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NEW SERIES.

CHARLOTTETOWN, P. E. ISLAND, WEDNESDAY, MAY 7, 1890.

VOL. 25.—NO. 127

## WEEKS & BEER,

QUEEN STREET, CHARLOTTETOWN, P. E. I.,

Importers of British and German Dry Goods,  
MILLINERY, SMALLWARES, &c.

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Additional to our General Stock are being daily received from the different sources of production, and will be offered Wholesale only at a small advance on cost.  
Charlottetown, April 19, 1890—dy 1m

## B. S. DAVIES & CO.

Merchant Tailors.

(o)

WE HAVE A LARGE STOCK OF WOOLENS, in Suits, Overcoatings and Trouserings, suitable for Spring and Summer wear, at the lowest possible prices for Cash.

MR. McDONALD, for the past six years (previous to coming with us) of Boston, where he acquired a thorough knowledge of his business, has charge of our Tailoring Department. As a Cutter of correct styles of Garments, Mr. McDonald has no superior in the Lower Provinces. He has given our customers the very best satisfaction. Men who care to dress well can make no mistake in giving us a call.

Three Cases CHRISTY'S BEST LONDON HATS just opened MEN'S FINE NECKWEAR, DRESS-SHIRTS and UNDERWEAR; Lot of BOYS' SUITS low to clear.

B. S. DAVIES & CO.,

Ch'town, March 25, 1890.

CAMERON BLOCK.

## Our May Bargain

(x)

A TEAPOT GIVEN AWAY FREE WITH EVERY FIVE POUNDS OF TEA.

(x)

WISHING to introduce our TEA into every household in the country, we will, during the month of May, offer a special inducement to CASH BUYERS.

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To every person buying 5 pounds of Tea, at either 24c., 28c., or 32c., per pound, we will present FREE OF CHARGE a good medium-sized Teapot.

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We do this on account of having a large stock of Teapots on hand, and also wishing to have our TEA introduced, knowing that if it is once tried we will have your trade afterwards.

You will find that you will save money by buying your TEA from

BEER & GOFF,

Ch'town, May 1, 1890—dy wky

Queen and King Square Stores.

## BAR IRON & STEEL

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The "Erema" left Liverpool for Charlottetown last October, and is expected here shortly. She has on board for us nearly 100 Tons of Bar Iron and Steel, which will be sold low on arrival.

NORTON & FENNELL.

Charlottetown, April 17, 1890—dy 2aw wky

### HOUSE OF ASSEMBLY.

MAY 1.

House in committee of supply. On the item Executive Council \$400.—

Mr. Farquharson made a few comments, and Mr. Peters attacked the Hon. Donald Ferguson as the black sheep of the Government.

Hon. Donald Ferguson retorted that he would rather be a black sheep in the Government than a black sheep in the country, and that something more would probably be heard about that "black sheep." He argued that our financial position is just as good now as it was four years ago. He quoted the language of the Committee in Council, in which the right of the Province to a grant of \$20,000 a year was conceded, the law by which that right was conceded and the words of Sir Richard Cartwright in opposition to our claim.

Mr. Farquharson excused Sir Richard on the ground that he represented an Ontario constituency, and contended that the addition of \$20,000 a year to our subsidy was obtained by the exertions of Mr. L. H. Davies. He held that justice had not been obtained by the Island because the Government of the Island was in sympathy with that of the Dominion.

Mr. Bell said that a reduction of the Legislature from nine to five would be in order now, and that mileage should not be charged by members going to Council.

Mr. Peters pointed out that Sir Richard Cartwright stated that he had no intention to oppose the grant to Prince Edward Island and that our representatives in Parliament had advocated the claims of the Province.

Hon. D. Ferguson quoted from the speech at Ingersoll as follows:—

"Further, the Government had opened the door wide to all sorts of demands on the part of the Province by granting half a million dollars to the Province of Prince Edward Island in utter defiance of the terms of the compact entered into between the several Provinces at the time of Confederation."

Sir Richard Cartwright had made in Parliament a very different statement, showing that he was both hypocritical and dishonest. It was very well for our representatives to say when the vote was before Parliament—after the claim had been conceded by the Government—it was all very well for them to say then that they were entitled to more money; but what did they say before that? They said that the Province was not entitled to a dollar. Now Mr. Peters was claiming credit for them!

On the item providing for Education.—Mr. Yeo contended that a third Inspector of Schools was required. It was, he said, impossible for two men to do the work.

Mr. Bell wanted to know why the appointment of the third Professor of the Prince of Wales College was so long delayed.

