

THE DAILY EXAMINER.

SEPTEMBER 9, 1891.

LIFE IN THE NORTHWEST.

Letter From an Old Friend.

The Outlook.

The duty to be done in the fall is to pay off all old scores. We have a splendid crop, secured. The question is what about the markets? There seems to be no prospect of a strong demand for either grain or potatoes in the neighboring Provinces or the United States; for they have been, like ourselves, fortunate this year. We must, therefore, look further abroad. There will certainly be a great demand in Great Britain and Europe for wheat, and oats also, will probably sell well in the Mother Country. We hear that some of our merchants are already on the qui vive for shipments thither. Unfortunately, the character of P. E. Island oats is not high in British markets. Undue haste and carelessness in respect to cleaning, past years, resulted in lowering the quality of our shipments, to the great and lasting prejudice of our Province. In respect to a country, as in respect to a person, the proverb holds good: "Give a dog a bad name, etc. Special pains should, therefore, be taken this year in respect to all the grain that may be shipped from this Island to the United Kingdom, to the end that we may regain the good character which is fairly the Island's due. Excellent grain is grown here; let not a different opinion prevail abroad by reason of any carelessness, laziness or dishonesty on our part. The fault of one farmer will, of course, neutralize the careful efforts of half a dozen other farmers, so that the remedy lies, to a great extent, in the hands of the merchants. We hope that the merchants will heartily co-operate with all honest and thrifty farmers in an effort to regain for our oats the character which has been lost in Great Britain. If a farmer comes with oats which are not clean or not up to a high standard of weight and appearance, let there be no scruple about sending him home with his load. The good name of the Province as a whole is of far more importance than the personal interests of any farmer of questionable ability or honesty.

The Mystery of Diphtheria

This was one of the interesting subjects discussed at London by the Congress of Hygiene. The question was taken up with special reference to the distribution of diphtheria and to the need for comprehensive and systematic inquiry into the causes of its prevalence in certain countries or parts of countries, with a view to its prevention. Dr. Edward Seaton of London introduced the subject by an address in which he pointed out the importance of these main considerations: (1) The prevalence of the disease in strikingly different degrees in countries in the same latitude, and with similar climatic conditions and also in parts of countries close to each other; (2) the fact that it has not apparently been influenced favorably by the adoption of sanitary measures which have been generally found effective in reducing the death rate;—prove the necessity for a comprehensive inquiry by our own Government, as well as those of other countries, into the causes which determine the prevalence of diphtheria. It was contended by the Doctor that such inquiry should take into account what has already been ascertained with regard to the occasional causation and spread of the disease by milk and the influence which schools have on its production and spread, and also the subsidiary influence of dampness, dirt, over-crowding, etc.; but its main object should be to ascertain the local conditions and circumstances which account for the growth of the disease. No positive action seems to have been taken on this recommendation, but the discussion developed several facts which should be borne in mind. For instance, it was shown that one of the circumstances which may foster diphtheria in a locality is the breeding of animals presenting a great receptivity for diphtherogenic germs—for example, certain kinds of fowls. One of the conditions which fosters diphtheria in a locality was shown to be the negligence exercised in the application of measures of disinfection and isolation. The altitude of a locality, it was said, exercises no very great influence. One would suppose that diphtheria would be specially prevalent in low, damp places. But recent careful observations show that the seat of the disease is often the most elevated part of the district in which it is found. One of the doctors said he had arrived at the conclusion that the organism of diphtheria inhabits organically polluted surface soil, and that, subject to suitable conditions of environment, especially as respects moisture, temperature and food, it thrives and multiplies in the soil—the micro-organism thus produced being liable to displacement from the interstices of the polluted surface soil and to dispersal in the superincumbent air: in this manner determining the outbreaks of the disease.

Personal.

Mr. John F. McKie, of the Charlottetown Woolen Co., and son of W. S. McKie, Esq., left by train this morning on route to Boston, where he intends spending his holidays. Mr. McKie will also spend some time in the Provinces.

