

THE DAILY EXAMINER.

APRIL 7, 1887.

Our Schools.

THERE are in this Province—according to the eighth annual report of Chief Superintendent Montgomery—four hundred and thirty-one school districts—two more than at this time last year.

The schools open during last year numbered 437—an increase of two. There are now only 10 vacant districts against 74 in 1876; and in 8 of those, new school buildings are now in course of erection.

The teachers employed in our schools during last year, numbered 498—four more than in the previous year. Of these 55 are of the first class, 137 of the second class, and 306 of the third class.

The following statement gives the number of pupils enrolled, and the average daily attendance, in the Public Schools, for the last seven years:—

Table with 3 columns: Year, Pupils enrolled, Average daily attendance. Rows for 1880-1886.

The per centage of attendance in each of the Counties is as follows:—

Table with 2 columns: County, Percentage of attendance. Rows for Queen's, Prince, King's.

The following comprehensive table, compiled by Mr. Montgomery, shows the number of pupils in the different branches of instruction:—

Table with 4 columns: Branch, Queen's County, Prince County, King's County, Total. Rows for various subjects like Writing, Arithmetic, etc.

For this service the Government paid, in 1886, \$111,992.21, or \$2,675.36 more than in the previous year.

Male teachers of the first class received each, on an average, a salary of \$414.14—the highest \$900, the lowest \$265.

Female teachers of the first class received an average salary of \$302.72. The highest salary paid during the year to a teacher of this class was \$360; the lowest \$220.

Male teachers of the second class received, on an average, a salary of \$280.75. The highest salary paid during the year to a teacher of this class was \$450—the lowest \$225.

Female teachers of the second class received, during the year, an average salary of \$219.54. The highest salary paid was \$400; the lowest \$180.

Male teachers of the third class were paid on an average a salary of \$224.66. The highest salary paid to a teacher of this class was \$450, the lowest \$180.

Female teachers of the third class were paid an average salary of \$161.53. The highest salary paid was \$300, and the lowest \$130.

The expenditures for each pupil enrolled in 1886 was \$6.64.

Mr. Montgomery concludes his luminous and elaborate report by an expression of the opinion that a careful perusal of it will show that there is a very satisfactory return for the large amount of public money appropriated to the support of education in this Province; and that the year just closed has been one of the most successful in the history of our public schools.

An experienced journalist in London has started a school for newspaper men. Pupils will be instructed in the writing of paragraphs, reviewing, shorthand, special correspondence, war correspondence, lectures, sub-editors, art and dramatic criticism, sub-editing, editing, etc.

Maxim, the inventor and maker of a fan or machine gun, says that he can and will make one which will throw a ton of shot four times in a minute! The machine is now four shots an hour.

Provincial Legislature.

HOUSE OF ASSEMBLY.

APRIL 6.

AFTERNOON SESSION.

HON. MR. SULLIVAN presented reports of the Provincial Auditor, and of the Superintendent of Public Schools, and of the Medical Superintendent of the Hospital for the Insane.

HON. MR. FERGUSON presented the report of the Commissioner of Crown Lands, the Commissioners for Provincial Exhibition.

HON. MR. BENTLEY submitted the report of the Commissioner of Public Works.

HON. MR. SULLIVAN moved the second reading of the bill to amend the Act securing the independence of the General Assembly. Read and passed in committee.

HON. MR. McLEOD moved the House into committee for the further consideration of the bill relating to chattel mortgages. Progress reported.

Evening Session.

HILLSBOROUGH SUBWAY.

HON. MR. SULLIVAN rose to submit a resolution setting forth that it is expedient to provide for the construction, by a company, of a subway across the Hillsborough, from one of the streets of Charlottetown to a point in the vicinity of Southport. The cost of supporting the Southport ferry is, he remarked, very great—amounting, on the average, to about \$10,000 a year.

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amount to be paid the company is \$250,000, the Government set the sum required at \$300,000, in order to provide sufficient money to meet every payment which may be required. The resolution reads as follows:—

Resolved, That it is expedient to introduce a bill authorizing the Government to undertake the construction of a Tunnel or Subway across the Hillsborough River, from Charlottetown to the southern side of the river, at a cost not exceeding three hundred thousand dollars for construction and complete equipment, including all rights of way and all necessary appliances for a first-class work of the kind, such Tunnel or Subway to be of sufficient size, strength and capacity to admit of railway trains passing through the same if deemed necessary.

