

THE DAILY EXAMINER.

APRIL 5, 1892.

Educational.

Is the last paragraph of his report, the Superintendent of Education says—

"It appears to me quite necessary to employ Second Class Teachers in those schools having such small averages and low attainments. I would therefore recommend that the principle already sanctioned in the case of First Class Teachers (See Section 17 Public Schools Act, 1877) should be allowed to operate in the case of Second Class Teachers also; thus preventing a large and needless expenditure."

This suggestion would not have been at all necessary if the Bill to amend the laws relating to Education, introduced by the Liberal Conservative Government, in 1887, had not been thrown out by the Legislative Council; for that bill provided, among other things, "that the Board of Education be empowered to fix the standard and maximum number of first and second class schools." So that if, as Superintendent McLeod declares, there has been "a large and needless expenditure" in this regard, the fact is due to the partisan opposition of the Legislative Council. It was in this way that the Legislative Council protected the interests of their property-holding constituents and taxpayers!

The Bill which was shelved in 1887, provided that "the salaries of teachers as established by law be paid according to the rank or class of the schools conducted by such teachers." This was a reasonable provision against third-class work by first-class teachers. But the Legislature refused to accept it.

The Superintendent also says:—

"Thorough inspection of schools should form an important and necessary part of the organization of a complete system of education. Without it there is no security for the satisfactory performance of educational work in our schools—for where the inspection is efficiently performed the schools will be correspondingly efficient. Considering therefore how much the actual results of educational effort depend on the inspectors, it is of great importance that they be afforded every facility for doing their work thoroughly. To secure this end, I would respectfully recommend, that either a third Inspector be appointed, or that the present Inspectors be required to make an annual inspection only. I consider that more satisfactory results can be obtained from one thorough examination, than from two, which must of necessity under existing circumstances, be hurried and imperfect."

The bill of 1887—thrown out by the Legislative Council—provided "that an additional Inspector of Schools be appointed at a salary of \$800." So that, if as the Superintendent of Education clearly implies, there has been "no security for the satisfactory performance of educational work in our schools," if we have been paying away money to teachers and receiving, in some instances, little or no value for it, the fact is due to the reckless partisanship of the Legislative Council.

Thus, we see the policy of the late Government justified by the officials of the new administration, and the obstructive policy of the late Opposition—now in office—condemned.

The Superintendent points out that there were 148 schools in the Province which contain less than forty resident children and that the law which provides for a reduction of salary when the average has not been kept up is a dead letter—"except in the case of school districts having a less area than four square miles." "Why," he says, "those smaller and weaker districts should be singled out from the rest, and the law enforced in their case is not very easy to understand." The Superintendent submits a statement by which it is seen that "although St. Dunstan's School made an average of 16 out of 29, yet it was liable to a deduction of \$18, while Collieden with an average of 8, drew its full statutory allowance!" He adds: "I called the attention of the Board of Education to this matter, and I am pleased to say that it was ordered that those districts be hereafter on the same basis as the rest."

One of the Inspectors, Mr. Campbell, reports:

"There are many disadvantages—with which the teacher has to contend—that the Inspector must first become acquainted with before he can form an honest estimate of the work performed in any school. No doubt in many cases the teachers themselves may be more or less to blame for the existence of some of these evils, but yet it can scarcely be expected that boys and girls in their teens, who to-day constitute a large majority of our teachers, can successfully combat irregularity of attendance, apathy of ratepayers, negligence of trustees, etc., which form the principal hindrances to successful work in so many of the country schools. Lack of thoroughness, though not always traceable to the fault of the teacher—appears to me to be the defect. Teachers seem to forget the fact that it is the quality of the instruction given and not the quantity of it that renders that instruction valuable. It appears to me also that the work done in our schools is not practical enough to be of the most benefit to the greatest number of pupils attending them. Especially is this so in the teaching of Arithmetic and English Grammar. The former as far as the text book treats of that subject is fairly well taught, but any question of a practical bearing is generally dealt with in a way that would enable the most casual observer to conclude that the instruction in that branch lacks the practical element. Geography is not as well taught as would naturally be expected for a subject which to most children is an interesting study, if at all judiciously handled by the teacher. Too much time is squandered in endeavoring to memorize text book facts of minor importance to the neglect of generalization and oral lessons from the maps, which I am pleased to report, most schools are fairly well supplied with, but which are too often allowed to hang on the walls apparently more for ornament than use, judging from the knowledge of the position of places, etc., which the pupils possess."

The West vs P. E. Island.

