

THE DAILY EXAMINER.

APRIL 21, 1887.

The Hillsborough Subway.

HONORABLE members of the Legislative Council will now have a capital opportunity to prove that they represent the enterprise and prudence of this progressive age, and are not unworthy of the confidence reposed in them by a people who do not care to be left behind in the race, but like to keep abreast (or a little ahead) of their neighbors.

A company of gentlemen interested in subways have offered to come and spend a lot of money in our midst. Why should we not let them?

It is stated, by some persons who think they know,—persons who have carefully estimated the prices of iron, labor, etc.—that the amount which will be expended, if the Bill passes, will be upwards of \$1,200,000; but the Bill carefully limits the amount to be paid by the Government to the company to \$250,000, and restricts the Government to the expenditure of not more than \$300,000. Well, if we can get a twelve hundred thousand dollar work for an expenditure of not more than three hundred thousand dollars, why should we not take it?

But, is there not great danger that the work may prove unsatisfactory, and that the money may be thrown away? The Bill provides effectually against that danger. It provides that not one dollar shall be paid to the company until after the work is fully completed to the satisfaction of the Government engineer,—and not to the satisfaction of the Government engineer only, but also to the satisfaction of the Lieutenant-Governor in Council, for the time being.

The Government will, in the meantime, only have to pay a competent engineer to watch the construction of the work in the interest of the Province.

If the work be not completed to the entire satisfaction of the Government Engineer, and also the Government in power at the time of its completion, the Company will receive nothing whatever for their pains—they take all the risk. But suppose the work is satisfactorily completed, the Government will not, even then, have to pay the Company money down, but debentures redeemable in thirty years, and bearing interest at the rate of four per cent., the disposal of which will be at the risk of the Company.

But we shall—in case the Subway be satisfactorily completed—have to pay interest on the debentures handed over to the Company to the amount of \$10,000 a year; and suppose that which is hardly probable—suppose that the Government have to issue the full amount of the debentures authorized by the Bill for the payment of a Government Engineer and for land damages—viz., \$50,000—the additional interest to be paid will be \$2,000,—making a total sum of \$12,000 a year. Then suppose it costs \$3,000 a year to light the Subway and pay the wages of two men to take the tolls and keep it in order,—the total annual expenditure of the Government on account of the Subway will be \$15,000 a year.

How much does the Southport Ferry cost the Government now? Last year the amount expended on West and East River Ferries was upwards of \$18,000. We are told that in the course of a few years a large amount, some \$50,000, will have to be paid for new steamers, while there is no knowing the cost of the repairs which Mr. Coker may order in the meantime. It may, we think, be fairly estimated that the Southport Ferry (proper) costs \$6,000 or \$7,000 a year,—and, remember, we don't get the tolls.

Then, as between the Subway and the Ferry, how will the account stand?

The Subway will be open in all seasons and at all hours. Though we cannot reasonably expect that it will be used in mid-winter, we may reasonably expect that it will be used in spring and fall, when it is impossible, or well nigh impossible, to cross the ferry. Besides, the volume of traffic will probably be larger through the Subway than over the ferry; for the ferry route subjects the people to delays and annoyances, while that of the Subway will be continuously open, and the people may drive or walk through at all hours. The revenue of the Subway will, therefore, probably be two thousand or three thousand dollars more than the revenue of the ferry. The revenue of the ferry is not exactly known, because it goes to a private person; but it has been set down at \$6,000—and the estimate seems reasonable. Say, then, that the revenue of the Subway will be \$8,000 a year—and when the southern railway is built and trains cross, it will probably be much more—as between the two, the account will stand thus:—

Table with 2 columns: Item, Amount. Total cost of Subway per year: \$15,000. Revenue from: \$8,000. Cost of Southport Ferry: \$7,000. Revenue (rail): \$6,000. Additional cost entailed upon the Province, if the Subway should be satisfactorily completed: \$1,000. This is nothing to be frightened about. By risking about one thousand dollars a

year, the Government will procure the expenditure of—according to the estimates of presumably intelligent gentlemen—\$1,200,000, of which a large proportion will be paid in this community among our laborers, mechanics, and men of business; and may secure a work which will ensure constant communication between the north and south of the Hillsboro, and eventually railway extension through Belfast to Murray Harbor!

Is not this alone worth the risk by 110,000 people of about \$1000 a year? At this moment the most valuable life in Lot 18 may be in deadly peril, and the best medical aid available may be at once required to save it; but no one can cross the river for a doctor except at the risk of his life, and precious time must unavoidably be lost. If a man on the north side meets with an accident or is seized with severe illness his friends can run to the nearest telephone office along the line, connect with the best doctor in Charlottetown, describe the case, receive instructions concerning the preliminary management of the case, and have the doctor at the sick man's side, with medicine, etc., for the treatment of the case, by the first train. But the people of the south side have neither telephonic nor telegraphic nor railway communication! Is it not worth while to risk \$1000 a year for a work which will afford, at once or eventually, to the people of the south, the advantages which are enjoyed by the people of the North?