Mr. J. R. McLean also thought the Government had been very remiss in their duty in this respect. He opposed the idea of obtaining a Professor of Agriculture and Chemistry, and contended that the Government should appoint Mr. McSwain, of the Model School.

Mr. H. C. McDonald questioned very much the attainments of a graduate of McGill College who would be willing to come here for a salary of \$800 a year; and contended that one of our own young men should be appointed. He spoke very highly of the teaching ability of Professor Anderson.

Hon. Mr. Gordon said that the money expended upon education was not begrudged by the people, and that we should be proud of the work done by Prince of Wales College. But he objected to the statement that he found in the Report of the Principal of that institution, viz:—

"The standard of intelligence has been decidedly lower, the scholarship less accurate, and the acquisitions more unequal."

Are we to infer that our young men are intellectually lower than those who preceded them? Surely we are not already going backwards? He thought there must be some mistake in the press. He contended that our young men are even now equal to those of any part of Canada or the United States. He pointed out that while young physicians from the States were denied admission to practice in Germany, the young men of Canada were admitted on the same terms as those of Great Britain and other countries.

Mr. Bell said that he was in favor of the appointment of a professor who is capable of teaching the pupils and the people of the country the principles of agricultural chemistry. He could not account for Prof. Anderson's statement that the standard of intelligence of the youth is not so high now as it was some years ago—except that it might be that the schools were falling more and more into the hands of third-class and inferior teachers.

Mr. Peters pointed out that Professor Anderson evidently meant that the pupils came up to the College not as well prepared as they were in years gone by. He thought that to offer a first-class man, such as was required by Prince of Wales College, the paltry sum of \$800 a year was little better than an insult. We ought, he contended, to have first-class men in every department of Prince of Wales College.

Mr. Sinclair quoted from the report of the Superintendent of Education, and contended that the Government should get a competent person to fill the vacancy made by the death of Mr. Lepage, and a competent person they could not get for \$800 a year.

Mr. Shaw contended that the money expended upon Prince of Wales College had little beneficial influence upon the agriculture of the Province. The tendency of the teaching there had been to send our young men into the professions and away from the Province. Now that the land is cleared, it is time that attention was given to agricultural education and agricultural improvement. The pupils in our schools should, he thought, be taught the constituents of

the soil and materials which enter into the structure of our crops. It is the duty of the Government, while paying \$100,000 a year, to see to it that the rising generation are taught the principles of agriculture. He cited the examples of Ontario and Great Britain, to show the good results following agricultural instruction in the schools.

Mr. M. Lellan said that he would like to know what kind of a lecturer or professor we were going to have—what were to be his duties—is he to be stationed at the College or to be itinerant?

Hon. Mr. McLeod said that it was not the intention of the Government to get a man to go round to the schools. It was intended that the Professor should assist at Prince of Wales College, and occasionally give a course of popular lectures on agricultural subjects.

Mr. Farquharson drifted off into a commentary upon the debt of the Government Stock Farm and an attack upon Hon. Mr. Ferguson.

Hon. Mr. Ferguson discussed the question before the House, showing that the number of second-class teachers had increased, while the number of third-class teachers had diminished; so that if the standard of intelligence in our schools was lower now than formerly, the fact was due to some other cause than the class of the teachers.

The debate was adjourned.

Mr. H. C. McDonald asked the Commissioner of Public Works if it is the intention of the Government to open and complete this summer the Colville Road, leading from the Valley or Seikirk Road to County Line; also if it is the intention of the Government this summer to cut down Temple's Hill, on the Murray Harbor Road, and to raise the bridge at the same place; also if it is the intention of the Government to cut down the hill at or near the schoolhouse in the Green Marsh section of the Fourth District.

Hon. Mr. Bentley said that all those roads will receive the attention of the Government.

### EVENING SESSION.

Hon. Mr. McLeod presented a bill from the Legislative Council, amending the Act of Incorporation of the City of Charlottetown, which was made the order of the day for a second reading to-morrow.

House then went into Committee of Supply, Mr. John McLean in the chair.

The items for ferries and ferry steamers were first taken up.

Mr. Farquharson asked for information as to the repairs made to the steamers Elin and Southport; also if it was the intention to put on a third steamer. He complained that the accommodation on the West River Ferry was not sufficient, and said that the Commissioner of Public Works had allowed the work of repairs on the Elin to fall behind.