Provided, The contractors for constructing the said Tunnel or Subway accept in payment the Government debentures of Prince Edward Island at par without any allowances for discount or otherwise, redeemable in thirty years and bearing interest at 4 per cent. per annum.

HON. MR. PROWSE had very great pleasure in seconding the resolution. He regarded the present opportunity as one which should not be lost. The successful construction of a subway across the Hillsborough will be an advertisement for those interested in building such works, which will be of very great value; and that is no doubt their reason for offering such favorable terms.

If successful, there can be no doubt that the larger work of building a subway across the Straits of Northumberland will forthwith be undertaken. It is, therefore, in the interest of the Province, as well as in that of the Company that it should be carried out. By its construction, the feasibility of the plan will be proved and a way will be opened to afford to the people residing south of the Hillsboro, the advantages of railway communication which they so greatly need.

The district referred to composes one-sixth of the area of the Province, and one-sixth of the farming population; and having contributed their share towards the construction of the P. E. Island Railway, there is no reason why they should not feel aggrieved because they are still deprived of the facilities afforded by railway communication. Here is an opportunity of removing, without risk and without adding to the burdens of the Province, the disadvantages under which the people of Belfast and Murray Harbor labor in this respect.

The construction and use of the subway will actually, as had been shown by the Leader of the Government, involve a saving instead of a loss to the taxpayers of the Province. It might be said that it would be better to build an ordinary bridge; but if the subway can be successfully built it will be far more satisfactory in every way.

In the first place a bridge would cost more than double as much money. Estimates that have been made were in one case as high as \$560,000, in another \$630,000, and in another \$380,000; and then the annual repairs of a bridge would cost more than double as much as those of the proposed Subway. The Subway would, in his opinion, afford all the accommodation required for the public for the next hundred years.

HON. MR. YEO said this was a very important matter. It had been brought before the House sooner than he expected, it would, a good deal of information was, in his opinion, required before the House could come to an intelligent decision about the question; and this information had not been afforded by either the mover or the seconder of the resolution. As the matter stood he felt that he could not give an intelligent vote upon it.

One thing was, however, clear to him, and that was that the proposed subway would not do away with the need for ferry steamers. The steamers will still have to be maintained for the West River, Rocky Point and Hillsborough River ferries, so that little if anything will be saved by the use of the subway. Moreover, he did not think the resources of the Province are in a condition to admit of costly experiments of the kind proposed.

In these days nothing is impossible, and it might be that the proposed subway could be constructed. But the risk is great and the House should certainly be better informed concerning it; and the people should know that it is a work which will prove a permanent benefit. But the representatives of the people are called upon to vote in the dark concerning it. The project of building a bridge has been referred to, and in many respects a bridge would be preferable to a subway. He noted that the plans of the subway showed that provision had been made for a carriage way; but he could not see that provision had been made for foot passengers. It would be inconvenient if persons walking could not pass through the subway. The mover and seconder of the resolution both dwelt strongly on the necessity of demonstrating to the Dominion Government that the construction of a subway across the straits is feasible. But in his opinion the Province should run no great risk for this purpose. The Dominion Government are better able than the Local Government are to run risks. Moreover, the cost of a new experimental work is always greater than that of one which has been repeatedly done, and of which the methods of construction are well known. On the whole he did not think it right to put too much power in the hands of the Government; and he would like to have some further information.

HON. MR. SULLIVAN explained that the proposed Subway is intended for foot passengers as well as for horses and carriages.

HON. MR. FERGUSON expressed his regret that the Leader of the Opposition had shown indications that he would oppose the adoption of the proposal. He was surprised, for, in his opinion, the proposal was eminently one which called for favorable consideration. The Leader of the Opposition had spoken of the proposal as involving a costly experiment on the part of the Government. But this is not so. The Government make no experiment, and incur no risk of the failure of the scheme. The experiment is to be made by the company, and all the cost is to be borne by them; and if the danger of risk has been removed, if the Company fail in constructing the work to the entire satisfaction of a competent engineer retained by the Government, they will lose what they have expended upon it; the Government will lose nothing. This being the fact, he could not see what object was to be gained by pretending that the Government would run the risk of the failure of the experiment. The Leader of the Opposition says also that in his opinion a bridge would be better than the proposed subway. Now, it is well known that all bridges are hard to keep in repair. It is not likely that a bridge would be as durable as a Subway, because it is well known that iron corrodes much more quickly when exposed to the air than when

it is not. A bridge across the Hillsborough must necessarily have a draw in it; and this would, to say the least, be an inconvenience to which the proposed Subway would not be liable.