Rev. J. M. Davenport, who is about to leave St. John and take up his residence in Philadelphia, will leave an enduring monument behind him in the Davenport School for boys.

NOTES FROM OTTAWA.

Dredging and Shipping.

Subsidies to Steamboats.

[SPECIAL CORRESPONDENCE OF THE EXAMINER.]

In Committee of Supply, upon the appropriation for dredge vessels, Mr. Foster gave the following figures of the cost of dredging in the Maritime Provinces:—Dredge Canada at Barrington, N. S., dug 8,460 cubic yards, at a cost of \$3,276. At Cow Bay, 3,225 cubic yards were dredged at a cost of \$1,892. In St. Peter's Canal, 270 cubic yards at a cost of \$156. In P. E. Island, at Red Point Wharf, 2,442 yards at a cost of \$861.

Mr. Davies complained of the management of the Island dredge Prince Edward. At the close of the season of 1888 she was found to be out of order; she lay in the ice all winter without a stroke of work being done to her, and her captain kept on wages doing nothing. When the spring came and she should have gone to work she was put on the slip for repairs, and was launched on the 7th November, when the season had closed, so that the winter went by, the dredge was again frozen up, and the captain remained on wages doing nothing.

Mr. Perry then secured the floor and enlarged all Mr. Davies' remarks, paying particular attention to Captain Doyle, for whom Mr. Perry entertains an aversion that he will injure himself drawing his pay. He did not think that a captain was required at all, especially one costing \$90 a month. "It is respecting the country to pay this man wages for doing nothing. Even the Ministers themselves will not dare to take pay without earning it, and no other man should. This country is not able to stand such a wrong as this. Captain Doyle has no right whatever to be paid when he does not work. I see no need for the government keeping this captain on the boat at all. When the engineer is there to look after the boiler and all the material on the vessel, what is the good of having a captain there? In fact he does not stay there; he goes home to Charlottetown and lives there, and perhaps does not see the dredge once from the time she is laid up until she goes to work again."

Upon the item appropriating subsidy of \$25,000 to line of steamers between England and St. John and Halifax, Mr. Welsh opposed the grant. He said the marine interests of the Dominion used to be very important, but during the last few years the practice of subsidizing steamers for mercantile trade had handicapped private interest and private speculation. It was taking \$25,000 out of the pockets of the taxpayers, out of the owners of sailing ships and private steamboats, and giving it to the subsidized line. The principle was wrong, and he was opposed to this grant and to all subsidies of this description; but where there was an opening for carrying mails and passengers, he did not object to a grant.

Mr. Foster promised to bear Mr. Welsh's remarks in mind when the contract expired with the Steam Navigation Co. of P. E. I. Almost everyone seemed cut off from competition by the subsidy given the Company's steamers, and the only logical conclusion was that the service should be thrown open and an amount paid to any vessel which might carry the mails at any time.

Mr. Welsh challenged Mr. Foster to move to strike out the subsidy paid the Navigation Co. for carriage of mails, and he would vote for it. The company had spent \$160,000 this year for one steamer for that service, and had to keep four steamers for the service and what did they get? \$13 a trip for carrying the mails across the gulf. He wanted the Government that the service would not be continued unless the Government was prepared to give \$20,000 instead of \$5,000. Mr. Welsh had been a shareholder in the Prince Edward, the first Atlantic steamer ever registered in this country. She paid a fair dividend till the National Policy was introduced, and then her owners commenced to lose money. Any honest trade would support itself, and did not want any boodling money to prop it up.

Mr. Mills, of Annapolis, disputed Commodore Welsh's statement that the subsidizing of steamship lines had reduced the merchant marine in the Maritime Provinces. What were the facts? In 1887, Nova Scotia built 87 vessels, comprising 12,300 tons; in 1888, 116 vessels, comprising 12,900 tons; in 1889, 106 vessels, comprising 16,645 tons; and in 1890, 148 vessels, comprising 33,746 tons! This did not look as if Nova Scotia's merchant marine was suffering much from either the National Policy or the subsidizing of steamships. If merchant shipowners were not making out of their vessels, why were they increasing their tonnage year after year?