Another—perhaps the most important point—remains to be considered, viz., the bearing the fate of the bill will have upon the projected subway to connect this Province and the Continent of America. There can be no doubt that the reason this Island has been the fortunate recipient of the Company's offer, lies in the fact that the smaller subway will demonstrate the feasibility of the greater one that has been proposed. Herein, too, lies by far the strongest guarantee that the work authorized by the bill will be successfully and satisfactorily completed. If the smaller work prove unsuccessful, it will be useless for the Company to talk to the Dominion Government about the feasibility of the greater. But if the Hillsborough subway be satisfactorily completed, the Company will be able to point to it as proving to a demonstration that the Northumberland subway also may be undertaken by them. The Company will, therefore, exert themselves to the utmost to complete the Hillsborough subway to the entire satisfaction of our Government and people; and our Government and people, as a whole, have the strongest interest in the passage of the bill and the successful completion of the work.

In this view also, it is of vital importance that the measure should now be passed, by the Legislative Council; for if it be not passed, the people of Ontario and Quebec will at once argue that they may well be excused from risking \$5,000,000 or \$6,000,000 upon the Northumberland subway, when the people of this Province were themselves afraid to risk about a thousand dollars a year on a work which if successful, would have proved the feasibility of the greater work, and if unsuccessful would have cost them nothing.

We appeal to the honorable and reasonable gentlemen of the Legislative Council to support and ensure the passage of this measure. Casting away sectionalism and partyism for the nonce, let them unite in voting for a bill in which the present and future interests of the Province are closely bound up,—and deserve, for once, at least, the thanks of the community.

Meeting of Merchants and Traders.

To the Hon. T. Heath Haviland, Mayor of the City of Charlottetown:

The undersigned respectfully request Your Worship to call a meeting of the Merchants, Traders, and others of the citizens of Charlottetown, for the purpose of taking into consideration a circular from the President of the Montreal District Board of Trade, inviting the commercial men of this city to take part at a proposed International Congress of the Canadian and American Boards of Trade, to discuss in a friendly manner the commercial difficulties now existing between the two countries.

- Dodd & Rogers, Benjamin Rogers, Beer & Goff, Owen Connolly, Carvell Bros., D Farquharson & Son, McKinnon & McLean, Weeks & Beer, Hickey & Stewart, M McLean, P. D. Nicholson, B Heartz, Horace Hazard, F. Mitchell, A Kennedy, Fenton T Newbery, Fred W Hyndman, Longworth & Co., Thos Morris, D L Hooper, Henry Davison, John F Robertson, George Forbes, C Robertson, Thos B Riley, Wm H Findley, Harris & Stewart, Peake Bros. & Co.

In compliance with the foregoing requisition I hereby call a meeting of the Merchants, Traders, and other citizens, for Friday morning, 22nd inst., at 11 o'clock, in the City Council Chamber.

T. HEATH HAVILAND, Mayor of Charlottetown. April 21st, 1887.

The Abegweit Athletic Association.

PURSUANT to notice a meeting of the shareholders of the Athletic Association was held last evening in McEschern's Hall for the purpose of deciding upon a name for the club. Mr. C. R. Smallwood was elected chairman and the undersigned secretary. Two names were proposed—"Abegweit" and "Charlottetown." After considerable friendly discussion on the subject the latter name was withdrawn and the former unanimously agreed on. The meeting closed with three hearty cheers for "The Abegweit Athletic Association."

J. H. GOOD, Secretary pro tem.

City Council Meeting.

THE Council met last evening. His Worship Mayor Haviland presided and all members of the Board were present.

The Mayor explained that he had received a notice stating that Mr. E. J. Hodgson, Q. C., had made application for a writ of habeas corpus in the case of Philip Curley now in prison for a violation of the Canada Temperance Act, which notice he had placed in the hands of Mr. L. H. Davies.

Councillor Crabbe introduced a by-law specifying the rate of assessment for the current year on real estate, personal property and incomes; also a by-law allowing a rate of discount on same.

Both bills were read a first and second time, and were ordered to be read a third time at a special meeting to be held at ten o'clock on Thursday morning.

The assessors bill for \$350 was next submitted and discussed. Councillor Kelly moved that the bill be paid. He thought the assessors were entitled to the extra \$50 because they had taken special pains to have their work performed to the satisfaction of the taxpayers.

Councillor Crabbe agreed with Councillor Kelly and seconded the motion.

Councillor Douse moved in amendment that the assessors be paid \$300 as usual.

