

THE DAILY EXAMINER.

JUNE 6, 1884.

The Water Question.

WHO HAS THE AXE TO GRIND?

"Some one said at the last meeting that the Insurance men had, in the matter of Waterworks, an axe to grind. Well, the difference to our firm, between the present rates and the rate at which goods were insured some years ago, and at which we might reasonably hope they would be insured if we had Waterworks, is over \$300; and I think I also have an axe to grind, and a pretty broad one, too."

The speaker was the head of one of our leading dry goods establishments—Mr. W. A. Weeks—who called at THE EXAMINER office on Wednesday morning last to show his interest in THE EXAMINER'S articles on the question of waterworks. "The rate of insurance we paid in years past, on first-class risks, continued Mr. Weeks, was a half per cent., and if we had proper facilities for putting out fires it would be no more now. But now we pay one per cent. Say the amount insured is \$60,000—the premiums at a half per cent. would amount to \$300, while at the present rate they amount to \$600. Next year the rates are to be raised a fifth of one per cent., bringing the amount of the premiums up to \$720—or \$420 over and above what should be paid! Is it not easy to see who has the largest axe to grind?"

Now, take, as a basis of calculation, the block of stores extending from the London House to Dodd's Medical Hall. The value of the merchandise in those stores may be put down as at least \$270,000. As to the value of the buildings, say—

London House.....	\$15,000
W. W. Beer's store.....	6,000
Wm. Heard (three stores).....	18,000
James Des Brisay.....	6,000
William Dodd.....	5,000
Hugh Monaghan (three stores).....	10,000
Dodd & Rogers (two stores).....	16,000
	\$76,000

Altogether, stock and buildings may be estimated at \$346,000; on which, the amount of the premiums at one per cent., now charged, is, \$3,460, while at one half per cent. it would be \$1,730. So that on this one block, comprising first-class risks, the excess of insurance will pay two-thirds of the cost of a supply of water for fire purposes; and it must be remembered that on second-class and third-class risks, which are by far the most numerous—the rates charged in excess are so much the higher!

According to the valuation made by the assessors in the year 1881, the merchandise then in the City was worth \$714,865; and last year the real estate was valued \$2,633,625—making a total of \$3,347,990. The assessors generally make very moderate estimates of values for the purposes of taxation, and this amount is, no doubt, well within the mark. On the other hand, the land is not liable to damage by fire. Suppose the land without the buildings to be worth the odd dollars—and if the buildings were swept away it would not be worth half as much—the value of the merchandise and real estate now liable to destruction by fire—not to speak of furniture, tools, machinery, etc.—may be set down at \$3,000,000. Now, what is the additional risk the merchants and property owners of Charlottetown have to run because they have no waterworks. The rates at present charged range from one per cent. to seven per cent!

A representative of THE EXAMINER was informed by the proprietor of the Apothecaries Hall that the rate paid on drugs is four per cent., and A. B. McKenzie, Esq., says that he pays three and a quarter per cent for dry goods, while owners of stores on Lower Queen street pay three and a half per cent. But over in Truro, where they have waterworks, the average rate is, according to the town Treasurer, a half per cent! We may, therefore, we think, conclude that the difference between the abnormal rates now charged, and the rates which would be charged if we had waterworks, is on the average, at the very least, one per cent. If this be so, the amount of insurance we pay in excess and the additional risk we run, are equal to \$30,000 a year; and this risk may be reduced by the expenditure of about \$3,000 a year! Just think of it.

But there is another matter of great practical importance to be considered, to wit, the dust nuisance. What does that amount to? Who can tell the value of the damage done the clothes citizens wear and the goods in our stores? Who can estimate the extra labor, trouble, discomfort, loss of prestige and shame—as in the case of the landing of the Princess Louise—that we suffer, year after year, on account of this dust nuisance? Last year a few of the merchants on Queen Street clubbed together, and promised to pay Mr. G. W. Millner about \$100 for watering the street in front of their stores, and partially allaying this source of almost intolerable annoyance during four months of one single season, showing in a practical way, what they think about the value of a means of abating it. And this dust nuisance can easily be allayed, to a very large extent, if we have a copious supply of water.

