

Board of Health.

At an adjourned meeting of the Board of Health held in the Council Chamber last evening, a report was read from the Health Officer as follows:—

CHARLOTTETOWN, Sept. 4, 1885. To His Worship the Mayor and the Board of Health of the City of Charlottetown.

GENTLEMEN,—I beg to inform you that, in accordance with my instructions, as set forth in a resolution passed by your Board at its meeting held August 25th last, I have visited the places mentioned therein, and have to report as follows:—

1. GRAFTON STREET SEWER.—Visited August 26th. It was pointed out to me that this sewer has its origin upon the premises formerly known as Dawson's Tannery, and that from thence it crosses Grafton and Rochford Streets obliquely to reach a point at the southwest corner of these streets, from thence along Grafton Street to the west side of West Street, and from thence to its outlet at the southern extremity of West Street, a few feet below high water mark. At the corner of Grafton and Rochford Streets there is a boxed ventilating shaft, about six feet deep, opening into the sewer. At this point I found that the sewer had a solid floor, which was covered with a slight deposit of mud, without smell or other indication of anything foul or noxious. Below this point several branch drains from the premises on the north side of Grafton Street empty all the waste water from the houses into it.

At the time of my visit the mouth of this sewer, which is about a foot square, and as far up the drain as could be examined with a shovel, was filled with a deposit of soft black mud, emitting, upon slight disturbance of it, a most offensive and noxious odor.

2. CHARLOTTETOWN JAIL SEWER.—Visited Aug. 26th and 31st. This sewer starts from the west side of the jail, at the depth of about four feet below the surface. Earthenware pipes of about ten inches diameter are laid along the entire length of the sewer, until near the outlet at the western end of Richmond Street, when it terminates in a wooden conduit about twelve feet long and one foot square, at the distance of a few feet below high water. The sewer receives the excreta from one private water-closet in the jail, and all its waste-house water.

The condition of this sewer, at its outlet, was precisely similar to that of the Grafton Street sewer. Upon the removal of the plank which covered the drain at its outlet, a deposit of black mud was seen so to fill it as to admit of but a very slow oozing of the mere liquid portion of the drainage. The smell was odious.

In my opinion, these two sewers, whose outlets are so near together, should not be permitted to discharge their drainage on the flats, at the junction of Richmond and West Streets, as they now do. While of their present capacity at their outlets, and lying at their present level, they are liable to be constantly blocked by the backing up of their contents by the action of the tide, and thus to become rather reservoirs of filth than to be efficient drains, and therefore to be sources of dangerous pollution of the atmosphere by the formation of sewer gas.

The authoritative rule regarding all sewers running toward tidal waters is, that their outlets should be at or below low water. Owing, however, to the long stretch of flats which lies between low and high water in this locality, I do not think that these sewers could be extended to low water for want of sufficient fall.

In view of these facts, I have to recommend either that they be ordered to be inspected by a competent Engineer, with the object of having them enlarged and extended to low water, or as far in that direction as is practicable and safe, or that they be ordered to be at once properly and completely closed.

3. THE DRAIN LEADING FROM THE REAR OF THE ST. LAWRENCE HOTEL. Visited Aug. 27th. Information was given to me that a number of smaller drains, viz.: one from the cesspit of the Engine House, two or three from the houses on Great George Street, which back upon the yard common to them and to the hotel, and from a pump in the yard—all empty themselves into the drain in the rear of the hotel. Near the pump there is a ventilating shaft about four feet deep opening into the sewer. This shaft is guarded by a grate, and receives the surface drainage of the yard. From this point the sewer runs from the rear to the front of the hotel on Water Street; it then crosses Water Street diagonally to reach the south-east corner of Great George Street, from whence it diverges in the direction of the west side of the Steam Navigation Company's Wharf, where it terminates at a few feet below high water mark.

At the time of my inspection the mouth of this drain, which is about a foot square, was concealed beneath the shore mud, by which it was choked. At my request the City Surveyor caused it to be uncovered, and upon the removal of one of the planks which roofed the drain, it was found to be filled with black offensive slush.

I have to make the same recommendation regarding the sewer, as is made regarding these previously reported upon.

The cesspit pertaining to the Engine House should be at once cleaned and filled with fresh earth, and a proper earth closet should be provided.

4. LORD'S WHARF.—Visited Aug. 28. I found that every reasonable effort was being made to abate the nuisances complained of, by the removal of the offending matters. The complainant expressed to me his entire satisfaction with what was being done.