Upon the item of \$5,500 for steam communication between P. E. I. and the mainland, Mr. Davies said that the Finance Minister had alluded to this subsidy being granted to a company in which he and Mr. Welsh had shares. Mr. Davies wished the Finance Minister to distinctly understand that, although he was unfortunately enough to have a share in that company, he did not consider himself or the company under any obligation to the Government for paying them \$5,000 for carrying mails. The incidents connected with the ownership of that share had, so far, largely consisted of payments out and not receipts in. They had spent \$25,000 stiring in building one of the finest steel steamships in Canada, and though they might have good returns, it would not be from carrying mails day after day for the paltry sum of \$5,000. Some years ago, "in a moment of weakness," the company had agreed to reduce the annual subsidy from \$10,000 to \$5,000. They made a mistake and should have refused to carry the mails at all. He was not an original member of the company, but had become possessed of a share, some years ago, "in a moment of weakness." The Government would have to deal with the company in a more liberal way.

Said Mr. Hoggart: "The Hon. gentleman complains about what the company are getting for carrying the mails. They are getting about twice as much for carrying the mails between P. E. I. and the mainland, as would be paid for carrying them from Montreal to Liverpool."

Mr. Davies asked: "How much is paid

for carrying the mails from Montreal to Liverpool?"

Mr. Hoggart replied—"At the rate per pound my deputy tells me that this company is getting double what is paid for carrying the mails from Montreal to Liverpool."

Mr. Davies—"Would the Postmaster General apply that rule all around?"

Mr. Haggart—"Not at all."

Upon the item of post office salaries and allowances, Mr. Perry brought up the case of Mr. H. C. Green's dismissal from the Summerside post office. He complained that Mr. Green had been dismissed without notice, and had been refused a trial. The only reason could be because Mr. Green had not voted for Mr. Hunt at the last election. The Postmaster-General had denied that Hunt had applied for the office, but it looked very suspicious that Hunt was in Ottawa shortly before Green was dismissed; he was a pet of the Government. Mr. Green had asked the Postmaster-General for an investigation, but the P. M. G. had not even answered his letter. He wanted to know upon whose recommendation Hunt had been appointed. Was there a petition in his favor? Was Mr. Holman's name to the petition or Mr. David Rogers? If Mr. Green was not to be reinstated, he was entitled to consideration. After having served his country a quarter of a century, he was thrown upon the world penniless. He was a man of 75 or 80 years of age, and how was he going to earn a living?"

Mr. Haggart replied that Mr. Green had been dismissed on complaint of the Merchants' Bank of Halifax, not only for one irregularity but for several of the grossest irregularities. The enquiry was made by the inspector, Mr. Brecken, and on his report Green was dismissed. As to the statement that Mr. Hunt was an applicant for the office and was in Ottawa at the time and had visited him, Mr. Haggart said that Mr. Hunt had never visited him, and that he never knew that Mr. Hunt was applicant for the office. As to the statement that he had not answered Mr. Green's letter, he had taken it to his deputy when received and instructed him to pay particular attention to it and to see that an answer was sent him.

Upon the item for "Indians P. E. I.," Mr. Campbell complained of the price paid for flour, \$3 50 a barrel, which he said was \$3 above the ordinary market price. Mr. Dewdney said they supplied strong bakers' flour and paid the ordinary prices.

To a question by Mr. Davies, Mr. Foster replied that Mr. James McRae, preventive officer at Pownal Bay, P. E. I., was relieved from office on the 21st of July, 1891, for the reason that the Inspector of Ports reported that no revenue was collected at Pownal Bay, that a few small vessels loaded there with produce late in the season, which could readily enter and clear at Charlottetown, 7 miles distant, that the office was of no service whatever and was simply a useless expenditure. No one has been appointed in McRae's place. The salary was \$50.