Yet we will do nothing. Though our business men suffer enormous loss, though our risks from fire are increased to the extent of at least \$30,000 a year, though we are troubled year after year with the plague of dust; and though all

these drawbacks would be cancelled or materially reduced by the establishment of waterworks, costing the Corporation only \$2,500 a year, we will do nothing. Our representatives (save the mark) in the City Council, refuse to make even a move in the matter, though the making of even so much as a move would involve, to those of our citizens who pay insurance, a saving, in the aggregate, of over \$7,000 hard cash in the fiscal year, beginning on the third day of July next. Verily, we are a thrifty people! Certainly we have an economical Council!

Prosperity in London, Ontario.

It is pleasing to learn, from the London Advertiser, edited by the Lieutenant of the Leader of the Opposition, that business in "the Forest City" is in a healthy condition, and that prosperity prevails in every branch of trade. But it is to the following remark of the Advertiser that we desire particularly to direct attention:—

"It is the manufacturer who sustains and protects a city's growth, and inducements must be offered him, which shall clearly demonstrate that the city has its future commercial destiny at heart, as well as himself."

In this the Hon. David Mills is in accord with THE EXAMINER; and in this he is unquestionably right. Men who have property and money in Charlottetown should remember this, "it is the manufacturer who sustains and protects a city's growth"—and makes property valuable and trade lively. "Inducements must be offered the manufacturer," and our property holders should show, by word and act, that they have faith in their city, and have "its future commercial destiny at heart."

By the way, the Ottawa Sun, in its comment on the article from which the above is clipped, says:

"Somehow the remark that 'inducements must be offered' to manufacturers does not appear to accord as well as it might with the pronounced Free Trade ideas of our valued contemporary. A thoroughgoing Protectionist might be justified in asking the question, 'If a city is right in offering special inducements to encourage manufacturers, why may not the country as a whole do the same? If a civic policy of encouragement is right, why should a national policy of protection and encouragement be wrong?'"

—The Government were compelled by Mr. L. H. Davies to distribute the \$30,000 on principle of justice. Of course, this is true. It looks reasonable. The Patriot says its true, and Sir John is usually led by his political opponents, and Mr. Davies is a powerful man—a statesman, ranking with Gladstone, Bismarck, and one or two others; and the Patriot is his organ. It must be true. Can't you see it?

The Steamship Bonavista.

There arrived in the harbor of Montreal, on the 2nd inst., a steamship which, although not registered in a Dominion port, is a bona fide part of the increasing Canadian merchant marine, and a practical evidence of the enterprise of Montreal business men. The Black Diamond steamship line, a comparatively new venture, has developed a trade between Montreal, Quebec, the Gulf Ports and Newfoundland which a few years ago would have been thought improbable; but the far-seeing ones who made the initial venture in that direction have demonstrated the value of the business relations between the points mentioned, each season of navigation showing an increase in the cargoes and passenger lists of the steamers on their various trips.

In building the Bonavista the managers of the Black Diamond line have shown a more than usual regard for the comfort and convenience of passengers who may use that vessel as a means of transportation. The day has scarcely passed when passengers to the Gulf Ports had to put up with but scanty accommodation in order that cargo room might not be infringed upon. The cabin of the Bonavista offers not only comfort to the man of business, but also luxuries to the tourist, individually or collectively, the staterooms being arranged to accommodate families and others who may desire privacy. Forty saloon passengers can be carried without trouble. The smoking room, lavatory, ladies' bathroom and exclusive cabin are models of elegance, and fitted up in the best style of upholstery. The panellings of the saloon are of maple, rosewood and ebony, tinted in the most aesthetic manner in delicate shades. A steward (Mr. W. Holmes) and stewardess pay all necessary attention to passengers.

The vessel also has good accommodation for second-class passengers, situated amidships. Twenty can be berthed in comfortable style.

The Bonavista (probably named after Bonavista Bay, Newfoundland) was built to order this spring at Newcastle-on-Tyne at the Neptune Works of Messrs. Wigham, Richardson & Co., her number being 172 and tonnage 836. Her engines are of the compound surface condensing description. The high pressure cylinder is 31 inches in diameter, the low pressure 62 inches; stroke, 42 inches. The nominal horse-power is 170, but the engines are capable of being worked up to a greater pressure. The furnaces are fed from six fire holes, the consumption of coal per day being an average of 17 tons. Mr. Richard Glass, the chief engineer; who was on the steamship Good Hope, of London, a vessel formerly trading to the St. Lawrence, pointed out to the reporter a number of the excellencies of the new ship. She made the run from Sydney to Montreal in three days eighteen hours, including a detention of five hours, which is considered good time. During the voyage out heavy weather was experienced, and prevented any fair trial of the engines being made. Mr. Glass, however, remarked that the Bonavista would not be behind any of the St. Lawrence vessels of her size for speed.

