Brown's Block, Charlottetown; Gaffney's Building, Water Street, Summerside. Money to loan. nov 7

GOOD, JAMES H. Attorney-at-Law, Commissioner, etc. Office, Cameron Block, Queen Sq, Ch'town. Money to loan June 13

WARBURTON & SMALLWOOD, Barristers, Solicitors, &c., Cameron Block, Ch'town, P. E. I.—Money to loan at low rates. nov7

DAVIES & HASZARD, Barristers and Attorneys. Office, Dodd's Building, Queen Street, Charlottetown, P. E. I. nov. 7

McLEOD, MORSON & McQUARRIE, Barristers, Solicitors, &c. Office—Charlottetown, Brown's Block; Summerside, over Merchants Bank of Halifax. Money to loan. nov 7

MACNEILL & McDONALD, Barristers, Solicitors, &c. No. 124, Gt. George St. Charlottetown, P. E. I. Money to loan. nov. 7

REDDIN, J. H., Barrister, &c., Cameron Block, (Head of stairwa), Collections carefully attended to. Money to loan. nov 7

M. & D. C. McLEOD, Barristers, Solicitors, &c. Office, over Bank of Nova Scotia, Ch'town. Money to loan. nov 7

MELLISH, JOHN T., Attorney-at-Law, Notary Public, etc. Office, London House Building, Queen St., Ch'town. Money to loan at low interest. [jan 17, '90]

STEWART & McNEILL, Barristers and Solicitors.—Office. Newson's Block, opposite Post Office. Money to loan. July 25, '90

MOORE, F. W. L., Barrister, Solicitor, Notary Public, Commissioner, etc.—Office, London House. Loans negociated. July 25, '90

PRINTERS, &c.

HASZARD, G. HERBERT, Book-binder, Printer and Stationer, Brown's Block Ch'town, P. E. I. nov 7

COOMBS, JOHN, Steam Printer and Bookbinder, Queen Street, Charlottetown, P. E. Island. nov 7

ISLAND GUARDIAN Co.—Billheads, Cards, Circulars, Letter Heads, and every variety of printing neatly and promptly executed. Cameron Block, Charlottetown.

TAYLOR & GILLESPIE, Bookbinders Blank Book Manufacturers, &c., Nort Side Queen Sq., Ch'town, P. E. I. nov. 29

MANUFACTURES.

R. PALMER & Co., Ch'town Sash and Door Factory, Peake's No. 3 Wharf, Ch'town, P. E. Island. [Jan. 23, '91.]

WHITE & SON, A. Founders & Machinists, Foundry, King Square, Ch'town. House heating a specialty nov22

PICKARD, JASPER, Saddler and Harness Maker. Repairing done promptly. North side Queen Square, Ch'town. nov 22

CH'TOWN WOOLEN MILLS. Store N. side Queen Sq.; Branches at Montague, P. E. I. and New Glasgow, N. S. Wool wanted. nov 22

McKINNON & McLEAN, Iron Founders Machinists and Boiler Makers. Hot water heating. Spring St, Ch'town, P. E. I. nov 22

FANNING, P. T., Manufacturer of and dealer in Boots & Shoes, Custom work a specialty Leathers and findings, Water st., *Summerside*

CH'TOWN Roller Mills: Cash paid for Wheat, or fine Flour, Shorts and Bran given in exchange. Flour, Cornmeal and Feed for sale cheap. Feb 27, '90

SCHURMAN, Clark & Co., manuf's and builders, S'side, Building material of all kinds; Church Furniture a specialty. July 4

LONG BROS., Tanners. Highest prices paid for calf and sheep skins, and horse and cowhides, etc, Tannery, Euston St., Charlottetown

HENRY D WADMAN, Sheet Metal Worker. Plumbing and general jobbing promptly attended to 230, Queen St. formerly the Police Station March 27 '91. 1y

MISCELLANEOUS.

WILLIS, Co., J. F., Pianos & Organ dealers, &c.; McEachern's Building, Lower Queen Street, Ch'town, P. E. I. nov 7

PEAKE BRO'S. & Co, Ship owners, Chandlers, Hardware Merchants. Agents Black Diamond S. S. Co. L. Queen St, Ch'town, P.E.I.