AN intelligent Islander, writing recently as under, from the State of Washington, to a friend at home, pays a well-merited compliment to the Garden Province of the Dominion. He says:

"The State of Washington, and in fact the whole northwestern country, has been so boomed and puffed in newspaper, emigration, railroad and town-site literature, that it is very difficult to separate the wheat from the chaff and get at any intelligent understanding of what the resources and advantages of the country are; and, on the other hand, what are its disadvantages and drawbacks. In fact, I do not think any correct information on those points can be gathered except by a residence of some time in the country, when its resources and capabilities can be learned by actual observation, and compared with other places in the East which have been spurned by the immigrant and neglected by the real estate man as untenable boomer."

Timber and minerals are the two great natural resources of Washington State, and there is no doubt she is splendidly endowed with these two articles. It takes an immense capital, however, to develop them, and her growth in wealth and population must necessarily be slow, though she had a broad expanse of arable and well cultivated lands. Of the thousands of restless spirits who leave the Eastern States and Canada and come west in search of the promised land, but a very small percentage have any money. They are nearly all, though, well supplied with a commodity which the people here call "push," and which a thousand miles or so further east would be called "gall," and away down by the Atlantic would be called "immediacy."

This has done immense service in the past in rolling in eastern capitalists. There are parts of the State that have some rich agricultural land, but it is quite true that some of the best lands are useless without irrigation; and all methods of irrigating lands yet known are so expensive that they are beyond the reach of the man who follows farming for a living. So you will readily see that this western country, though possessing many attractions and great resources, has also drawbacks which appear to me to almost overpowering. I fully believe that, in the whole world, there is hardly another spot of ground where the best gifts of God have been lavished so generously as in Prince Edward Island. When I look over this country and see nothing, so far as the eye can reach, but forbidding looking mountains and gravelly, stony hills, covered with brown mossy vegetation, which appears to have come to an untimely end for want of nourishment, and compare it with the rich, cultivated fields of P. E. Island, where the generous soil is ever ready to yield an abundance to the thrifty farmer, and whose propitious skies guarantee him a season of time and harvest, I wonder more and more at the folly of those who are not wise enough to pick up the pearls that lie at their feet instead of the worthless stones which so often fall to the lot of those who are continually crowding into this much-boomed and advertised Northwest."

LETTERS TO THE EDITOR.

Charlottetown Driving Park.

Sir,—While the Directors of the Charlotte-

town Driving Park Association have been "hauling the coals" I deem it very "opportune" to point out what appears to me to be a very serious deviation on the part of the management from the purpose or object for which the track was built. When the promoters of the park scheme went before the House of Assembly for an Act of Incorporation, it was represented to that honorable body that such an institution would be of incalculable benefit to the breeding interests of this Province. It certainly should have proved so. When they sent their prospectus throughout the Island, seeking buyers of Park shares the same argument was used and it had the desired effect. But when the Act of Incorporation was granted when farmers and others interested in good breeding had freely paid in their money and the machine was set in motion, how did the directors carry out their promise to breeders and the public? By issuing tickets at \$5 (non-transferable) and prohibiting sports of any kind to be held upon the grounds. For a time, I believe, they did grant permission to a person to drive around the track for a few times on payment of 25 cents, but the moment this was found to be a popular movement a veto was placed upon it, which I believe still exists. Under the present management, how are breeders accommodated? If a man wishes to buy a good horse, he naturally wants to "see how he moves," and as the law is rigid against fast driving—and justly so—he has no place to go but to the Driving Park, or the breeder cannot show the speed of his horse. At the track he asks permission to speed his horse around once, or not more than twice, for which he is willing to pay a reasonable amount, but he is at once told that it will cost him five dollars—the price of the season ticket. He pays it and after a day or two sells that horse and buys another. He thinks his ticket is still good—having used it but once—but to his surprise he must pay out another \$5, for tickets are granted to horses and are not transferable. Breeders look upon this as an outrage, and the sale of tickets has, in consequence, very materially decreased year after year. A breeder has a promising colt and wishes to have him broken and trained for a fortnight and for which he would gladly pay a trainer \$10; but when he finds that he has to pay \$15, viz, \$5 for a ticket, he is completely knocked out, and the result is that no trainer can get enough colts to handle to make a decent living.

Again, what is there to be gained by buying season tickets? The flat has gone forth that there shall be but one race meeting in the year, and which shall be open to the Lower Provinces. What has been our experience? Local breeders have gone to much trouble and expense only to see the purses taken from under their very eyes. This I am pleased to notice has been partially remedied this year, for to continue such a practice would have a tendency to still further reduce the value of park shares, which, goodness knows is low enough at present in the money market. With the present board of Directors we hopefully look for better times. From the President we hear that some of the men of working business ability, and I hope they will see that these encumbrances are removed as quickly as possible and breeders' interests served.