Hon. Mr. Bentley explained that it had been found necessary to make a good deal of repairs to the Elin. Besides repairs to her machinery, etc., she had been widened so as to carry two more teams, and everything that it was possible to do was being done to accommodate the people who had occasion to travel on her. Work on the steamer had been pushed with all possible despatch, the men beginning operations early in February. The Southport had undergone extensive repairs last year, and it was not necessary that she should receive much attention this year. Everything possible under the circumstances was being done to accommodate the people of West River. The sum of \$2,000 in the estimates would, he thought, cover the cost of the work on the steamers. He could not say that it was the intention of the Government to purchase a new steamer; and did not think it would be advisable to do so until something definite is arrived at with reference to the proposed bridge across the Hillsborough.

Mr. H. C. McDonald asked why the correspondence carried on by the Commissioner of Public Works, in reference to the survey for a bridge across the Hillsborough, was not brought down; also why certain statements of the running expenses of Southport Ferry had not been tabled. Both correspondence and statement were asked for some time ago, but had not yet been brought down. He thought that the time had arrived when it was necessary to provide better ferry accommodation for the people living on the south side of the Hillsborough.

Hon. Mr. Bentley said that the correspondence asked for would be brought down to-morrow; and that the statement would be furnished as soon as possible. With reference to the accommodation on the ferry, he said that last year it was better than ever it was before, and that it would be even better this year. He had heard little or no complaint since the Government took hold of the ferry. True, there was some little inconvenience this year owing to only having one boat; but that would be overcome so soon as the Elin was ready. The expenses of travelling on the ferry was, proportionately, the same as that on the railway. The fares had been reduced all round, and only half fare was charged for manure. He doubted very much whether if we had the bridge the cost of travelling would be any less.

Mr. Farquharson said that the delay in the work of repairing the Elin was chargeable to the Commissioner of Public Works, who had neglected his duty in that respect. The Government, he said, did not take hold of the bridge matter until the Opposition brought it up; but they introduced a subway scheme which made us the laughing stock of the world. He hoped that if the bridge were constructed there would be fair play all round.

Mr. McKay regretted the disadvantages under which the people on the South side of the Hillsborough labored with reference to ferry accommodation; but he felt sure that the Commissioner of Public Works was not to blame. He always found that hon. gentleman disposed to meet any applications for increased accommodation

more than half way, and he thought he was not to blame for the little inconvenience that exists at present. He asked the hon. member for West River to consider what the accommodation at that place was some years ago, and to compare it with that which it now has. He believed that the Government were disposed to deal out justice to the people of West River in the matter of ferry accommodation; that the Commissioner of Public Works was pushing the work on the Elin as hard as he could; and that even if a third boat were put on the hon. member would say it was an outrage. The hon. member when he was running his election some years ago, was favorable to the building of a bridge across the West River, but he did not get it. Later on, when the Sullivan Government gave the people of that place the bridge in question, the hon. member did all he could to prevent their getting it; and now his (Mr. Ferguson's) whole argument here to-night appears to be in the interests of the people of the South side of the Hillsborough. He had little or nothing to say in the interests of his own constituents.

Mr. Farquharson and Mr. McDonald followed, censuring the Government for not providing the ferry accommodation that was necessary; and Hon. Mr. Bentley replied, showing that the Government were doing everything they possibly could to meet the requirements of the people in the matter complained of.

Hon. Mr. Ferguson said that all the people on the south side of the Hillsborough were interested in the Southport Ferry. To them it was a matter of vital importance that every accommodation should be provided. The Government have made improvements on this ferry since they came into power, and will continue to make improvements. The steamer Southport, however, was not suitable in construction, and the Elin, while a very good boat, was not equal to the traffic on market days. The Southport assisted the Elin as much as it was possible to do on market days without inconveniencing the people of West River. The wharves on both sides of the river had been greatly improved; and he was pleased to hear that the Commissioner of Public Works was making arrangements for the erection of a waiting-room on this side similar to that on the other side of the river. And besides, the rates of travel on the steamers had been reduced all round. The Government voted for the subway across the Hillsborough, and the Opposition voted against it. He felt sure that if the Government let the contract for a bridge the hon. member for West River would say it was a ridiculous thing, as he has a habit of speaking in that way of matters not introduced by himself or his party. He then quoted from the speech made by one of the former members for Belfast (the late Mr. D. C. Martin) to show that the hon. gentleman considered the subway across the Hillsborough practicable, and urged upon his successor (Mr. Macdonald) the wisdom of imitating the course followed by Mr. Martin on that important subject. He was sorry that the Elin was not ready for the season's work; but he thought that the explanation of the Commissioner of Public Works, with reference to the delay, would be satisfactory. It was pleasing, however, to be assured that, although the Opposition would not allow them to build the subway, the estimate now under consideration, for the purpose of improving the ferry accommodation, would pass the House.