CLARKE, W. W., Com. Merchant; Agent Furness Steamers to London, Halifax & P. E. I., & Fishwick Steamship Co's., Canadian Express Co., Republic Building & Loan Asso. & London Masonic Mutual Asso., Charlottetown, P. E. I. dec 9

TELEPHONE Co., R. Angus, Manager. Office, No. 81, Lower Water St., Ch'town, Connection with nearly all parts of the Island

COOK & Co., Photographers. Rooms ov Apothecaries' Hall, Charlottetown. Photos finished in best style. nov 22

HIGGINS, JOHN—Sewing Machines repaired promptly; satisfaction guaranteed. North side Queen Square, Ch'town, P.E.I. July 25 '90

MERCHANTS BANK OF P. E. I.—L. H. Davies, M. P., President; D. Farquharson, F. L. Hassard, L. L. Beer, Benj. Heartz, Wm. Dodd. Cashier: Wm. McLean. Office opposite Bishop's Palace, Great George St. Souris Agency, J. J. Hughes, Agent. nov 7

LECKIE, A. A., Graduate of Royal College of Veterinary Surgeons, Glasgow. Eldon House, Kent St., Charlottetown.

LIVERY STABLES.

WORTH'S Livery Stables, Prince St. Charlottetown. Telephone communication. First-class Teams supplied promptly. nov 29

GILLIS, P. P., Boarding and Sales Stables, Great George Street, opposit Bishop's Palace, Charlottetown. Dec. 5, '90

HORSES AND BUGGIES TO HIRE. Enquire at G. G. JURY'S Jewelry Store, North side of Queen's Square, or at 239 Sydney st.

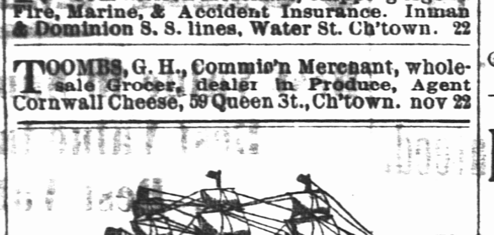
WHOLESALE.

CARVELL BRO'S., Commission Merchants, wholesale Grocers, Agents for—Old Sydney and Victoria Mines; the Guardian, Fire, and the Boston Marine Insurance; the Allan Line; the Quebec and the Boston, Halifax & P. E. Island Steamship Lines. nov 18

MYRICK & Co., J. H., Packers & Dealers in Pork, Lard, Hams, Fish &c., Grafton St., Ch'town; Tignish & Alber-ton. nov 22

NEWBERY, FENTON T, Wholesale Grocer, Commission Merchant, Shipping Agent. Fire, Marine, & Accident Insurance. Inman & Dominion S. S. lines, Water St. Ch'town. 22

TOOMBS, G. H., Commis'n Mercnant, wholesale Grocer, dealer in Produce, Agent Cornwall Cheese, 59 Queen St., Ch'town. nov 22



CANADA ATLANTIC S. S. CO.

THE BEST ROUTE TO BOSTON.

Only One Night at Sea.

THE STEAMSHIP "HALIFAX" leaves Noble's Wharf, Halifax, for Boston every Wednesday morning at 8 o'clock, and Lewis's Wharf, Boston, for Halifax, every Saturday at noon.

Passengers for Boston from P. E. Island can leave Charlottetown by Steam Navigation Co's steamers via Pictou Tuesday morning, and go on board on arrival at Halifax on Tuesday evening, without extra ch arge

Through Tickets for sale on board Steam Navigation Co's steamers and by

F. T. NEWBERY,
Agent, Charlottetown.

May 16 eod

Steamer 'Heather Belle.'

SUMMER ARRANGEMENT

1891.

ON and after TUESDAY, May 12th, the Steamer "HEATHER BELLE," Hugh McLean, Master, will run as follows:

Every Tuesday morning, at 4 o'clock, will leave Charlottetown for Orwell Brush Wharf, leaving Orwell Brush Wharf at 7 a. m., for Charlottetown, calling at China Point and Halliday's Wharves; leaving Charlottetown at 3 p. m. for Halliday's, China Point and Brush Wharves, where she will remain over night.

Wednesday morning, at 7 o'clock, wil leave Brush Wharf for Charlott etown, call ing at China Point and Halliday s Wharves; leaving Charlottetown at 3 p. m., remaining at Brush Wharf over night.