As it is now, the track is a deserted place, and a person might train a blighted horse or colt without fear of attracting public attention. I hope to return to this subject again, and will also have a look at our stallions and their progeny.

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We are offering the finest line of red and rattan, graminola, carpet and other chairs ever seen in Charlottetown. All new this spring.—M. Wright & Co. 45 St

TELEGRAPHIC NEWS.

SPECIAL DESPATCHES TO THE EXAMINER.

DOMINION PARLIAMENT.

Charges Against Sir A. P. Caron

Mr. Edgar's Notice of Motion.

OTTAWA, April 5.

Mr. Davies complained that the Newfoundland documents he asked for were missing. Hon. Mr. Tupper replied that he thought that these were the papers which the Government expected to receive from the Imperial Government. Sir A. P. Caron said that it was not the intention of the Government, for the present, to increase the interest upon deposits in the Post Office Savings Bank to 4 per cent.

Sir John Thompson said that it was the intention of the Government to erect a suitable monument to the memory of the late Premier, on the ground near the House of Commons. The debate on the Franchise Act continued. Mr. Edgar gives notice of a motion of reference to the committee of privileges and elections of certain charges he prefers against Sir A. P. Caron, viz., that Caron was a member of the construction company which built the Quebec and Lake St. John Railway, and corruptly received large sums of money for election purposes from the subsidies voted by parliament to that railway.

New Brunswick's Boodlers.

Governor Tilley Declines To Appoint the Commission.

ST. JOHN, April 5.

Lieutenant Governor Tilley has declined to appoint the royal commission of enquiry asked for by the Opposition in the provincial legislature to investigate the serious charges made against Mr. Blair and other ministers of the Government, but suggests that an enquiry be moved for in the Legislature. [In all there are fifteen or twenty separate charges of corrupt practices in connection with railway subsidies, public works expenditure, appointments to office, timber regulations, etc. It is charged that the Central railway people were required to pay \$4,000 to a member of the legislature supporting Mr. Blair in order to secure their subsidy and contract, and that subsequently Mr. Blair and his friends, having acquired for little or nothing stock in this company, made a corrupt arrangement with the government contractors for the stock taken off their hands for \$24,000. Mr. Blair receiving part of the money and the government compelling payment of certain promissory notes containing part of the \$24,000, as a condition of paying the subsidies when due. It is further charged that the Central Railway Company paid to or for Mr. Blair, Mr. Pugsley and others, large sums of money for election purposes as a condition of receiving payment of subsidies when due, and as an inducement for payment of subsidies to which the company were not entitled. Similar charges so far as election contributions are concerned are made in respect to the Temiscouata Railway, which is alleged to have received money to which it was not legally entitled. It is particularly charged in respect to the Northern and Western Railway that as a condition precedent to the issue by the Government of the railway subsidy bonds, to which the company claimed to be entitled, that a leading stockholder in this road by arrangement with Mr. Blair agreed to advance and did advance \$2,000 for the St. John county election fund of 1886, and in consideration of such contribution received his bond. Another charge is that Senator Snowball and other holders of lumber lands by virtue of a corrupt arrangement known of and approved by the Premier, Mr. Blair, Solicitor-General Pugsley and Surveyor George Tweedie made large contributions to funds for bye-elections, the consideration being that the present rate of stumpage would be maintained. It is also charged that money charged in the public accounts as having been expended for the Fredericton bridge, Finlayson bridge and various other public works, including small bridges and roads, as well as alleged expenditure for coach hire, includes large sums not expended as alleged, but paid for the private use of members of the election fund. Mr. Blair and Mr. Ryan, the commissioner of works, were charged with making a corrupt agreement with voters in respect to unnecessary bridges, etc. The memorial charges that in 1873, Mr. Lablino, now a member of the government without office, and who was then a member of the late Hanington government, was paid \$500 to vote in favor of Blair's want of confidence motion, by which the government was defeated and the present government obtained office; and that this agreement and payment was known and approved by the present Premier. It also states that further sums had been paid to Mr. Lablino to retain his support. There is also a charge that the government appointed one of the present members of the Legislative Council to his position in consideration of a campaign contribution.]

Narrow Escape.

LONDON, April 5.

Lord Salisbury, last evening, while crossing the street near the House of Commons, was caught between two carriages and came near being crushed. The drivers managed to get the vehicles apart just in time to save him from injury.

Prof. Porter Dead.

HALIFAX, April 5.

Prof. S. Porter, formerly organist of St. Paul's, is dead.

Weather Bulletin.

TORONTO, April 5.—10 a. m.