In reply to Mr. Perry, Mr. Tupper stated that he had not received the report of Sub-Collector Conroy, who was appointed to enquire into the case of Benjamin Gaudet, who is still harbour master and waringer at Tignish. On 23rd July, 1891, Mr. George Conroy acknowledged appointment as commissioner to investigate Gaudet's conduct and stated it might be a fortnight before he could transmit report, as captains of vessels who had paid wharfage to Gaudet were coming in and out of port. W. C. D.

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ANOTHER OPPORTUNITY

To Secure Some Rare Bargains.

We have secured One Case of sample WOOL KNIT SHAWLS—German make—which we shall offer for a short time at VERY MUCH below their value. A few of them slightly soiled will be sold for half price.

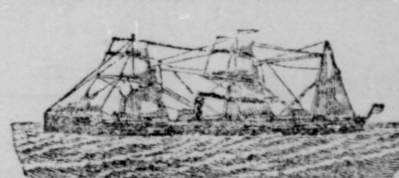
STILL ANOTHER.

We are now offering the balance of our SPRING SACQUES, DOLMANS, CAPES and FICHUS at prices reduced sufficiently to please the shrewdest buyer.

As we are anxious to completely close out these lines to make room for our immense Fall Stock, we shall not allow price to interfere with sales.

BEER BROS.

DO you want a FOOD AND TONIC in a combined form? PEPTONIZED ALE AND BEEF is just such an article, and hundreds are receiving benefit from it daily. Price 25c. per bottle For sale by all druggists.



July 17, 1891—dy m w f & wky 1 yr

W. W. Clarke's Steamship Agencies.

S.S. FASTNET, HALIFAX TO DEMBRARA

E. N. Crewes, Commander, WILL sail for Halifax every THURSDAY AFTERNOON, at 4 o'clock, calling at the following ports:—

Souris, Port Hastings, Port Hawkesbury, Arichat & Canso.

Returning, will leave Halifax every MONDAY EVENING, at 6 o'clock, making the same call.

S. S. ALPHA, NEIL HALL, COMMANDER.

WILL SAIL FOR Bermuda, Turk's Island and Jamaica The 15th of Every Month.

S. S. BETA, A. N. SMITH, COMMANDER.

Will Sail for Havana the 1st of Every Month.

Charlottetown to Pngwash.

THE S. S. MAYFLOWER is intended to make daily trips between above ports until the end of September. Due notice will be given later on. Freight solicited and carried at lowest rate.

W. W. CLARKE, Agent at Ch'town, P. E. I.

September 9, 1891—1w dy then eod

PICKFORD & BLACK, Agents at Halifax.

September 9, 1891—1w dy then eod

Ch'town Athletic Association, Harry L. Hartz

WILL take a limited number of Pupils on PIANO or ORGAN. For terms, etc., apply at MRS. C. V. MCGREGOR'S, on P. E. Street, Charlottetown. sept5—eod tf

NOTICE TO TAXPAYERS.

ALL PERSONS who have not paid their City Tax on Real Estate, Personal Property and Poll, for the year 1891, must do so on or before the 24th of September, or they will be advertised, and execution issued and placed in the hands of the Sheriff for collection without respect to persons. This is final notice. Better pay your taxes before the 24th and save expenses. ROBERT VANIERPSTINE, City Collector. sept4

HERRING!

JUST RECEIVED:—100 Half Barrels of J prime, large, fat Arichat Herring. For sale cheap for cash. A. HORNE & CO. sept4—dy 1w wky 2i

Exhibition Notes.

The Directors have, we understand, completed arrangements for all the judges for the ensuing meeting.

