

THE DAILY EXAMINER.

APRIL 22, 1884.

The Waterworks Petition.

WE publish, to-day, by request, the petition against the passage of the Bill to Incorporate the Charlottetown Waterworks Company. While the rejection of the Bill is to be regretted, it is pleasing to note the many indications there are of renewed interest in the Waterworks question. The reasons advanced by the petitioners may be accepted as the very best that can be advanced by the anti-Waterworks party. It will be noticed that they are not backed up by a large body of citizens.

Lobster Fishing.

WE hope the information that reaches us is correct, that there seems a fair probability of lobster packing paying better this coming season partly—because prices took a favorable turn in last fall's shipments and there seems no present reason why the advance should not be kept up, and partly that the business is regulating itself for the better by the larger establishments buying up the smaller, and consequently making sure that a thoroughly reliable brand will be put on the market. Of course, we speak of our own Province only. An influential petition to the Minister of Marine and Fisheries, which we noticed at the time, has done considerable good in having the proper basis of the industry recognized. It yet remains to have this very important outlay of money and enterprise secured against encroachment on its fishing area; and we hear that the proper officer has been laying off the respective sea spaces.

Winter Communication.

THE winter is gone; let us prepare for winter. It has lately been demonstrated that the Northern Light is worse than useless until the northern ice has left the Straits. It is safe to say that within the past three weeks thousands of dollars have been spent and lost by passengers waiting vainly for the Northern Light, while quantities of freight are stopped at Pictou; and it would have been better for the country and its trade had the Northern Light not moved from Georgetown harbor until this date. Indeed, experience is proving that, though great advantages are derived from the Northern Light, and though still greater may be obtained from a more suitable steamer to ply between Georgetown and Pictou while navigation is open, and even while the ice is floating about in clumps, the Capes route is the only reliable route after the heavy field-ice has formed, and until it has departed.

In opening the Capes route the Government are therefore on the right track; and we hope that while maintaining steamers at the eastern end of the Island, they will do their best to urge forward, rapidly, the work all along the line between County Line and Amherst.

Between County Line and Cape Traverse there is now comparatively little remaining to be done. Under the supervision of Mr. Conner, a splendid pier has been constructed at Cape Traverse, and the road bed to County Line is almost ready for the rails. We regret that the road from Cape Tormentine to the Intercolonial railway is not as near completion. We are informed that only about twenty miles of the railway have been graded; and nothing whatever has yet been done towards the construction of the pier, excepting the granting by Parliament of \$150,000 for that purpose. It is probable that the pier will not be built until next winter, and that the railway from the Intercolonial will not be extended further than Port Elgin—a little more than half way—this year. We regret that the Cape Tormentine Branch is not under the control of the Government; for we fear that as it is there will be delays and inconveniences to the detriment of the interests of the public.

As to the portion of the route lying between the Capes, the experience of the past season has again shown that a small, stout, easily handled steamer, under competent management, is all that is now needed, in addition to the present equipment, to render it passable on almost every day of winter. The steamer should have been put on years ago; it is hoped that she will be put on next year.

Small Fry.

WE are requested to mention that about one and three quarter millions of artificially hatched salmon fry, propagated at the Dunk River propagating establishment, are expected to be ready within the next ten days. They are believed to be of perfect vitality, but were hatched under great discouragement, the breaking away of ice and other accidents, having more than once flooded the hatching house some feet deep and set the hatching traps afloat. No charge will be made this year for a sufficient supply of fry to persons who have riparian rights or claims to a suitable river, and who will relieve the Department of the small cost of transport and give verbal or other guarantee to protect the young salmon until they come to maturity. The care of these artificially begotten fish is interesting both from a scientific and pecuniary point of view. The fry must be distributed within a week of their birth,—that is to say before the 10th or 12th of May. Applications for parcels of six to ten thousand, for suitable streams only, had better be made at once to Henry

Clarke, Esq., Overseer, Dunk River Salmon Hatchery, P. O., Lower Free-town; or Mr. Duar, Inspector of Fisheries, P. O., Alberton, (or within the above date address Charlottetown), and such applications will, no doubt, receive favorable consideration.

The Waterworks Question.

TO the HONORABLE THE LEGISLATIVE COUNCIL in Parliament convened.

The Petition of the undersigned inhabitants of the City of Charlottetown humbly sheweth:

That your Petitioners are aware that a Bill for the introduction of Waterworks into the City is now before you for adoption.