Thursday morning, at 7 o'clock, will leave Brush Wharf for Charlottetown, calling at China Point and Halliday's Wharves; leaving Charlottetown at 3 p. m.; leaving Brush Wharf about 6 p. m. for Charlottetown. The steamer will call at China Point Wharf when possible.

Friday, will leave Ch'town for Cranberry Wharf, E. River at 4 a.m.; leaving Cranberry Wharf at 7 a, m. for Charlottetown, calling at Hickey's Wharf; leaving Charlottetown for Hickey's and Cranberry Wharves at 3 p. m.; returning to Charlottetown same evening.

Every alternate Friday steamer will go to Mount Stewart.

Freight on goods for wharves on the East River must be paid on landing, otherwise they will be returned to Charlottetown.

Saturday, at 3 o'clock, a. m., will leave Charlottetown for Crapaud; leaving Crapaud at 7 a. m. for Charlottetown; leaving Charlottetown a 3 p. m. to return to Crapaud, returning from Crapaud to Charlottetown same evening.

Freight must be alongside steamer not later than 2.30 each day.

FARES:

Cabin, to or from Orwell and Wharves, 30 cents; Deck, 20 cents.

Cabin, to or from Mount Stewart, 20c; Cranberry and Hickey's Wharves, 12 cents.

Cabin, to or from Crapaud, 40 cents; Deck, 30 cents.

Excursion Tickets will be issued to Orwell every Thursday, and to Crapaud every Saturday.

L. C. OWEN, Agent

Ch'town, May 22, 1891.

STEAMSHIP

STATE OF INDIANA

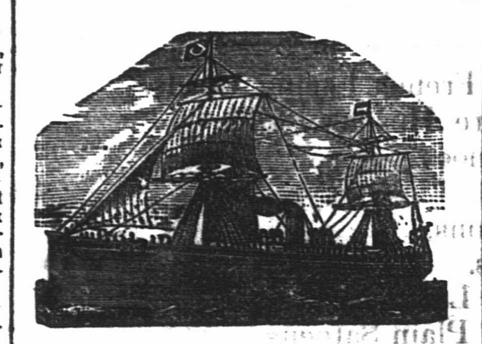
CARRIES Passengers and Freight to Hawksbury, and Halifax, at lowest rates.

Fare to Halifax $3.00 first class.

CARVELL BROS.

Ch'town July 29

P. E. I. STEAMERS



Northumberland and St. Lawrence.

SUMMER ARRANGEMENT.

Nova Scotia:—

leave CHARLOTTETOWN for PICTOU every morning, (Sunday excepted) at six o'clock (local time), connecting there with train for Halifax and points on I. C. R. East and West of Oxford Junction, and also with the Steamer Egerton for New Glasgow and train for Eastern points and Cape Breton.

Returning to Charlottetown same days on arrival of morning train from Halifax and Quebec express via Oxford Junction.

New Brunswick Canada and United States:—

Leave SUMMERSIDE every day, (Sunday excepted), on arrival of morning train from CHARLOTTETOWN, connecting at Pt. Du Chene with trains for each of the above named places, and at St John with steamers of I. S. S. Co. and all rail line for Portland and Boston.

Also leave CHARLOTTETOWN for SUMMERSIDE every Monday morning at Two o'clock.

Returning leave Pt. Du Chene every day, (Sunday excepted), on arrival of day train from ST JOHN, for SUMMERSIDE connecting there with train for CHARLOTTETOWN.

Also leave SUMMERSIDE every Saturday evening for CHARLOTTETOWN at five o'clock.

F W. HALES.

Secty Ch town Steam Nav, Co Limited.

Charlottetown P. E. I. June 24th 1891.

Halifax and P. E. Island

S. S. FASTNET

E. N. CREWS, Commander

Will sail from Halifax every Monday at 10 p.m. for Charlottetown calling at Canso, Arichat, Hawkesbury, Port Hastings and Souris. Returning will leave Charlottetown every Thursday afternoon calling at same intermediate ports with the exception of Souris.

For Freight etc., apply to

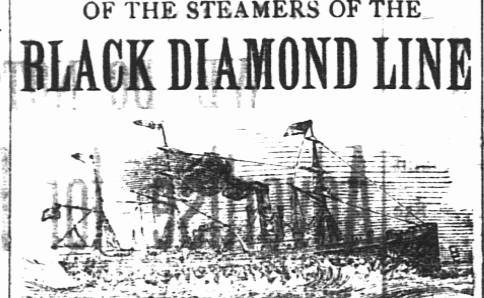
W. W. CLARKE,
Agent.