5. GOVERNMENT POND.—Visited Aug. 26th and 31st. At the time of my first visit the dam was seen to be broken down, and the sluice at the bridge was open. It being low water, the bed of the pond was bare, with the exception of the small winding channel along which the stream from Spring Park was flowing without obstruction. The bed of the pond was moss-covered, and no trace of evidence of atmospheric pollution presented itself, with the exception indicated below. At my second visit, at high water, the tide covered the greater portion of the pond; and it is my opinion that, so long as the unobstructed flow of the tide is permitted through the culvert under the bridge, a satisfactory sanitary condition will be ensured.

The drainage from a sewer opening on the west side of the pond, near the bridge, was seen to be spread over a considerable area of the flat bed of the pond, and unable to find its way to the

channel, for want of sufficient fall. The

conduct of the sewer should, by all means, be extended to the channel, and the sewer should be frequently and thoroughly flushed,—matters of no great difficulty, but of great sanitary importance.

I cannot conclude this report without remarking generally upon the deplorable and very unsanitary state of this city, with regard to the disposal of its sewage. The sewers now reported upon are but a few among many of a similar character which exist in the city. To leave them as they are is undoubtedly to jeopardize the health of the citizens, many of whom are so frequently complaining, and not without sufficient reason, thereabout. To close them is but to remove the dangers and nuisance caused by such imperfect sewers, and to create dangers and nuisances of equal, if not greater magnitude, elsewhere. That is to say: the premises which are being cleared of their waste by these sewers, (which have indeed been constructed at very considerable cost to the parties concerned) must, by closing them, be rendered insufferably unwholesome and unclean, for want of proper drainage. And it is just here where the difficulty lies under the present state of civic legislation. On the one hand, our civic laws very properly forbid that citizens shall keep fifty yards; they also very properly disallow the use of deep cesspits for the accumulation of sewerage; but, on the other hand, they make no public provision, neither do they accord any private right or privilege for the construction of orderly, efficient, and permanent drains or sewers, by the only possible channels, on the surface or beneath the surface of our streets. The only apparent solution of the difficulty is, that the city be subjected to an accurate survey by a competent Engineer, with the object of reporting to the civic authorities for their decision upon a proper system, whether of surface or underground drainage. Certain main sewers and principal branches, where most needed, might then be constructed at the public expense, and connections permitted to be made, under proper restrictions and regulations, at private expense if need be.

By this means the value of property would be greatly enhanced, and such nuisances as are now so frequently complained of, and are causes of disagreement and litigation, but are almost if not quite impossible of abatement at present, would be entirely obviated. To my mind the preservation of the reputation, peace, comfort and health of the city demands the early adoption of some such measure as that now indicated. Efficient water supply, however important, is by no means of greater importance than efficient drainage as a question now demanding prompt decision; and of these two pressing questions of the day my own opinion is that the latter is, in a sanitary point of view, more urgent and pressing than the former.

I am, gentlemen, Your obedient servant, RICHARD JOHNSON, Health Officer.

It was moved by Councillor Horne and seconded by Councillor McRae that the report of the Health Officer be referred to the committee that was appointed at the previous meeting of the Board of Health, to act as they deem necessary. The resolution was carried unanimously, and the meeting adjourned.

City Council.

An adjourned meeting of the City Council was held last evening. Present: The Mayor and all the councillors.

The following committees were appointed, viz:—

Tender Committee—Councillors McRae, Douse and Horne.

Truck Committee—Councillors Curtis, Horne and McRae.

Public Property Committee—Councillors Morris, Curtis and Davy.

It was moved by Councillor Horne and seconded by Councillor Douse—

Resolved, that Tenders be called for lighting the streets of the City of Charlottetown for a term of one or more years, the contract to commence at the expiration of the present contract with the Charlottetown Gas Co.—Carried.

It was moved by Councillor Davy and seconded by Councillor McLean—

Resolved, that the well known as Quirk's be bricked, cemented and properly puddled with pipe-clay.—Carried.

It was moved by Councillor Douse and seconded by Councillor Horne—

Resolved, that Tenders be called for supplying the City with one hundred tons of Picton or Cape Breton round coal, tenders to be received till Monday, 14th inst., at noon.—Carried.

A letter was received from Chief Justice Palmer, threatening the city to take proceedings against them if the nuisance at Love's Tannery is not abated.—Letter was ordered to lie on the table.

Councillor Morris moved, and Councillor Douse seconded, the following resolution:—

Whereas, at a meeting of the City Council, held on the 24th of August, a resolution was passed, empowering the Mayor to enter into a contract with a company to furnish a certain number of hydrants to supply water for fire purposes; and

Whereas, it is the opinion of this Council that the Mayor should not have the power to enter into any contract without submitting said contract to City Council for their approval: be it therefore

Resolved, That the Mayor do not sign any contract with any company for supplying the city with water for fire or any other purpose, without first submitting said contracts to the City Council for their approval.