Captain D. Anderson commands this latest addition to the Montreal fleet, with his chief officer, Mr. D. C. Fraser, who will be remembered as having been on the Valetta a few seasons ago. The ship has a

crew of twenty-six men all told. She is schooner-rigged, provided with steam steering gear, four lifeboats, and all the latest mechanical inventions necessary for the navigation of a steamship.

Messrs. Penke Bros. & Co., are agents for the Black Diamond Line at this port.

LETTERS TO THE EDITOR.

Silsby Fire Engine.

SIR,—Some few weeks ago the public were informed that the Silsby boiler had been condemned by two competent engineers, employed for the express purpose of testing it; and since then it seems this engine has been left standing in the house comparatively useless, while so far as the public are aware, no steps have been taken by the authorities to have it put in good working order. This, Mr. Editor, is certainly a most disgraceful proceeding, as we are now just in the same position as we were before and at the time of the large fire in March last, the whole city depending on one steam engine eighteen years old and one hand engine eighty years old. Surely we are badly behind the times. We trust the Council will lose no more time considering this matter, but have the engine sent at once to the manufactory to be thoroughly repaired.

Yours truly,  
BOILER.

Steeple Cleydon.

SIR,—Our new Guiteau said in his last letter that it would be well if Charlottetown people could learn to mind their own business. It is a great pity "Steeple Cleydon" does not practice what he preaches, and mind his own business, if he has any to mind.

I am, Sir, yours, &c.,  
E. L.

Our Advertisers.

F. LePage advertises seeds, etc.  
Some information concerning the anti-Scott Act petition is published elsewhere.

President Eliot of Harvard.

GREEK AND LATIN "NOT ESSENTIAL TO MENTAL DISCIPLINE."

The High School and Classical Teachers of Massachusetts held their annual meeting at the Latin school-building two weeks ago. It was a scholarly body of educators from all parts of the State, and of course there were able papers and addresses exhibiting deep study and great practical wisdom, and furnishing rich material for a report. The address of President Eliot of Harvard University was a leading feature, as being on a topic of immediate and general interest, viz: "The change desirable in the studies of secondary schools," meaning high schools and academies in which boys are fitted for college. This brought up the Greek question, on which he said the Harvard Faculty were about equally divided, but there was no difference among them as to the necessity of French and German. They had taken the place of Latin which had ceased to be the foundation language of the schools and of course the former should take precedence in the preparatory studies for college. In regard to the order of the study of French, German, Latin, and Greek, we are governed, he said, only by tradition in beginning with the hardest. Reason would teach us to put a boy of ten years to the easiest, and reserve the hardest for matured minds. The President discarded both Greek and Latin as being essential to mental discipline, about their only claim. It was a wholly traditional idea. He maintained that French and German, natural science, and our mother tongue, might be so taught as to give to the human mind all the culture and discipline of which it is capable. On the part of the teachers, in full accord with the President, remarked that the Greeks studied no foreign language, but perfected their mother tongue; and we might do the same. Of course there were opposite views and a good deal of spicy debate and keen retort, but the Harvard president had given a direction to the prevalent thought which could not be easily turned. Now, they said to him, we shall expect the studies for admission to Harvard to be modified in conformity with your theory.

The New Ocean Cable.

The New York Herald people now positively state that their first cable will be completed and in good working order by the middle of July, and they just as positively assert that they will give the public the universal rate of 3d. per word on all messages, notwithstanding the threats of the cable pool to cut below a living rate. Preference will be given to full-rate messages in the order of their filing. Outside press messages—that is, press messages other than those addressed to the Herald—will come next, and will probably be carried at some reduction from the full rate. Despatches filed for the Herald, excepting possibly those of an urgent character, will then be transmitted, taking the third or last place in the order of precedence. In other words, the Herald people propose to utilize the cable when everything else is clear to its fullest extent. They will see that their wire shall not work an idle moment; their operations will work night and day unceasingly, and when the revenue from outside sources lets up, for no matter how short a time, the Herald will jump in and derive all the benefit it can from what would, under other circumstances, be a dead loss.