Ch'town, June, 10

Proposed Sailings

OF THE STEAMERS OF THE

BLACK DIAMOND LINE



FROM Montreal for Charlottetown, Sydney and St. John's, Newfoundland:—

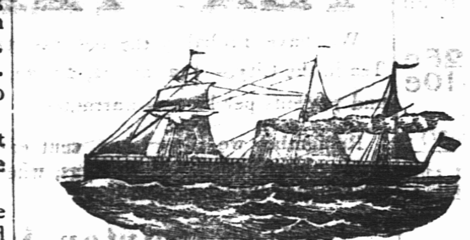
BONAVISTA..........................June 26th
" ....July 16th
" ....August 6th

From Montreal for Charlottetown and Sydney only:—

COBAN..........................July 2nd
" .... " 15th
" .... " 28th

PEAKE BROS. & CO,
June 18 Agents.

Boston Steamers



FARE $5.00 First-Class,

STEAMERS

STATE OF INDIANA

—AND—

CARROLL,

LEAVE CHALOTTETOWN Alternately each week on Thursday, at 6 p. m.

LEAVE BOSTON Alternately each week on Saturday, at 12 noon.

Every possible attention to Passengers, FREIGHT greater facilities are now being made for the more careful and gentle handling of eggs, for which this line has always excelled.

STATE OF INDIANA will also carry freight and Passengers both ways between Charlottetown, Hawkesbury, and Halifax. at low rates.

CARVELL BROS,
Agents

2 a wk Ex Pat Hld S. Side papers.

NEW YORK

STEAMSHIP CO.

DESPATCH their new Steamship "CITY OF COLUMBIA," (1900 Tons,) the most complete and elegant ship on the Atlantic coast, for ST. JOHN, N. B., every Friday at 3 p. m., and from YARMOUTH, N. S. every SATURDAY at 6.30 p. m., or on arrival of train from Halifax, Annapolis and Digby, for NEW YORK direct. Returning, Steamer will leave New York, from Pier 40, East River, (foot of Pik Street,) EVERY TUESDAY, at 5 p. m.

TICKETS.

New York to Yarmouth	$10 50
Round Trip	19 00
New York to St. John	13 00
Round Trip	23 00
New York to Charlottetown	18 00
Round trip	31 95

Tickets entitles holders to State Room Berths and Meals.

Freight on through bil's of lading to and from all points South and West of New York. Cheap Fares and Low Rates.

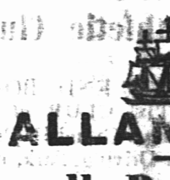
Tickets for sale on Intercolonial and P. E. Island Railways.

H. H. WARNER,
President.

N. L. NEWCOMB,
General Manager, 63 Broadway N. Y.

J. H. SHERMAN,
Agent, St. John, N. B.

FENTON T. NEWBERY,
Agent, Charlottetown



ALLAN LINE.

Carvell Bros. Agents.

THE following Steamers are appointed to sail between Liverpool, Quebec and Halifax, as follows:—

WEEKLY SERVICE.

From Liverpool,		From Quebec.
July 16,	S. S. CIRCASSIAN,	Aug. 2
" 23,	S. S. POLYNESIAN,	" 9
" 30,	S S. SARDINIAN,	" 16
Aug. 6,	*S. S. MONGOLIAN,	......
" 13,	S. S. PARISIAN,	" 30
" 20,	*S.S. NUMIDIAN,	......
" 27,	S. S. CIRCASSIAN,	Sept. 13
Sept. 3,	S. S. SARDINIAN,	" 20
" 10,	*S S. MONGOLIAN,	......
" 17,	S. S. PARISIAN,	Oct. 4
" 24,	*S S. NUMIDIAN,	......

*S.S. Mongolian and Numidian will carry cattle, and only Cabin Passengers to Liverpool, and do not call at Quebec on the homeward voyage, but from Liverpool they carry all classes of passengers and call at Quebec.

FORTNIGHTLY SERVICE.

From Liverpool.		From Halifax
July 7.	S.S. NOVA SCOTIAN	Aug. 3
" 21.	*S.S. CARTHAGINIAN,	" 17
Aug. 4.	S.S. CASPIAN,	" 31
" 18.	S.S NOVA SCOTIAN,	Sept 14
Sept. 1.	*S.S. CARTHAGINIAN	" 28

And fortnightly thereafter.