The said Bill is in relation to a question that has caused considerable agitation in our midst. The inhabitants having repeatedly declared against a scheme which they believe was under the plea of benefiting the public really for the personal advantage of a few interested parties principally in connection with another Corporation, who your petitioners are led to believe by the Bill now submitted, mean to utilize the excavations for water pipes for their own private purposes in realizing new pipes for the company in question. It will be readily observed in corroboration that the principle names in connection with the Bill now before you, are members of the said Company.

Your Petitioners object to the adoption of the Bill in question on the following grounds:

1st. The ratepayers of the city are totally unacquainted with the bill, the provisions of which ought not to be adopted by the Legislature until the citizens are made aware of its contents by its publication in the Press.

2nd. That no water or any other company ought to be allowed to excavate the streets, squares, etc., for the laying of pipes or any other purpose except by the permission of the city authorities under whose control the streets, etc., were placed by the Act of Incorporation.

3rd. The power conferred by the bill upon the shareholders will evidently create a monopoly in the management of the company detrimental eventually to the public interest.

4th. That on the introduction of a large quantity of water into the city without the necessary sewerage to carry it off, the health of the city may be seriously endangered. The company should be forced under these circumstances to provide the necessary sewerage, if required, as good sewerage is considered absolutely necessary in cities of the size of Charlottetown by those most qualified to judge, the cost of which must entail immense expense upon an already overburdened corporation.

5th. The reports now submitted to the Department of Agriculture at Ottawa, from the various statistical officers appointed by the Dominion Government last year, prove conclusively that the death rate within that time from all causes especially that of bad water, is less in Charlottetown than any other city in the Dominion.

James Anderson, T B Alehorn, Patrick Breen, George Bruce, Charles Bines, William Brehaut, John Bowers, James Beales, G R Burrows, James Barrett, James Curtis, Thos Costello, John A Cameron, John Connors, Patrick Connolly, W P Colwell, Thomas Cooke, W M Coffin, John Clerklin, Henry Crabb, R A Cox, John Clements, John Coyle, Sr., John Coyle, Jr., Francis Coyle, John Connolly, James Crockett, Joseph Cealar, George Davison, Henry Davison, Augustus Down, Henry C Douse, William Dougan, Ben Davies, John Darrach, Michael Duffy, Simon Davies, John Drake, E Davy, G C Charles Davy, Andrew Doyle, Richard Duffy, Thomas Essary, James Eagan, James Edan, Michael Eagan, Patrick Eagan, Jas E Eagan, John Evans, John Fisher, George Foster, Isaac Godkin, John Griffin, John A Griffin, John L Godkin, William Gill, B Heartz, Charles Heartz, Peter Halloran, Ben Hooper, D L Hooper, Henry Hooper, David Hooper, James Hooper, George Hooper, George C Hooper, John R Hooper, J John Holman, John T Hartz, Alex Horne, Edward Hughes, J W Hodgson, James Herrill, John T Hobbs, James Harper, William Hawkins, R R Hodgson, John Jury, G G Jury, Richard Jewell, Michael Kelly, Terrence Keenan, Wm Ladner, Edward B Love, George Lawson, George Lewis, James Lewis, Richard Murley, Sam Morrison, Angus D Martin, J W Mitchell, Wm Murray, Nicholas Murphy, Thos Morris, Wm F Morris, Geo A Matthews, J Mackintosh, Edward Moore, Wm Mitchell, Wm Meikle, John Meikle, Samuel McRae, Jas McDon-ld, Donald McFadyen, Robert D Laren, John McInnis, Daniel McRae, John McIntyre, F McKenna, Daniel McKenna, Bernard McPhillips, John McPhail, John McCormack, John McQuillan, Angus Newbery, Jas Off-r, J B Pollard, E F Purdy, Richard Passmore, Wm Passmore, Wm Parsons, Thos Parsons, Robert Percival, L E Prowse, Michael Power, James Power, Paul Paoli, Jas Puncher, Sr., Jas Puncher, Jr., Fred LePage, Wm Pearson, J T Pearson, Henry E Robinson, J W Robertson, Henry Rackham, Charles Riley, Daniel Stewart, Thomas Smith, Caleb H Schurman, John Stentiford, Wm Smith, Thos Seller, Benj Seller, Joseph Steele, Henry Smith, Edward Sherry, John P Tanton, Wm D Tanton, Geo P Tanton, L P Tanton, Jas Towan, Charles Tinan, Patrick Trainor, Thos Taylor, Geo Seantlebury, Sr., Geo Thorn, Michael Walsh, Joseph Wise, Henry Warren, John G J Weldon, John Whar, J R Warren, Wm William Wyatt, George Way, Richard Williams, Lemuel Youker, John Voo.