Professor Shaw of Guelph, was again requested to act as judge of cattle and sheep, but owing to the pressure of his College duties he was unable, "very regretfully" he said, to visit us this fall. On his recommendation, however, Professor Craig, of the Experimental Farm, Madison, Wisconsin, was asked to take his place and in order to lighten the expenses of bringing him here Halifax was asked and willingly joined with our directors, and the Professor will judge in both places.

Mr. Shaw will again give us the benefit of his invaluable help in our fruit culture, and Mr. Greely's kindly face will again be seen in the judges' stand, there to administer prompt justice to horse and driver.

Professor Harcourt has kindly consented to take the dairy products, and the same gentleman who judged in fine arts, vegetables, grain and woollen goods, will again perform these arduous duties we are satisfied as satisfactorily as last year.

The Storm at Halifax.

THE storm was very severe and destructive at Halifax. The Herald reports that between 11.30 and 12 the large chute from the grain elevator running along the pier at the deep water terminus came down with a crash. The large timbers had been snapped as though they were pipe stems, and the dock was strewn with debris. The report sounded like thunder. The huge timbers fell from under the chute, and the latter made a terrible noise when it fell to the ground, a distance of about forty feet. A large part of the wrecked timber was strewn on the wharf near the main entrance to the shed, but the greater part was precipitated into the dock. The ruins had the appearance of a wrecked village.

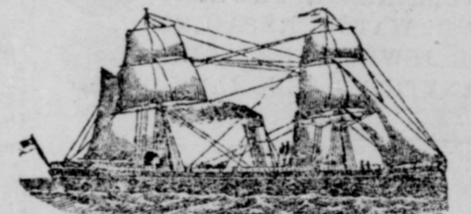
The heaviest damage is, however, seen in the destruction of the costly and important railway bridge connecting Halifax and Dartmouth.

Notes and Comments.

—The Patriot: "Last year we were able to say a good word about the general sobriety of the people who attended the Provincial Exhibition. We earnestly trust that this year the drinking around town will be even less than it was on the exhibition days of 1890. Visitors should not waste their money on intoxicants; and what is worse disgrace themselves and the Province by sinning against God and their fellowmen."

—Collections are reported slow throughout the United States. The result is an extension of credit and the necessity of increased accommodations to the customers of the banks. The banks are chary of accepting new business unable to estimate how great will be the demand on their resources from customary lines.

For St. John's, Newfoundland.



THE S. S. "COBAN," for St. John's, Newfoundland, will be due at Charlottetown on MONDAY MORNING, the 14th inst., and will carry Cattle and Sheep on deck. For Freight or Passage apply to

PEAKE BROS. & CO., Agents.

S. S. WILLIAM.

New York to Charlottetown.

THE STEAMER WILLIAM will sail from New York for this port about

Thursday, 17th Instant, and will carry goods at current rates.

Apply in New York to J. W. Parker & Co., 68 New Street, or here to R. McMILLAN.

sept9—dy & wy 4i guar

TRADE SALE, BY AUCTION.

I WILL sell by Auction, at my Sales Room, on SATURDAY MORNING, September 12th, at 11 o'clock:—

- 10 puncheons Molasses,
- 25 barrels Oatmeal,
- 10 " Rolled Oats,
- 100 bags Bran and Shorts,
- 5 boxes Cheese,
- 1 case Washing Compound,
- 1 " Diamond Dyes,
- 1 " Sabin's Shoe Dressing,
- 6 boxes Pipes,
- 8 boxes and half chests Tea.

R. BEAIRSTO, Auctioneer.

King's Co. Exhibition, 1891.

THE undersigned will let by PUBLIC AUCTION, on SATURDAY, 12th of September, inst., at 12 o'clock, noon, at the Exhibition Grounds, Georgetown, the following, viz:—

Contract for Fitting up Drill Shed. Contract for providing Sheep and Pig Pens, and other work required for Exhibition. The Catering for Exhibition Day.

Specifications and any further information respecting the above can be obtained from GEORGE F. OWEN, Secretary King's Co. Exhibition Association. Cardigan, Sept. 9, 1891—dy 2i wy 1i