The Mayor refused to receive the resolution on the ground that as Councillor Morris had given notice that he would move for the reconsideration of the motion of 24th August, at the next regular meeting, it would be out of order to consider the resolution now offering. His Worship then pointed out to the members of the Council that if they wished to stay proceedings on the resolution of 24th August, it could be done by passing a resolution to that effect.

It was then moved in amendment by Councillor Davy, seconded by Councillor McLean.

Resolved, That the Mayor do not enter into any contract with the Charlottetown Waterworks Co., until after the question of reconsideration at the next regular monthly meeting of this Council. Carried.

The meeting then adjourned.

FRUIT.—Apples, lemons, oranges, pears, grapes, etc., ex Ulunda, from Boston. A. McNeill, auctioneer.

The P. E. I. Subway.

A meeting of some of our principal citizens was held at the Legislative Library yesterday afternoon at four o'clock, at the invitation of Senator Howland, to hear the explanation of R. H. Bull, Professor of Civil Engineering in New York University, the President, and Hayden H. Hall, Secretary of the New York Submarine Tube and Tunnel Company, with respect to the proposed subway between Capes Traverse and Tormentine. Mr. Howland, in a few words, introduced these gentlemen. Mr. Hall, who is a practical Marine and Mechanical Engineer, then placed on the table his model, and in a very lucid manner explained it.

The distance between the Capes is about 8 miles, and at each side he proposed to build out piers to within 150 feet of the board ice, and then start his tunnel across the intervening space, which would be something over four miles.

The tube is to be 16 feet in diameter, sufficient to receive a locomotive and train of 4 ft. 8 in. cars, which is the gauge of the continent. This tube is built in five sections, of 10 feet in length and 3 inches in thickness, bolted together at the flanges with 1 1/2 inch bolts of 16 to a flange of each section. This, when put together, will weigh two and a half tons to the running foot, and when lined with one foot of concrete, as proposed, six and a half tons. The metal is anti-corrosive, and consequently will not rust. His system of laying the tube, for which a patent was issued this year in the United States and Canada, may be described as follows:—He has a floating caisson, 30 feet long, 16 feet wide, and 24 feet high, the bow of which is sharpened like a double mould board plough, attached to which is also a device to which a chain is attached to an anchor. This is verily a floating air and water tight workshop, with a ventilator above the water. When the first ten feet of the tunnel is built in sections, as before described this caisson is backed in to receive it. The tube is passed into it in the same way in which a stove-pipe is passed into a stove in the floor or a case in the chimney. This is made watertight with elastic packing around the tube. Inside this portable work-shop is hydraulic lifts of four thousand horsepower for pushing forward the caisson, as also a twelve horse power engine lifting crane, etc. As each section is finished the caisson is moved forward, and thus the work proceeds until the river or strait is passed. In the end or shore end of the tube is laid the railway track on which a locomotive runs to bring in the men and material.

We noticed amongst the gentlemen assembled His Lordship Bishop McIntyre, ex-Governor Haviland, P. Blake, M. P. P., Messrs Owen, Ings, Dawson, Findley, Beer, Warburton, Cundall, Bill, Lawson, DesBrisay, besides the Hon. Messrs. Sullivan, McLeod and Ferguson, and D. C. Martin, M. P. P. The impression seems to be almost universal that Mr. Hall's explanation showed that the project was both feasible and practicable. He also said that he would report on the cost in a short time to Senator Howland, which, no doubt, would be laid before the public.

We think the Senator deserves credit for his energy in working up this matter, and laying it before the people. We learn that it is his intention to hold meetings in the different parts of the Island to explain his project as soon as he receives the above-named report.

Maud S. Fails at Providence.

TROTTING A HALF MILE IN 1.03 1/2, BUT BREAKING BADLY ON THIRD QUARTER.

The seven people who went to Narragansett Park, Providence, on the 3rd inst., came very near witnessing the most remarkable trotting event that ever took place in America. Maud S. was started to break her Cleveland record of 2.08 1/2. She trotted the fastest quarter mile and the fastest half mile ever covered, but an unfortunate break just past the half mile pole spoiled what would undoubtedly have been a great performance.

Great interest was manifested in the trial all through the state, and the attendance at the park jumped from 500 to 7,000 in a single day. The strong wind and chilly air was against the mare, and Mr. Bonner would not have started her had he not been unwilling to disappoint the vast crowd.