JAMES GREEN, white, aged 17, was committed to jail in Bakersville, Mitchell county, North Carolina, on the 14th inst., for having murdered his cousin, Joseph Green, aged 16. The youths were in love with Miss Jeannette D. Birdsall, aged 22, a pretty blonde. Green was until recently deemed the favored suitor. Sunday before last, as he was promenading with Miss Birdsall, his cousin came up and offered the young lady his arm. To Green's chagrin, she withdrew her arm from his and took that of his rival. James walked off, probably thinking that this was done to tease him. He never spoke of it either to her or to his cousin. On the 14th, as he was again promenading with his sweetheart, his cousin Joe came up, and the performance of the Sunday previous was repeated. James was armed this time, and as soon as Joe took the girl's arm and marched off, he drew a revolver and fired. The ball entered Joe's neck, breaking it, and he fell dead by the side of the young lady, who fainted at the sight of the blood. The young man had borne good characters and had been bosom friends until they were enamored of Miss Birdsall. Jim Green was arrested to-day and arraigned for the murder.

A LARGELY attended meeting of manufacturers of white cotton was held in Montreal, on the 15th inst., in the office of David Morrice & Co., for the purpose of deciding the best means to be taken. It was fully discussed, and it was finally decided not to close the mills, but to curtail the manufacture until the surplus had been worked off. A committee representing the interests involved was appointed to make the necessary arrangements.

LETTERS TO THE EDITOR.

Why Not Speak Out?

SIR,—In yesterday's issue of the daily Patriot, I noticed among the local items one announcing that a "certain individual was brought to the mark" to pay a fine of \$100.00 imposed on him under the Scott Act.

Now, Mr. Editor, what I wish was done is this: why not put down the man's name and the facts. I am not ashamed of my name appearing in the columns of a newspaper. What does he mean by the "fugitive's better half"? Was it half himself? And again he does not adhere to the truth. I was not about the premises at the time; and it was my wife who paid them, not \$100, as he says, but \$104.80. I suppose the informers kept the balance for a night cap.

I am, yours truly, J. J. TRAINOR.

April 22, 1884.

The Grossest Indecency.

SIR,—The issue of the Patriot of last Saturday contains an editorial, avowedly written by the Hon. David Laird, which, for gross indecency, excels anything which has ever yet appeared in that journal.

Not only does he suggest that an assault be committed upon a leading member of the Government, but he actually justifies it, by comparing it to the Divine Redeemer driving the money changers from the Temple. I believe that Mr. Laird is the only man in this Province who would venture so to write. I would find hope so. Slander, evil speaking and lying—these I am accustomed to look for in the Patriot; but now the editor has advanced a step—in justifying an attack by a blackguard upon the Hon. Donald Ferguson. He suggests its repetition, and seeks to goad the offender to the commission of his crime by comparing him to the World's Redeemer! Comment upon this is unnecessary.

OBSERVER.

April 21, 1884.

The Waterworks Question.

"A case cited by 'Citizen' in reference to the introduction of gas into the city, is as strong an argument as we have seen used respecting waterworks. Previous to the introduction of gas, a party like unto the anti-water party, opposed the enterprise."—DAILY EXAMINER, April 18.

SIR,—If the writer of the above had gone on a voyage of discovery for the Northwest passage, and had laid his course for the South Pole, he would not be more mistaken than he is. His informant has led him completely astray.

I remember when the scheme for lighting the city with gas was proposed and the works got up; and no scheme proposed for any purpose ever met so quickly with public favor. Gas was said to be safe, clean, convenient, and above all cheaper than any other light whatever, and all this and much more was received without demur. I am bold to say if you search the papers of that day, not one word will you find of objection to gas, and when it was first seen in the shops it was a matter of wonderment and curiosity to the crowds outside. The writer continues: "To-day if a vote were taken on the removal of gas lamps from our streets and houses, those who would vote for their removal would be few indeed." If the writer had said churches, halls, printing offices and factories, I would perfectly agree with him in that. As for the street lamps they are so scarce and often so dull, they are of little use but to make darkness visible! Of the "houses" I have a word more to say. I know in one very short portion of one street, six houses, having from four to six burners, and after getting their second or third gas bill, the meters were sent back and the gas "voted" out. I know another in which were fourteen or fifteen burners, and in a very short space of time all were "voted" out. These cases were just after the gas was got up. How is it now?