Mr. H. C. McDonald intimated that he was opposed to the subway scheme, as he did not consider it practicable, and said that he had spoken against it at meetings held in his district during the late campaign.

Mr. Ferguson, in reply, said that the hon. member was not troubled very much with modesty. He tells the House that he did not believe in the subway, and spoke against it at meetings in his district, which meetings were also attended by his hon. colleague (Mr. Forbes) who believed in the subway, and voted for it when it was before the House. But it is well-known that he (Mr. Macdonald) came into the House on the shoulders of his hon. colleague. The hon. member also says that the late representative of Belfast in the Legislative Council (Mr. Alex. Martin) did not get the telephone extended to Belfast, but that the Hon. Laird sent for him, and that it was through his exertions that Belfast secured that boon. The journals of the House, however, show who really gave that boon to Belfast.

Mr. Bell, Mr. Farquharson, Hon. Mr. Bentley and Mr. Shaw followed. The latter gentleman condemned the tactics of the Opposition in the matter of a bridge across the Hillsborough, and showed that the failure to get a subway there was due to the action of the Opposition.


Mr. Peters said that, with reference to the proposed bridge across the Hillsborough both he and his colleague had promised to see that a sum was placed in the estimates sufficient to cover the cost of a survey to ascertain the practicability of such a work; but the estimates had come down, and there was no such sum in them. This he did not think right. As for the tunnel or subway scheme, it was absurd and ridiculous. At the recent meeting in Lot 48, it was decided that the accommodation on the ferry be improved, and that, if a bridge were practicable, it should be built, providing it did not cost much more than the present cost of running the ferry. The Elin and Southport are old tubs and cost large sums for repairs. Let us see by actual survey if we cannot get some public work that will do away with this expenditure. Every member of the Opposition would support a vote for such a sum.

Hon. Mr. Ferguson in reply said that although there was no specific sum placed in the estimates for defraying the cost of the survey, that matter was fully covered by the other amounts placed there. He promised the electors to have a survey made with the object of ascertaining the practicability and cost of the bridge across the Hillsborough, with the fullest intention of having the work performed, although

his hon. colleague stated that he was a man who had no regard for what he promised. The items then passed.

After remarks by Messrs. Rogers, Yeo, McLellan and others, the House adjourned.

**If the Sufferers from Consumption, Scrofula and General Debility will try Scott's Emulsion of Cod Liver Oil, with Hypophosphites, they will find immediate relief and a permanent benefit.** Dr. H. V. Mott, Brentwood, Cal., writes: "I have used Scott's Emulsion with great advantage in cases of Phthisis, Scrofula and Wasting Diseases. It is very reliable." Sold by Druggists, at 50 c. and \$1.00.



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Genuine made by Scott & Bowne, Belleville, Salmon Wrappers at all Druggists, 50c. and \$1.00.

## NEW CROP SUGAR & MOLASSES

DUE here per Schooner "Josephine" about 10th May, direct from Barbadoes:

50 Hds. Choice Grocery Sugar.

150 (Pns. Bright Barbadoes (Bris. No assays.

For sale at lowest prices.

FANTON T. NEWBERRY.

may 2—dy 1w wky 21 pat sun jour.

## Boston Steamers.

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THE sailings are arranged for the month of May, as follows:—

From Charlottetown, Thursday, May 8th and Thursday, May 22nd.

Passengers will find Saloons, Staterooms and Sleeping Cabins fitted in best possible style for comfort and convenience, and an obliging and attentive staff of officers.

Freight carried at lowest rates, and Eggs handled with greatest care.

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may 2—dy wky

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ap 30—eod wky. pat

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## P. E. ISLAND RAILWAY.

NOTICE.

COMMENCING FRIDAY, 24th inst., and on following until summer time Table rates effect a special Passenger Train will leave Charlottetown at 9:30 a.m. daily (Sundays excepted) for Summerside, connecting there with Steamers for Point du Chêne; returning, will leave Summerside on arrival of Steamer from Point du Chêne, commencing Tuesday, 29th inst., this train will run through to Tignish, and return on Tuesdays and Fridays.

J. UNSWORTH, Superintendent.

Railway Office, Ch'town, April 24, 1890.

ap 24—m w t l May 21 wky pat 21