N. B.—CARTHAGINIAN will not carry passengers from Baltimore, and only cabin passengers from Halifax and St. John's, Nfld.

*These steamers, on outward passage call at Halifax and proceed to PORTLAND.

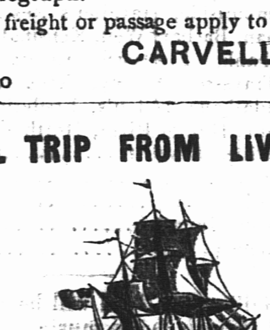
Passengers secured and berths allotted by telegraph.

For freight or passage apply to

CARVELL BROS.

July 30

FALL TRIP FROM LIVERPOOL.



THE CLIPPER BARKENTINE

EREMA,

300 Tons Register.

THOS. RICHARDS, Commander,

WILL SAIL FROM

LIVERPOOL FOR CHARLOTTETOWN,

ON OR ABOUT THE

10th day of September,

And will carry Freight at through rates to the different Railway points on the Island:

☞ For Freight, apply in London to JOHN PITCAIRN & SONS, 7 Union Court, Old Broad Street; in Liverpool, to PITCAIRN BROS, 51 South John Street; or here to the owners,

Peake Bros. & Co.

July 22, eod tf

McINNIS BROS.

Carriage Builders. Custom Work a Specialty.

Repairing of every kind promptly attended to. A good variety of carriages, sleighs, etc, always on hand. Terms to suit all purchasers. Near Mark Wright's factory, Kent Street, Charlottetown, P. E. Island.

NASAL BALM

It is a certain and speedy cure for Cold in the Head and Catarrh in all its stages.

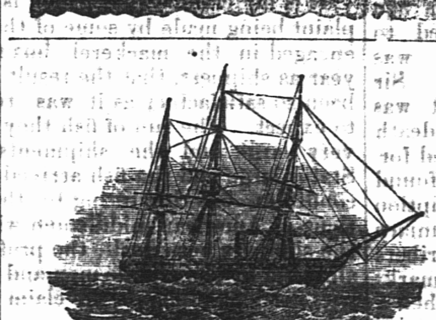
SOOTHING, CLEANSING, HEALING.

Instant Relief, Permanent Cure, Failure Impossible.

Many so-called diseases are simply symptoms of Catarrh, such as headache, partial deafness, losing sense of smell, foul breath, hawking and spitting, nausea, general feeling of debility, etc. If you are troubled with any of these or kindred symptoms, your have Catarrh, and should lose no time in procuring a bottle of NASAL BALM. Be warned in time, neglected cold in head results in Catarrh, followed by consumption and death. NASAL BALM is sold by all druggists, or will be sent, post paid, on receipt of price (50 cents and $1.00) by addressing

FULFORD & CO.,
Brockville, Ont.

NEVER FAILS CURES COLD IN HEAD AND CATARRH



Eastern Steamship Co.

[LIMITED.]

The new, first-class Clyde built steamer

PREMIER,

Capt. A. H. Kelly,

Is appointed to sail as follows:—

FROM HALIFAX on Wednesday, 19th August, at 7 p. m., and every Wednesday thereafter for Charlottetown and Summerside, calling at Sonora, Sherbrooke, Isaac's Harbor, Canso, Arichat and Port Hawkesbury

RETURNING, will leave Charlottetown for Halifax, calling at intermediate ports, on Monday, 24th August, at 6 a. m., and every Monday thereafter.

Fares to any port of call..............$3 00
Return..............5 00

Rates of Freight moderate.

The Premier is a fast steamer, and has splendid accommodation for passengers. She will make close connection with the steamer Halifax sailing for Boston every Wednesday morning.

For Freight, Passenger and other information apply in Charlottetown to

FENTON T. NEWBERY,
Agent.

In Halifax to JOSEPH WOOD,
aug14—d&w tf Central Wharf.

DOMINION LINE

ROYAL MAIL STEAMSHIPS.

—SAILING BETWEEN—

Montreal and Quebec for Liverpool,

APPOINTED SAILINGS:

	From Montreal.	From Quebec.
Vancouver	July 18	July 19
Sarnia	" 29	
Oregon	Aug. 12	
Toronto	" 19	
Vancouver	" 22	Aug. 23
Sarnia	Sept. 2	
Labrador (new)	" 9	

RATES OF PASSAGE—Cabin, $45, $50, $60 and upwards, according to accommodation. Return—$85, $90, $110, and upwards. Intermediate, $30; steerage, $20.