Late in the afternoon she made her appearance, W. W. Blair holding the ribbons. After joggling around the track a couple of times, doing a little speedy work past the stand, she was given a warming up mile in about 2.40; then she was taken to the stable, rubbed down and prepared for the trial. Johnny Murphy made his appearance on the track behind the runner Longman. Then, as the sun was getting low and the air chilly, but the wind less brisk, the mare appeared, and Blair, without any preliminaries, came down at a comfortable gait for the work. The runner was rather too far in the rear to help much on the first quarter, which Maud S. covered in 33 seconds. On the backstretch, from the quarter to the half, there is a straight course for a quarter of a mile, and along this the Queen of the Turf flew like a cannon ball, while the spectators held their breath in wonder. The watches showed that she did the quarter in the miraculous time of 30 1/2 secs. and the half in 1.03 1/2, the fastest half mile ever trotted. When just past the half at the turn Blair's fingers slipped and the mare went off her feet. Blair pulled her down quickly, but she had lost several seconds and the mischief was irreparable. The third quarter was made in 37 1/2 seconds, and by the time she had reached the pole and swung into the stretch she had fully recovered her form, and was coming like a whirlwind, with the runner rushing close behind. Without any further urging she went under the wire in 2.13, having trotted the last quarter in 32 seconds.

Had she covered the last quarter in 33 1/2 seconds, as she would undoubtedly have done without the break, the mile would have been made in 2.08 1/2, but she was loudly cheered on what she had accomplished, and was led to her stall, Mr. Blair following behind with two mammoth floral horseshoes, one presented by the Narragansett Association and one by a company of ladies.

WE have just received from New York a quantity of the above Machines. These Reapers have five rakes instead of four, and our experience with the five-rake Reaper, for the past five harvests, in all kinds of grain—light and heavy, long and short, standing and lodged,—has satisfied the farmers that it is a very great improvement over the four-rake Harvester.

Farmers in want of a good American Harvester will find it to their advantage to call and examine for themselves.

A. HORNE & CO., 155 Upper Queen Street. August 14, '85—wky 41

SUBSCRIBE FOR THE WEEKLY EXAMINER. The latest local and foreign news can always be found therein. Grafton Street, Aug. 10, '85.

SHIPS' CHRONOMETERS.

THE Subscriber, having just fitted up

A Transit Instrument,

for the purpose of ascertaining

TRUE TIME,

is enabled to undertake the rating of Ships' Chronometers, and parties having any business in this line need not send off the Island, as heretofore.

Satisfaction Guaranteed.

E. W. TAYLOR,

Watchmaker & Jeweler,

South of New P. O. Building.

Ch'town, Sep. 8—3i wky pat

AUCTION SALE.

APPLES, ORANGES, LEMONS, PEARS, GRAPES, &c., to-morrow, Wednesday, Sept. 9th, at 11 o'clock.

A. McNEILL, Auctioneer.

Sept. 8, 1885.

NOTICE.

I DESIRE to state, for the information of those who may be interested, that having received a situation as tuning instructor in the Halifax School for the Blind, I shall be unable any longer to attend to the pianos committed to my charge. I desire also to express thanks for patronage extended to me.

D. M. REID, Ch'town, Sept. 8th, '85.

Schooner For Sale.

THE Undersigned, administrator of the late Archibald McLaren, of Montague Bridge, hereby gives notice that he will sell, by Public Auction, at Gault's Wharf, Montague Bridge, on THURSDAY, 24th instant, the schooner

"MINNIE MAY,"

59 tons register, built 1st May, 1885, of the very best material. The vessel is well found, new sails, anchors and all ships' tackle, ready for sea. Sale positive. Terms, cash.

For further particulars apply to Messrs. McLean, Martin & McDonald, Solicitors, Charlottetown.

Dated at Montague Bridge, P. E. I., this 2nd September, 1885.

WILLIAM McLAREN, Administrator, &c.

Sept. 2nd—2aw tl sale

ST. PETER'S GIRLS' SCHOOL

WILL BE RE-OPENED

On Monday, 14th instant,

AT 10 O'CLOCK,

Under charge of MISS ROSA DESBRISAY, to whom application may be made for all particulars.

Sept. 2nd, 2wks

Vessels For Sale.

THE fast-sailing pink "HECTOR," 35 tons (carries 60 tons coal) will be sold low for cash. This vessel was thoroughly new-topped in '82, and is in all respects a good vessel.

Also, for sale the Schr. "PRIMROSE," 32 tons.