From Stevenson's corner to James Dorsey's are eight shops, not one of them is lighted with gas. From Davies' corner to Dr. Dodd's, are twelve shops; seven are lighted with gas. From Apothecaries Hall to Walker's corner are eighteen; nine are lighted with gas. Here are thirty-eight shops; twenty-two have "voted" out the gas, and of the remaining sixteen, the greater part, "vote" it out at six, p. m. Now, sir, if this "is as strong an argument as you have seen respecting waterworks," you must produce a stronger argument next time.

I am, Sir, truly and most respectfully, Yours, CITIZEN.

Public Meeting at Belle Creek.

SIR,—According to notice, a large and influential meeting of the farmers and merchants of Belle Creek and adjacent settlements was held at Belle Creek School-house, on the 4th instant, to take into consideration the reports of Engineers relative to

HARBOR IMPROVEMENTS at the mouth of Belle Creek. The meeting was called to order by appointing Wm. Saunders to the chair, and the undersigned secretary.

On motion, Joseph Saunders read Engineers Reports, viz., Mr. McLaughlan's, of December 4th, 1879; Mr. Boyd's, of January 16th, 1882; and also correspondence accompanying said Reports, from Frederick de St. C. Brecken, Esq., M. P.; after which the meeting expressed great astonishment that such disparaging and exceedingly

INCORRECT STATEMENTS

as said Reports contained, would ever be laid before the Hon. the Minister of Public Works for consideration. The following resolution was then put to the meeting and unanimously adopted:—

Whereas, The reports of Engineers, respecting Belle Creek breakwater, having been fully considered, the meeting regretted to say that neither Mr. McLaughlan nor Mr. Boyd was prepared to give a correct report of said place, for the former was only at the shore for a very short time and held no survey; and the latter fell ill at Capt. McKenzie's, Flat River and did not get to the breakwater at all.

Therefore Resolved, That this meeting condemns said reports, and is ready at any time to prove them incorrect; the trade of the place with the Province, for the last few years, if nothing further could be produced,

would be sufficient evidence that said Engineers had reported incorrectly.

It was then moved and unanimously adopted, that Capt. Benjamin Bears, Joseph Sandeis, farmer, and Daniel McLaren, Esq., merchant, Flat River, be appointed a committee to transmit to the Department of Public Works, Ottawa, a copy of the report of this meeting together with such remarks as by them might be deemed necessary.

ABRAHAM W. COOK, Secretary.

Belle Creek, April 14, 1884.

Dynamite Shot with a Popgun.

COMPRESSED AIR FLINGING PROJECTILES FROM FORT HAMILTON TO FORT WADSWORTH.

(New York Sun.)

Three shots, one with a projectile weighing nineteen pounds and two with projectiles weighing seventeen pounds each, were fired across the Narrows on the 14th inst., from Fort Hamilton to Fort Wadsworth, with the new dynamite air gun. The gun is merely a seamless brass tube a quarter of an inch thick and forty feet long, with a four inch smooth bore. The propelling power is simply an air compressor, supplying about five hundred pounds pressure to the square inch. The projectiles used were four feet long. They were loaded with lead instead of dynamite, and feathered with a stick of wood not unlike a brass-covered ball bat.

The same gun, at the previous test, sent a 24-pound shot across the Narrows with 500 pounds air pressure, striking about fifteen yards short of the target at 20 degrees elevation. Another shot with the same pressure, at 25 degrees elevation, went five yards to the right of the target. These figures, however, have no significance as to possible accuracy, for the gun has not been fired often enough to give the requisite data for accurate aim. The projectile is new, the propelling force is new and the gun is new, so that many details are to be learned by experience; but the fact that a 24 pound shot can be sent across the Narrows with a pop-gun opens a wide field of possibilities when the use of increased air pressure and improved projectiles is taken into consideration.

The advantages claimed for the new gun, and now partly demonstrated, are simply stupendous. In the first place the ammunition is much cheaper than powder. In forts and on board of ship the steam power to compress air is easily available, and for field work the compressed air can be transported in flasks. The gun is not made dirty, and need not be cleaned. There is no smoke to reveal the location of the gun to the enemy, so that masked batteries may be planted with impunity. There is no more noise than is made by one puff of a starting locomotive. The propelling force can be measured as accurately as a gauge can measure, and the force of the ammunition does not vary with the dampness of the weather.

The gun costs only about one-twentieth as much as other guns of its range, and can be built in almost any machine shop. The Delaware Iron Works, which built the one used, yesterday, could turn out one like it every day in the year. In an emergency the entire coast could be studded with such guns in a few weeks. The propelling force used yesterday was only about one-fifth of the explosive force of gunpowder. But the gun can be adapted to a pressure of 2,000 pounds to the square inch, much more dangerous than a torpedo in the water, because it can be sent more accurately and more swiftly.