The VANCOUVER and LABRADOR are the fastest and most elaborate and commodious Passenger Ships on the route.

For further information apply to

FENTON T. NEWBERY,
jly16 Agent.

Southport Ferry.

Sunday Time Table '91

THE ELFIN will, until further notice, leave Charlottetown Dock at 7 a. m., and every half hour afterwards until 11; leaves again at 12, and every half-hour until 8 o'clock. Last trip at 8.25.

Leave Southport at 7.15 a. m., and every half-hour aftorwards until 11.15; leaves again at 12.15 p. m., and every half hour afterwards entil 8.15. Last trip 8. 50. June 26tf

OSBORNE HOUSE.

WATER STREET

CHARLOTTETOWN, P. E. I.

P. P. ARCHIBALD,

PROPRIETOR.

THIS HOUSE has been refitted and furnished throughout in the best manner, and is one of the most comfortable Hotels. The Subscriber takes this opportunity to thank his friends and the public for the liberal patronage extended in the past year and would respectfully solicit a con continuance Commercial Men whowant a quiet, comfortable home will do well to favour us with a call. First-class carriages always in attendance at Railway Station and Steamers to convey Passengers' Baggage to and from Hotel free of charge.

☞ No Liquors. Good Stable and Carriage house in connection. Charges moderate.

May, 4, '91.—d & w.

THE LEGISLATURE.

Legislative Council Debates.

The 12th Standing Rule of the House was suspended.

Mr. McKENZIE presented a Bill to be intituled "An Act to prevent the profanation of the Lord's Day."

The said Bill was read a first time and ordered to be read a second time to-morrow.

Dentistry and Dental Surgery.

On motion of Mr. McNutt the Bill to regulate the practice of Dentistry and Dental Surgery was read a second time.

Mr. McNUTT in moving that the House go into committee on the said Bill said:—It is a short Bill merely to regulate the practice of dentistry in this Province. There are similar acts in force in the other Provinces of the Dominion as well as in the United States, but none here, and the result is that those who cannot practise in other places come here and practise without studying the profession. Under this Bill any person who has a diploma from a dental college can, by paying a fee of five dollars to the Colonial Secretary, engage in the practice of his profession in the Province, so that no properly qualified practitioner will be shut out. The Bill also provides that any person who has been practising six months on the Island can continue the practise of the profession, also any student who has been apprenticed to a dentist for one month previous to the passing of this Act shall after studying with a dentist two years be entitled to practice. The Bill does not prevent medical men from filling teeth or practising dentistry.

Mr. CAMPBELL.—This is a very short Act but it is strange that year after year men of each of the professions come in here asking for protection. I do not see why farmers and mechanics of every description do not ask for protection also. We passed a Bill for the protection of the medical profession but they are not satisfied with it and now have a Bill before the House of Assembly asking for very great powers. I do not see why we should legislate for doctors and dentists to the injury of the people who employ them. This Bill provides that certain men and they only shall be allowed to practice dentistry in this Province. We are creating a monopoly against the people of this country, and I am opposed to the Bill on principle. There are other Bills coming up here which if passed will be a disgrace to the Legislature. I am surprised at the member from Malpeque who is opposed to monopolists bringing in this Bill. The hon. member's practice differs from his preaching. Men who understand their profession need not fear competition, but this will prevent men from coming here who might reduce the fees to a considerable extent.

Hon. Mr. LAIRD.—I am happy to find that a new light has dawned upon the hon. member in regard to the evils of protection. I hope he will practice what he preaches.

House in committee.

Mr. SCRIMGEOUR in the chair.

The first clause was read and agreed to.

The next clause was read.

Mr. McNUTT.—In replying to the Leader of the Opposition, I may say that this bill is not got up in the interests of the dentists, it has been asked for by persons who have no interest in the profession. Men who have been studying the dentistry for three months come here and practice the profession, and the object of the Bill is to protect people from being cheated by such characters. The bill does not shut out any thoroughly qualified dentist from practising on the Island, all he has to do is to produce his diploma from any accredited college of dentistry either in Canada or any foreign country.

The clause was agreed to.

Another clause was read.