MR. MARTIN desired to offer a few remarks; he represented one of the districts particularly interested in the proposal before the House. He admitted that bridges were difficult to keep in repair; and said that he was one of those who thought the people residing south of the Hillsborough justly entitled to improved means of communication. As to the proposed Subway, he took a different view from that taken by the Leader of the Opposition. To him it seemed practicable, while the risk to the Province in connection with it is not great, and it would be a means of doing justice to the district which he had the honor to represent. The people there are without the advantages of either telegraphic, telephonic or railway communication, and the two boats employed as a means of conveyance for them are hardly fit for the service. It is a well known fact that they contribute largely to the revenue as the people of any other section of the country; and, having looked into the proposal, he considered it a practicable scheme; if the Government could see their way clear to adopting it, they would have his support.

MR. FARQUHARSON said we scarcely know what we are talking about. The Leader of the Government and the hon. member for Murray Harbor have treated this matter as a farce. We want to know what a bridge would cost. But no information has been given in the "five-minute speeches" delivered. He did not think we should be the first to experiment in a matter of this kind. We have no information as to the cost of a subway. Engineers are not perfect. We know how one of them served us in the case of the Railway. The subway might be built of such material that it would last only two years or five years. A bridge is generally built when it can conveniently be built. They don't talk of subways or tunnels in New York. Surely we are not going to take the lead in a question of this kind; and he could not think the Government serious in entertaining such a proposition. The Government should put the ferry boats in better repair. The people have a right to better and better accommodation than the Government have given them; but we ought not to experiment on a costly work of this kind.

HON. MR. McLEOD referred to the fact that Mr. Farquharson, when he was in the Government, had not done anything to improve the ferry accommodation afforded his constituents, and said that he was not the right man to taunt the Government with laxity in this respect. He contended that a subway would be more permanent than a bridge, while it would afford better accommodation to the people. He reminded the House that ten years ago a subway had been constructed under the Thames, of London, and that it has since been in constant use and remained in good repair. Built under the superintendence of a competent engineer, a subway was, in his opinion, more likely to be a lasting work than a bridge. The Government will, however, run no risks, so far as the construction is concerned; and if there is to be an experiment about the matter it will be made by the contractors—not by the Government. He thought the Government would be derelict in their duty to the people of Belfast and Murray Harbor did they not favorably entertain the proposal now before the House, and he complimented Mr. Martin on the stand he had taken, and expressed the hope that his comrade would do likewise.

The debate was continued by Messrs. Sinclair, Sutherland, Shaw and Bell, and the resolution passed on the following division:—

FOR THE RESOLUTION.—HON. Messrs. Sullivan, Ferguson, McLeod, Arsenault, Bentley, Prowse, McDonald, Gordon; Messrs. Blake, Gillis, J. McLean, Kelly, Shaw, H. L. McDonald, Forbes and Martin, 17.

AGAINST THE RESOLUTION.—Messrs. Yeo, Farquharson, Sinclair, J. R. McLean, Bell, 5.

House then went into Committee, Dr. Gillis in the chair; and after some time the resolution was reported agreed to. Hon. Mr. Yeo submitted the following resolution, which was lost in amendment:—

Resolved, That inasmuch as the House is not in possession of sufficient information as to the relative cost of a Subway as compared with a Bridge on the Hillsborough River, the House is not justified in authorizing the Government to contract for the construction of a Subway without having full information as to all the particulars in regard to the said work.

APRIL 7. Several bills were read a third time and passed.

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Two Stores - One Price.

Ch'town, April 7, 1887—cod wky

Six Hundred Pairs CORSETS,

Best makers, and all sizes from 18 to 36 inches, ranging in price from

33 CENTS, UP.

A Large Stock EMBROIDERIES, very cheap.

Sheatings, Pillow Cottons, Tickings, Hessians, Towelings, White Cottons, Grey Cottons, Print Cottons, Shirtings, Gingham, Dress Goods, Cashmeres, Merinos, Plushes, Velvets, Silks, Satins, &c.