The annual meeting of the Bank of Montreal was held on the 2nd inst. The report showed a dividend of ten per cent. per annum, or one per cent. less than last year. Two hundred and fifty thousand dollars were added to the rest, which now amounts to six million dollars. The chairman, in his address, said that, in spite of the financial depression which occurred a few months since, the bank had not lost a cent. The outlook for the future was good, present circumstances hopeful, and prospects of good harvest, and the enormous resources of the country promised great things. The amount of loans and discounts about the same as last year, but some two or three millions of dollars had been withdrawn from commercial loans and had been transferred to loans to Government.

A promising youth, 10 years old, son of John Dee, porter at Pictou Landing, was drowned last Friday evening at ferry wharf. He, with two of his brothers, was amusing himself on the wharf with a lobster-trap, and in setting it the unfortunate lad fell in the water. His eldest brother made strenuous efforts to save him, but the current swept him instantly beyond reach. He sank and rose again about six feet from the wharf, remaining for about two minutes, when he went down, after which he was not seen until next day.

The great value of oil as a means of smoothening down rough seas, is now so generally admitted, that an oil-refiner of Port Dundas, Scotland, has patented an apparatus for throwing oil on rough or broken water at sea, for the purpose of breaking down the waves. The oil used with this invention is a composition which has also been patented.

Farmers, Beware!

Beware of Old and Doubtful Seeds.  
WHEN YOU CAN  
GET ALL FRESH AND NEW.

THE only Fresh, Genuine Haszard's Improved TURNIP SEED, brought to the Island this Spring, is on sale by us.

ALSO ON SALE:

Fresh Champion Purple Top Swede, Carver's Imperial, King of the Swedes, East Lothian, Green Top Swede, Steele Bros. & Co.'s Purple Top Swede Turnip Seeds, and Yellow Aberdeen for late sowing.  
White Brigan and Orange or Surrey Carrot Seed for field culture.  
Hollow Crown and Student Parsnip, and Mangel Wurtzel Seed.  
Field Peas and Beans, Fodder Corn, Buckwheat, Vetches, Flax Seed, etc.

PLEASE REMEMBER THE PLACE:

Cor. Great George and Grafton Sts.,  
KNOWN AS BEALES.

FREDERICK LEPAGE.

Ch'town, June 6—51 wly 9/

NOTICE.

The Canada Temperance Act, 1878.

PUBLIC NOTICE is hereby given, pursuant to the provisions of "The Canada Temperance Act, 1878," that, on Monday, the thirtieth day of June, instant, there will be deposited in the office of the Registrar of Deeds, in the city of Charlottetown, in Queen's County, in Prince Edward Island, for public examination, in accordance with the provisions of the above mentioned Act, a notice, addressed to the Secretary of State for Canada, in which is embodied a petition praying that the Order-in-Council of the thirtieth day of June, A. D. 1880, bringing into force in the said City of Charlottetown, the second part of "The Canada Temperance Act, 1878," may be revoked.

And notice is also given that, appended to the said notice so to be deposited, are the genuine signatures of at least one fourth in number of the electors of the City of Charlottetown, qualified and competent to vote at an election of a member of the House of Commons in the said City, and that the said notice will remain in the Registrar's Office for the space of ten days from the date of deposit, and after the expiration of that time the same will be laid before the Secretary of State for Canada.

Dated at the City of Charlottetown, in Queen's County, in Prince Edward Island, this sixth day of June, A. D. 1884.  
[June 6 2aw 12 30th

Valuable House and Lot BY AUCTION.

I AM instructed by Mr. Thomas Fennell to sell, by Auction, on the premises, on

Saturday Next, 7th instant,  
at twelve o'clock, noon,  
His Dwelling House and Land,  
—on—  
South Side Euston Street (East).

Terms at Sale.

N. J. CAMPBELL,  
Auctioneer.

Ch'town, June 5, 1884.

BANK STOCK.

TO be sold by Auction, at my saleroom, on TUESDAY, 17th inst., at twelve o'clock

30 Shares in Merchants Bank of P. E. Island.  
1 Share Steam Navigation Company's Stock.

WILLIAM DODD,  
Auctioneer.

Ch'town, June 2, 1884.

CEDAR POSTS.

200 CEDAR POSTS FOR SALE AT  
McKINNON & McLEAN'S,  
CHEAP.

June 2.

Spring Park Brewery.

BY AUCTION, on the premises, on MONDAY NEXT, at twelve o'clock, I will sell the property known as the Spring Park Brewery, on the Malpeque Road, at the entrance to the City, together with all the buildings thereon.

Terms at sale.

WILLIAM DODD,  
Auctioneer.

Ch'town, June 2, 1884—why 1st

LONDON HOUSE.