Mr. CAMPBELL.—The man who has been practising six months previous to the passing of this bill may be the greatest quack in the country, and why should he be allowed to practice.

Mr. MACNUTT.—Parties are already here established in business and it would be taking an unfair advantage of them, but it will prevent others who are not qualified from coming here. A similar provision was made in the Medical Bill.

Mr. CAMPBELL.—I understood that the Bill was to protect the people, and it is just as unfair to allow those who are already here who are not properly qualified to practice as to permit others to come without diplomas. Men may come here as they did a few years ago and extract teeth without charging anything, and no doubt that was an advantage to many people. But I think every man should be able to show his diploma before he gets a certificate.

Special Notices

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The Intercolonial Railway

Dr. Weldon Suggests a Non-political Commission.

OTTAWA, Aug 12.—When the House was moved into supply this afternoon, Mr. Cameron of Huron moved a want of confidence amendment condemning the course of the Government in the matter of the Tay Canal. Mr. Cameron thought the work, which was begun in 1883 ought not to have been constructed as a public work and that it had cost too much.

The discussion continued until 9.30, when a vote was taken in a somewhat thin house. The vote stood for the motion, 82; against it 100.

The House did not yet go into supply, for Dr. Weldon of Albert, brought up the question of the management and future of the Intercolonial railway. He began by observing that the question was one of great seriousness and importance. He showed that the deficits on that railway had amounted to over three million dollars in 15 years. The deficits previous to 1880 were very large; there were then a few years of small deficits and one or two small surpluses, then again large and growing deficits. He quoted the state of affairs under the two governments and under the management of the railway by Alexander MacKenzie, doubtless one of the ablest men of his party, by Sir Charles Tupper, one of the most energetic and capable men in his party and by Mr. Pope and Sir John Macdonald for shorter periods. Dr. Weldon thought the history of this railway under both parties showed that political management had not been a great success. To get at the reasons it might be worth while to look at the experience of other countries. Some years ago when the political management of government railways prevailed in Italy, a report was issued setting forth some of the advantages of the system. It was shown that railways were crowded with hangers-on of members of parliament and that political influence worked against public interest in many ways. Dr. Weldon then described the course taken by the colony of Victoria, which established an entirely independent and non-political commission for the management of its railway system. This method was strongly opposed and somewhat distrusted at first, but now, at the end of seven years, it had so amply justified itself that there was not the slightest movement or agitation for a return to the old system. The business of lines in Victoria had greatly increased, but not with nearly the rapidity of the increase in net profits, while the rates of freight had been reduced. The same result had followed the same course in New South Wales and New Zealand. Dr. Weldon closed by asking the house to give an hour or two of serious non-partisan attention to the matter.

Sir John Thompson observed that Dr. Weldon had brought this matter to the attention of late Premier some time ago and Sir John Macdonald had given some attention to the subject. The Minister of Justice considered the question well worthy of attention and study. It must not be forgotten that the Australian situation was unlike ours. In Australia the Government owned all railways, so that there was no competition and it happened also that there was no water competition. Freight and passenger rates were much higher in Australia than here. Sir John took occasion to correct the impression that freight rates on the Intercolonial were abnormally low. He believed that through coal rates, which had been much criticised, were not lower than would be made by a company owning the railway. This, however, was no reason why the railway should not be managed on sound business principles. He thought many charges relating to the inconvenience of the present system of management were not well founded. He would further remark that the Intercolonial was constructed by virtue of national compact. It must be so maintained as to carry out its political purpose as a bond of union between the provinces. He would welcome and assist in a thorough enquiry into the present system and reform of any abuses that might exist.

Mr. Mills of Bothwell, held that the compact among the provinces would not be violated if the Intercolonial were transferred to a private company which relieved the country of a great annual loss.

Mr. Hazen objected to the suggestion of Mr. Mills that the Intercolonial might properly be transferred to a private company; the people of the Maritime provinces would not approve of that.

Mr. Wood of Westmorland, explained that the lately increased expenditure on the Intercolonial was in large part due to the greatly increased number of expensive fast trains. He dealt at some length with the railway problems of the future in the maritime provinces. He offered as a suggestion that an arrangement might be made by which the Grand Trunk should be allowed to operate the Intercolonial from Levis to Moncton, and that the G. T. R. and C. P. R. might work the road from St John to Halifax.

The debate was continued by Mr. Skinner and others until a late hour.

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