A Full Line of Fancy and Staple Dry Goods---New Stock, AT PRICES AS LOW AS ANY IN THE TRADE.

STANLEY BROS., BROWN'S BLOCK.

Ch'town, March 11, 1887—cod & wky

BRITISH WAREHOUSE

83

QUEEN STREET.

EXTENSIVE CASH SALE!

I have decided to close out the whole of my stock of Staple and Fancy Dry Goods, commencing December 15th, 1886, and continuing until the whole is disposed of, at

LARGE DISCOUNTS FOR CASH.

A. L. BROWN.

Ch'town, Dec. 14—wky

Mortgage Sale

TO be Sold at Public Auction, on FRIDAY the 8th day of April, next, 1887, at the hour of Twelve o'clock, noon, in front of the Court House, in Charlottetown,—

All those tracts, pieces or parcels of land, situate, lying and being on Township number Fifty-two, in King's County, in Prince Edward Island, bounded as follows, that is to say: Commencing and having a front of nine chains and nine links on the boundary of land now or formerly in the possession of the Rev. John Gordon, and extending back northwardly by parallel lines for the distance of one hundred and ten chains, being bounded on the west by the eastern boundary of Lot of Township number Fifty-one, containing one hundred acres, be the same more or less; also, all that tract of land, containing forty-five acres of land, more or less, situate on the said Township number Fifty-two, commencing and being bounded on the southwest by land now or formerly in the possession of Donald McPherson, on the west by the eastern boundary of Township number Fifty-one, on the north by the southern boundary of land now or formerly in the possession of Leonard G. Owen, and on the southeast by land now or formerly belonging to John McDonald.

The above sale is made by virtue of a Power of Sale, contained in an indenture of Mortgage, dated the first day of February, A. D. 1882, and made between Peter McMillan and Mary McMillan his wife, of the one part, and Catherine Watts, of the other part.

For further particulars, apply at the offices of Messrs. McLeod, Morson & McQuarrie, Solicitors, Charlottetown.

Dated this 10th day of February, 1887. CATHERINE WATTS, Mortgagee.

Feb. 18, 1887—wky 6 wks.

The above sale is postponed until the 15th day of APRIL, A. D. 1887, then to take place at same place and hour.

CATHERINE WATTS, Mortgagee.

April 7—11 & wky

EGGS

WE are prepared to handle TWO THOUSAND AND DOZEN each day during the season, and will be glad to secure the custom of all who may have large or small quantities to dispose of.

Consignments by rail, or otherwise, carefully attended to. The highest price given and prompt returns made.

EGG CASES, new or second-hand, supplied to shippers at the most reasonable Low Prices.

EGG CASES, FILLING'S ways on hand—for sale at lowest rates.

J. M. AULD.

Ch'town, April 7—law & wky

ENTERTAINMENT

St. Peter's Bays' Schoolroom,

Easter Tuesday Evening, April 12th.

THE following ladies and gentlemen will take part:—

READERS—Miss Lawson, Rev. James Simpson, Messrs. E. J. Hodgson and W. C. Harris.

VOCALISTS—Mrs. Malcolm Macdonald, Mrs. Strickland, Miss Minnie Palmer, Miss F. Earle, Messrs. Maynard and F. P. Carvell.

PIANISTS—Miss Russell, Miss Maude Desbarras, Miss Wright, Mr. Arnaud (Sir Peter and Lady Teasdale, in costume).

Admission, 29 cents. April 2, 1887—51 sat tu th sat tu

GRAND

Military Concert,

Under the Patronage of His Honor Lieutenant Governor Macdonald, His Worship Mayor Haviland and the Officers of the Active Militia.

A CONCERT in aid of the funds of the Military Band will be given, under the above auspices, in the

Y. M. C. A. HALL,

TUESDAY, the 19th Inst.,

to commence at 8 p. m., the programme for which will appear in due time. Doors open at 7.30 p. m. Admission, 35 cents. April 2, 1887—2 awth sat

TO LET—Shop belonging to the late John J. Jurry, Esq. Also, a large safe, good as new, which I will sell for \$30; second-hand piano at a low price.—Mrs. Sarah A. Jurry, Kent Street. merit 17