Councillor McRae seconded the motion. Councillor Morris thought that once every three years would be sufficiently often to value real estate.

Councillors T. A. McLean and A. A. McLean also spoke against paying an extra amount.

Councillor Douse's amendment was then put and carried on a division of eight to two.

The bill of the Telephone Co. for \$60 for the quarter ending 30th June was ordered to be paid.

Some discussion ensued, several Councillors expressing the opinion that many if not all of the telephones could be dispensed with.

The sum of \$1,000 was voted the City School Board.

Councillor McRae said that according to notice given at the last meeting, he would move for a reconsideration of the matter of the erection of the new fish market on Pownal Wharf and moved that it be erected on Queen's Wharf instead.

Councillor Crabbe said Queen's Wharf was already leased to Mr. W. W. Clarke, and it was doubtful if it could be taken off his hands.

Councillor McRae understood that Mr. Clarke would not be an obstacle in the way of the market being erected on Queen's Wharf. He moved for its being placed there because he thought the locality was the most convenient for both buyers and sellers.

Councillor Davison had consulted with Mr. Clarke in connection with the matter, and had learned that he was not opposed to the market being constructed on Queen's Wharf. Both sellers and purchasers of fish had complained to him about the fish market being placed on Pownal Wharf.

Councillor Kelly thought the passing of the resolution would involve the city in difficulties as a contract had already been let for the building of the market on Pownal Wharf.

Councillor Douse said he had heard that as soon as the fish market was put in operation, the owners of the Rankin House intended getting an injunction on it. The reason fish markets were placed at the wharves in other places was because fishermen deposited their fish in the fish-houses from boats, while here the fish came into town overland.

Councillor McRae's resolution was then put and lost on a division of five to five, and the casting vote of the Mayor.

In giving his casting vote against the resolution, the Mayor explained that he did so not because he was opposed to the fish market being placed on Queen's wharf, but owing to the fact that a contract had already been let for its erection on Pownal wharf, the violation of which would likely involve the city in a suit for damages, and for other good reasons.

Councillor Morris moved and Councillor Douse seconded a resolution to the effect that after the 30th June next all telephones rented by the city with the exception of that in the police station be discontinued.

Councillor T. A. McLean moved that the motion be amended so as to retain the telephone now used in the City Hall.

Councillor Small seconded the motion. The motion as amended retaining the telephones in the City Hall and Police Station was carried unanimously.

Councillor A. A. McLean, according to notice given at last meeting, introduced the following resolution and moved that it be read clause by clause:—

Resolved, That this Council do apply to the Provincial Legislature at its present sitting to amend the Incorporation Act in the following manner, viz:—

- 1. To amend the act relating to the number of Councillors to be elected, so that each ward shall be entitled to elect one Councillor only.
2. That the first election shall take place in January next, and that women duly qualified shall be entitled to vote at such elections.
3. That the term of office of all the members of the present Council shall expire in January next.
4. That each of the five Councillors so to be elected shall receive an annual allowance of one hundred dollars, and shall be elected annually.
5. That the law relating to the police be amended, so that after the election of the next Council, the Police shall be controlled by three Police Commissioners who shall be appointed by and shall be members of the City Council.

He explained that in deference to the wishes of certain Councillors the clause relating to the election of Councillors was made by each ward instead of by the whole city. He thought it was high time something were done to elevate the Council. As matters stood at present the members were considered incompetent, and the people would not trust them with the carrying out of any important work. He was of opinion that the passing of his resolution would be a step towards a much needed improvement in the Council.

Councillor T. A. McLean, while in favor of the principles of the resolution, did not agree with Councillor A. A. McLean's estimate of the present Board of Councillors. He said that when some of the so-called best business men of the city had occupied seats at the Board they had sunk the city deeply in debt. He thought the present Board of Councillors were as competent men as could be obtained, the opinion of others to the contrary notwithstanding.

Councillor Douse did not think a reduction of the Council would meet with the approval of the people. He thought the police should be left in the hands of the Stipendiary Magistrate, and that women owning property had as much right to vote as men.

Councillor Morris looked upon the resolu-

tion as a humbug, and thought that when Councillor McLean was about it he should have provided for the election of women as Councillors—the sessions would be much more interesting.

After some further discussion, and the enacting of a scene which would disgrace the proceedings of the Lime Kiln Club,—The first clause in the resolution was put to vote and lost on the casting vote of the Mayor.

The remainder of the resolution was then on motion withdrawn.

Councillor Davison asked for an explanation concerning the breastwork at the western end of Water Street.

Councillor T. A. McLean called the attention of the chairman of the street committee to the dangerous condition of the bridge near Boyle's tannery.

Councillor Douse again called attention to a quantity of broken glass which had been deposited on the shore at the foot of Cut Street, and suggested that it be removed at once.