400 SUITS BOYS' COLOURED  
all styles and qualities.



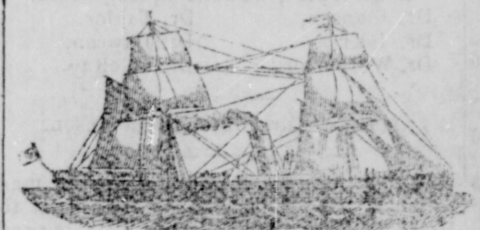
VERY CHEAP FOR CASH.  
\$1.25 UPWARDS.

GEO. DAVIES & CO.

Ch'town, June 2, 1884.

BLACK DIAMOND LINE.

Between Montreal, Charlottetown,  
Pictou and St. John's, Nfld.



THE FINE STEAMSHIP

"BONAVISTA,"

1,513 tons register,

CAPT. D. ANDERSON,

will sail from

Montreal for St. John's, Newfoundland

ON OR ABOUT THE 7TH JUNE,

Calling at Charlottetown and Pictou.

Will carry Horses and Cattle on Deck

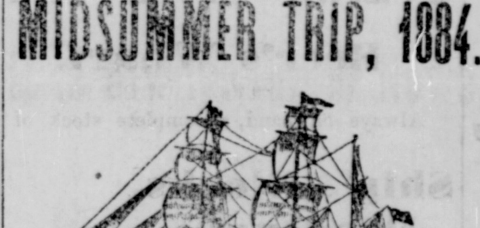
For Freight or Passage apply to

PEAKE BROS. & CO.,

AGENTS.

Ch'town, June 2, 1884—3/

MIDSUMMER TRIP, 1884.



THE BARKENTINE

ETHEL BLANCHE,

WILL SAIL

For Liverpool, direct, the 24th inst

RETURNING WILL SAIL

From Liverpool for Charlottetown

about 20th June.

For freight or passage apply in Liverpool to

Pitcairn Brothers, 51 South John Street, or

here to owners.

PEAKE BROS. & CO.

Ch'town, May 13, 1884—3aw 1/

AMERICAN AGRICULTURIST.

100 Columns and 100 Engravings in each issue.

43rd YEAR. \$1.50 A YEAR.

Send three 2c. stamps for Sample Copy

(English or German) of the Oldest and

Best Agricultural Journal in the

World.

ORANGE JUDD CO. DAVID W. JUDD, Pres.

751 Broadway, New York.

GROUND BONES.

To Farmers and Others.

PURE Ground Bones, of all sizes, and in

large or small quantities.

Highest Cash Price Paid for

Old Bones.

J. W. MCGILL.

Ch'town, May 19—cod 2m pat cod 2m 5/2m

I WILL GIVE WRITTEN GUARANTEE

that my MOUTACHE GROWER

will produce heavy moutache

inside ten weeks, or money re-

funded. Price of receipt, \$1. Address,

J. MURRAY McNEIL, London, Ont.

[May 29]

FOR SALE.

HEMLOCK BOARDS, Spruce Boards, and

Fencing, cheap for cash, by

POOLE & LEWIS,

Lower Water Street.

May 26th, 1884.

SUMMER RESORT!

THE LORNE HOTEL,

Tracadie Beach,

WILL RE-OPEN on or about the 14th of June next. Persons wishing to secure rooms for the season should apply at once to the undersigned at the Hotel. Further particulars will be given in due time.

JOSEPH KENT,  
Manager.

May 31—6/

Dominion of Canada,

Province of Prince Edward Island,

CITY OF CHARLOTTETOWN.

In the City Court, before R. Wm. Robert

Frizgerald, Esq., the Superior Magistrate for the City of Charlottetown.

TAKE NOTICE that this Honorable

Magistrate has, by virtue of the power

and authority in him vested by the Statute

of the General Assembly of the said Island,

intituled "An Act to further amend of an

Act to incorporate the City of Charlottetown,

and of the Statute 43rd Victoria Chapter

Thirteen, in amendment thereof, ordered

and appointed that Friday, the 27th day of

June, A. D. 1884 be the day set down for

hearing all appeals made to him, and also

last preceding valuations, assessments or

rates imposed or authorized by the City

Council of the said city, and that on such

day and daily thereafter, until all such

appeals have been heard, at the hour of eleven

o'clock, forenoon, in the said City Court,

in Charlottetown, aforesaid, all such appeals

will be heard and finally determined by him.

Dated this 28th day of May, 1884.

By order.