Weather becoming showery, not much change in temperature.

Provincial Legislature.

House of Assembly.

APRIL 4.

The Bill to incorporate the New Perth Dairying Association was read a third time and passed.

The Bill respecting the Medical Profession was read a second time and committed. Progress was made.

The Bill to amend the law relating to grand and petit jurors was read a third time and passed. Mr. Bentley asked the Commissioner of Public Works what steps, if any, have been taken toward opening a new road from Sea Cow Head Road toward Hurd's Point Wharf, Lot 26, and whether land for a right of way has been secured and if it is the intention of the Government to open the said road this year.

Hon. Mr. McLeod replied that he had visited the locality and made an arrangement for the purchase of the land. The matter is now in the hands of the supervisor, and the road will be opened as soon as possible.

Mr. Bentley asked the Commissioner of Public Works to lay on the table a statement showing the amount of the contract entered into with Mr. Edward Henry for repairs on Morris's Bridge at Granville, Lot 21, in the year 1891, the names of his securities, the amount paid to Mr. Henry, the date of payments, and the amount now due on the contract, also, a copy of the report of Mr. Corbett, the Government Inspector, on said contract, and whether Mr. Corbett was paid in full for inspecting the work, and how much was paid him.

Hon. Mr. McLeod replied that it would take some time to prepare the return; but he would submit it as soon as possible. He might say at once that there is no amount due Mr. Henry at the present time.

Hon. Mr. McLeod asked the Commissioner of Public Works to lay on the table a statement showing the names of workmen employed since 24th April, 1891, to date, on the Southport Wharf and slip, Charlottetown ferry wharf and slip, and wharf and slip at Rocky Point, the number of days of work for each man and the wages paid each per day or otherwise, and what part or parts of their work was let by public tender and private contract; also the amounts paid for inspection of said works respectively.

Hon. Mr. McLeod said that the return would take several days to prepare, but he would have it made ready as soon as possible.

Mr. Underhay presented the petition of Alexander Douglas, of Bay Fortune, respecting certain lands on Lot 43.

APRIL 5.

A bill to give effect to the recommendation of the Legislature in respect to certain lands at Bay Fortune was read a third time. The bill to amend the Land's Day-Act was read a third time and passed.

Hon. Mr. Sturges submitted the annual report of the Stock Farm Commissioners.

LEGISLATIVE COUNCIL.

The Council met and adjourned.

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120 Puncheons } Bright New Crop Molasses.
20 Tierces }
25 Barrels }
15 Hogheads } Bright Grocery Sugar.
60 Barrels }

The schooner Omega will be due here in a few days, direct from Barbadoes, with the above cargo, which will be sold to the trade at lowest prices whilst landing.

HORACE HASZARD.

Ch'town, April 5, 1892—1w eod

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THE Subscriber offers for sale by private contract a very desirable building lot comprising one town lot fronting on Fitzroy Street and situate between Pownall and Queen Streets.

Also, A property fronting on the Malpas Road, with several tenement houses thereon. A good bargain will be given. Terms easy.

For further particulars apply to

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HORSES--15--HORSES.

WANTED TO PURCHASE, on Friday and Saturday, for election fund, Mr. Blair and Mr. Ryan, the commissioner of works, were charged with making a corrupt agreement with voters in respect to unnecessary bridges, etc. The memorial charges that in 1873, Mr. Lablino, now a member of the government without office, and who was then a member of the late Hanington government, was paid \$500 to vote in favor of Blair's want of confidence motion, by which the government was defeated and the present government obtained office; and that this agreement and payment was known and approved by the present Premier. It also states that further sums had been paid to Mr. Lablino to retain his support. There is also a charge that the government appointed one of the present members of the Legislative Council to his position in consideration of a campaign contribution.]

W. S. MCKIE.

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W. C. T. U.

MRS. MARY H. HUNT, Vice Director in the National Educational Society, will lecture in the FIRST METHODIST CHURCH.

On Tuesday, 5th inst.,

AT EIGHT O'CLOCK, P. M.

SUBJECT—"Scientific Temperance Instruction in Schools and Colleges."

Silver Collection to meet expenses.

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TO-NIGHT!

REMEMBER THE

Lecture This Evening,

MRS. MARY H. HUNT,

IN THE

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AT EIGHT O'CLOCK.

Talk About Booming!

I AM ONLY THREE WEEKS STARTED, and am working overtime. All my old customers are rallying around me again, and many NEW ONES. When I say I am going to lead, I mean that if low prices and superior workmanship will do it I am to the front. Orders left with me will be done promptly. Orders by mail promptly attended to.

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Ch'town, March 31, 1892—eod & wky

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