Council adjourned until 10 a. m., Thursday.

At the meeting this morning the bye-law fixing the rate of assessment on real estate at one per cent., on personal property at one half of one per cent., and on incomes at one tenth of one per cent., was read a third time and passed.

The bye-law allowing a discount of two and a half per cent. on taxes paid before the 1st July next, was also read a third time and passed.

Councillor Douse moved that the contract for the construction of the fish market building be not signed by the Mayor until the whole matter has been discussed at the next meeting of Council.

Councillor McRae seconded the motion, which was carried on a vote of six to four. Council adjourned sine die.

James L. MacMillan, V. S.,

GRADUATE OF Ontario Veterinary College, Toronto.

Office in connection with Kennedy & Stewart's Livery Stable, Great George Street. Ch'town, April 21, 1887—law & wkly

HAY

FOR SALE—

1 Carload Pressed Hay.

A. H. B. MACGOWAN, Auctioneer.

April 21, '87.—21

ZION CHURCH

Tea & Entertainment

DON'T forget the Tea and Entertainment in the basement of Zion Church, on

Thursday Evening, 21st Inst.

Tea on Tables at 6 o'clock. Entertainment to commence at 8. Admission, 10 cents; Tea and admission, 25cts. April 20, 1887.

Pyron Woolen Manufacturing Co. HATS made and sold in the CAMELION BUILDING, one door east of Redden's, King Street, with an excellent assortment of their own goods. When satisfaction is not obtained, we will refund the money. Gentlemen's Furnishings. These manufactures are of the best quality and some other lines in DRY GOODS.

SAVE

YOUR EYESIGHT,

BY using a pair of our

Colored Spectacles or Goggles.

OTHER KINDS OF Spectacles & Eyeglasses

in stock, for both Near and Far Sight. FROM 25cts. TO \$12.00.

Spectacles Repaired Lenses Fitted.

E. W. TAYLOR,

CAMELION BLOCK. March 5, 1887—2aw & wkly

Dwelling to Let.

PLEASANTLY situated on King Square, containing nine rooms, with good pantry, cellar, &c., recently fitted up. Rent moderate. Apply on the premises to JOHN PASSMORE. Ch'town, April 9—1f

EGGS

WE are prepared to handle TWO THOUSAND AND DOZEN each day during the season, and will be pleased 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 at short notice and Low Prices. EGG CASE FILLINGS a ways on hand—for sale at Lowest Rates.

J. M. AULD. Ch'town, April 7—law & wkly

BACK TO THE OLD STAND.

J. B. MACDONALD

HAS removed back to his Old Stand, on QUEEN STREET, and is now opening his Spring Stock, personally selected in England. Buying his goods for Cash, and selling only for Cash, he will consequently be in a position to offer his customers goods at the very Closest Prices.

J. B. MACDONALD.

Ch'town, April 21, '87—dy wy

FOR CASH ONLY.

Perkins & Sterns

From this date we intend to do business For Cash Only, thereby preventing any loss by bad debts, saving salary of a Book-keeper, loss of interest, cost of stationery and books, and other charges on a credit business,—will buy and sell for Cash and be in a position to give ready money customers the very best value.

NEW STOCK OF ROOM PAPER JUST OPENED

(Over 25,000 Rolls in Stock—Newest Patterns—Very Cheap.)

Large stock of STAPLE AND FANCY DRY GOODS to arrive in a few days by regular steamers.

Perkins & Sterns

April 15—& wkly

LONDON HOUSE.

House-keeping Goods, New White and Gray Cotton, New Printed Cottons, Bleached Sheetings, Unbleached Sheetings, Pillow Cottons, Table Linens, towels, Toweling.

THESE goods have just been opened for Spring Sale, and having been bought before the recent advance in Cottons, will be found extra value.

CARPETS! CARPETS!

Brussels, Tapestries, Hems, Floor Cloths, Matting, Hearth Rugs, Door Mats, Lace Curtains.

Tailoring Department.

A lot of Spring Tweeds just opened.

HARRIS & STEWART,

SUCCESSORS TO

GEO. DAVIES & CO.

Ch'town, March 7, 1887.—wkly

HAMBURG EDGINGS.

We are showing a large assortment of excellent values in Embroideries and Insertions.

WHITE COTTONS.

By purchasing early last autumn, we are enabled to offer the choicest values in the city.

Samples on application.

BEER BROS.

Ch'town, April 11, 1887.

NORTH BRITISH AND MERCANTILE FIRE AND LIFE INSURANCE CO., OF GREAT BRITAIN.

Total Assets, Thirty Million Dollars

FRED. W. HYNDMAN,

Agent for P. E. Island. Ch'town, March 11, 1887—24 mbs 2aw