Both these vessels can be sent to sea without expense. Apply to PETER PAINT & SONS, Port Hawkesbury, C. B., Sep. 2, 3w

CHAIRS, CHAIRS.

THE only place in the City to get All-Hardwood Chairs (Island make) is at

GREEN'S FACTORY

Common Single Backs, 45 cents

Double Backs, 70 cents

Flow, Double Backs, \$1.00

Oak Back Dining, \$1.00

Rocking Chairs, in Arm and Nurse.

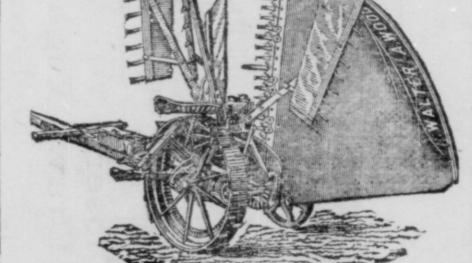
Great George Street,

next door to W. E. DAWSON'S.

THOMAS GREEN.

Ch'town, Aug. 26—1mo pat

Walter A. Wood's



American Reapers and Mowers.

WE have just received from New York a quantity of the above Machines. These Reapers have five rakes instead of four, and our experience with the five-rake Reaper, for the past five harvests, in all kinds of grain—light and heavy, long and short, standing and lodged,—has satisfied the farmers that it is a very great improvement over the four-rake Harvester.

Farmers in want of a good American Harvester will find it to their advantage to call and examine for themselves.

A. HORNE & CO., 155 Upper Queen Street.

August 14, '85—wky 41

SUBSCRIBE FOR THE WEEKLY EXAMINER. The latest local and foreign news can always be found therein.

W. R. BOREHAM

—WILL—

For a Few Days Longer,

—GIVE—

A Discount of 20 per Cent.

on his stock of Boots and Shoes purchased from now until that date (rubber goods excepted.)

This is a Genuine Reduction, in order to make room for fall goods.

FOR CASH ONLY.

Remember the place:

Sign of the ELEPHANT,

Grafton Street,

Charlottetown.

September 1—tu, fri tf

MOLASSES.

THE Subscriber offers for sale to the trade

500 Puncheons Choice Barbadoes Molasses,

Cheap for Cash or Approved Paper.

OWEN CONNOLLY,

Ch'town, Aug. 28—4wks tue & fri

A. H. B. MACGOWAN,

Auctioneer, Commission Merchant and

General Agent.

HAS removed to premises of William Deed, Esq., who has retired from business. In addition to the line of Commission and General Agency heretofore done by him, he is prepared to conduct Auction Sales of Real Estate, Bank and other Stocks, Household Furniture, Horses, Carriages, Fruit, General Merchandise, &c., at rooms or elsewhere to suit customers.

Ch'town, Aug. 27 1mo tu th sat wky

FLOUR, CHEAP

Matchless,

Kent Mills,

AND OTHER CHOICE BRANDS

VERY CHEAP

—AT—

BEER & GOFF'S.

August 20.

SOMETHING NEW.

Boston

Brown-Bread

Preparation.

TEN CENTS PER PACKAGE.

Will make a fine loaf of Genuine

Boston Brown Bread

WORTH TRYING:

For Sale at

BEER & GOFF'S.

August 20.

CONBA BRAND CEYLON TEA

Something Extra!

In Original Quarter-Pound

Tin-foil Packages.

Souchong, 18cts. a Package.

Pekoe, 22cts. a Package.

These Pure Teas are

Worth Drinking.

FOR SALE AT

BEER & GOFF'S.

August 21, 1885.

SURPRISE,

Extra Dry Hop Yeast

for making Sweet Bread. For Sale at

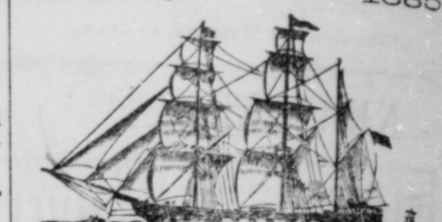
BEER & GOFF'S.

August 21, 1885.

London and Liverpool.

REGULAR TRADERS

FALL, 1885.



BARKENTINE

"EREMA,"

P. LEDWELL, Commander,

WILL SAIL FROM

London for Charlottetown, direct

About the 20th SEPTEMBER.

—ALSO—

Brigtn. 'ZERELDE'

L. KICKHAM, Commander,

WILL SAIL FROM

Liverpool for Charlottetown, direct,

About the 15th SEPTEMBER, and Bark

"MOSELLE,"

R. RENDEL, Commander,