The next dynamite air gun to be tried will be a six-inch bore, and will throw a dynamite shot weighing 112 pounds. Such a shell, it is calculated, would destroy any ship afloat and dismantle a fort. The experiments thus far have been made with smooth bore, but later on a rifle bore may be used. Already some attempt has been made to rifle the feather of the projectile so as to secure accuracy of aim. It is not so necessary for the projectile to penetrate the object as with an ordinary shot, because it is the explosion of the dynamite, and not the concussion of the projectile, that does the execution.

The new gun looks very much like a telescope. In the vicinity of the experiments yesterday there were many of the old-fashioned big Dahlgren smooth-bore guns mounted in the fort. The contrast in the appearance of the two guns was as striking as that between the monitor and an old-fashioned frigate.

THE Keewatin Manitoba, plating mill is running night and day to fill orders. A large portion of the output is going out to the Rocky Mountain country, over the Canadian Pacific road.

To Builders & Architects.

SPECIAL QUOTATIONS given for this season for

BRITISH PLATE GLASS.

Windows and whole store fronts, all in one piece, at the "City Hardware Store."

NORTON BROS.

April 21—1w

AUCTION SALES

By A. McNeill, Auctioneer.

FURNITURE, &c., April 25th, at two o'clock, p. m.

UNCLAIMED GOODS, at Railway Freight House, April 26th, at ten o'clock a. m., (Eastern Standard Time).

SCHOONER "MARY CHARLES," at Peake's Wharf, No. 1, April 28th, at twelve o'clock, noon.

ROYALTY LOTS, on St. Peter's Road (near the city), May 1st, at twelve o'clock, noon.

MRS. COOMBS' HOUSE AND PREMISES, Great George Street, May 5th, at twelve o'clock, noon.

YACHT "CLARIBEL," at Peake's Wharf, No. 3, May 6th, at twelve o'clock, noon.

A. McNEILL, Auctioneer.

Ch'town, April 21, 1884.—1f

BIG FIRE! GREAT CLEARANCE SALE.

DURING the next few months, W. & A. BROWN & CO. will clear out, at greatly reduced prices, about

\$50,000 WORTH OF DRY GOODS,

the greater part of which was saved from the fire.

This is a positive clearance sale, as we mean to be ready for our new premises in early fall.

We trust our customers will not fail to find us out.

Remember the Place: Harvie's Old Stand, NEARLY OPPOSITE WATSON'S DRUG STORE.

W. & A. BROWN & CO. Ch'town, April 21, 1884. dy wklly

Hats. Hats.

REASONS why L. E. PROWSE sells the CHEAPEST HATS in the city:—

1st. Because he does not believe one man should pay double because another does not pay ANYTHING.

2nd. He buys in the best makers' best styles, buys for cash, and sells for cash.

3rd. He does not believe in the old rule—ask large profits and want to get rich too fast—but is satisfied with a SMALL ADVANCE ON COST.

4th. He buys carefully, has no dead stock, keeps the LATEST STYLES always on hand, and at the right time.

Come all, and be convinced that money can be saved by purchasing your Hats from

L. E. PROWSE,

Sign of the Big Hat, 74 Queen Street. Ch'town, April 15, 1884.—cod wklly

GREAT SALE OF

New Cottons.

We have just opened a large Stock of

ENGLISH AND AMERICAN PRINTS,

NEW SPRING STYLES,

Received Before the Advance in Duty.

We have an immense stock of

GREY AND WHITE COTTONS,

Purchased when the Cotton market was at the lowest point of depression.

Fleecy Cottons,

Sheeting Cottons,

Pillow Cottons,

TABLE LINEN AND NAPKINS,

Towels and Towelling,

TAPESTRY, SCOTCH AND BRUSSELS CARPETS,

And other House Furnishing Goods.

WHOLESALE AND RETAIL

CHOICE TEAS, VERY CHEAP!

By the Chest, Half-Chest, and Quarter-Chest. Also, in Packages of 5, 10, 15 and 20 pounds.

GEO. DAVIES & CO.

Ch'town, Feb. 11, 1884.

Charlottetown Boot and Shoe Factory.

OUR MAKE OF

BOOTS AND SHOES ARE MADE OF SOLID LEATHER,

And give great satisfaction throughout the Island.

The Best merchants sell them, and when buying be sure and ask for our make.

DORSEY, GOFF & CO.

Ch'town, April 12, 1884.—cod wklly