The Daily Examiner

MARCH 12, 1885.

Public Works.

A few days ago the *Patriot* had the temerity to institute certain comparisons between the expenditures of the Mackenzie Administration and those of the present Administration.

Upon these comparisons THE EXAMINER remarked:

"The fact is that more money was expended in building public works in this Province during last year than was expended during the whole five years Mackenzie, Laird & Company were in power."

This remark is pronounced by the *Patriot* to be "entirely false."

It is almost needless to say that we referred, not to the amount expended in the repair and improvement of old works, but to the money laid out in the 'building' of new works. To make good its statement that THE EXAMINER published that which is "entirely false," the *Patriot* has, however, been compelled to include amounts expended in the repair and improvement of the P. E. Island Railway. This is, in itself, significant of weakness.

After looking over the accounts of the respective years, we are willing to do more than we at first contemplated—we are willing that the McKenzie Government should receive credit for all that it expended in the actual erection of buildings on the P. E. Island Railway; and still we maintain that "in building public works in this Province," the present Government expended more money last year than the McKenzie Government expended during all the years they were in power!

Now to the proof.

The Public Accounts show that in 1874 there were expended on capital account charged to the P. E. Island Railway the sum of $46,086.63. But no less than $11.805,24 were the "expenses" of a certain "special commissioner"—a certain Mr. Thomas Swinyard—whom some of our readers will remember, and only $8,647.32 were laid out in the erection of buildings, the balance being set down for ballasting, grading, telegraph wires, etc. A useless "marine hospital" was erected at Souris in that year at a cost of $2,500; and on harbor improvements at Tignish, Souris and New London, $5,829,.20 were expended.

The actual building operations of 1874-5 were:

Railway buildings	$ 8647.32
Souris Marine Hospital	2500.00
Harbor improvements	5829.20
Total in 1874-5	$16976 52

In 1875-6 nothing was, so far as we can see in the public accounts, expended in the erection of buildings, and the only expenditure sfor building were,—

Harbor Improvements at New London,	$ 503 50
Harbor Improvements at Tignish,	4,557 50
Harbor Improvements at Souris,	20,000.00
Expenditure in building in 1875-6,	$25,111.00

In 1876-7 the sum of $200,000 is charged to our Railway on capital account. But of this amount, the following sums only were paid for "building":—

Machine Shop (Charlottetown)	$9,588 27
Car Shop, "	2,681 50
Blacksmith's Shop, "	1,101 64
Station House, Summerside	4,258 38
	$17,629 29

In addition to those amounts, $4,750 were expended in the improvement of Tignish Harbor, and $19,871.33 in the improvement of Souris Harbor—thus swelling the building expenditure of that year to $42,250.29.

In 1877-8, there were expended in building operations:

Souris Breakwater	$28,500 00
Malpeque Breakwater	9,281 00
St. Peter's Bay Improvements	1,754 30
Tignish Breakwater	320 07
Total expended in 1877-8	$40,855 37

Thus there were expended in building in P. E. Island in	1874-5.	$16,976.32
" "	1875-6,	25,111.00
" "	1876 7.	42,250.29
" "	1877-8,	40,854.37
Expenditure in building operations in the four years		$125,191.98

Now, in 1883-4 last year, there were expended in—

Building Cape Traverse Railway,	$130,663.38
Building Summerside Post Office,	2,053.03
Building Malpeque Breakwater,	3,584.72
Building Rustico Harbor Works,	4,135 50
Building New London Harbor do,	1,151.70
Building Wood Island Harbor do,	4,008 53
Total amount spent in building by present Government last year,	$145,596.86
Total amount spent by the McKenzie Government in four years	125,191.98
Excess of last year's expenditures	$20,404 88

Making ample allowance for the building expenditure in the parts of years during which the McKenzie administration was in power for which it is impossible to give the exact figures, we think that the statement of THE EXAMINER, which the *Patriot* declared entirely false, has been clearly proven.

CONCERT AT GEORGETOWN.—The school children of Georgetown will give a Concert, consisting of vocal and instrumental music, dialogues, etc, in the Georgetown Public Hall, on the evening of St Patrick's day. They have already given several very successful concerts, the proceeds of which have gone towards purchasing a library for their own use. The library now contains 250 volumes, purchased at a cost of $200; and as the proceeds of this entertainment will be used for the purpose of adding to it, we hope to see the Hall filled on St. Patsick's night.

LETTERS TO THE EDITOR.

Letter from Hon. D. Davies.

SIR,—I must ask for space in your columns to reply to Mr. Hackett's letter. It is refreshing to have to deal with a man who writes over his own signature when making personal charges. I agree with Mr. Hackett that, as representatives, he and Mr. Macdonald are what he calls "public property," and I may add that my acts, when a representative for King's, are subjects for fair criticism, but not for abuse. Now, with respect to Mr. Macdonald, I made no personal attack upon him. I simply stated a fact, viz.: that he is not the representative of the majority of the electors of King's, and I expressed the opinion that by not throwing up his seat and appealing to the people to confirm it, he had made a fatal mistake. I may be mistaken. "The Macdonalds" are very strong in King's County!

With regard to Mr. Hackett, the sting of my criticism on the position he occupies as one of the representatives of Prince County, was that he is a "non-resident and a hanger-on of the Canadian Pacific Railway." Perhaps I should not have said so, but he does not deny the "soft impeachment." I derived my information from some of his constituents. Personally, I have no acquaintance with Mr. Hackett, and would not know him if I saw him. I am told that he is a smart man, and a good stump orator. His letter bears evidence that he is a poor writer.

Mr. Hackett is good enough to say that "I am a garrulous old man, making malevolent attacks upon himself and Mr. Macdonald,—that I was a servile follower of Mackenzie—of having sunk to the depths of political infamy, and with being a renegade of the lowest type." It is scarcely necessary for me to reply to this political blackguardism, further than to say that during the fifteen years I was a representative of the people I held no office of emolument; I was a busy and well-to-do merchant, and was careful to preserve an independent position. I got all I could for my constituents and supporters, but nothing for myself.

It will be observed that Mr. Hackett does not reply to the charge that the present government—of which he and Mr. Macdonald are supporters—have done nothing towards improving winter navigation,—they are ready enough to vote millions of the people's money away for a useless railway from the Rocky Mountains to the Pacific, but nothing for the Island! Mr. Hackett quotes an utterance of mine from *Hansard*, in 1877, to the effect that "I considered the Northern Light had solved the question of the winter navigation of the St. Lawrence, and that I thought it would be difficult to build a steamer better adapted for both harbor and channel winter navigation."

That the Northern Light could easily force her way from Quebec to the Atlantic, through the floe and fluid ice in mid-winter nobody who has witnessed her performances can doubt; but it would be of no practical advantage, as a winter ice going steamer from Quebec to England, could not compete with the Allan Line steamers from Halifax, and steamers from Portland and New York. I am quite free to admit that the Northern Light is not adapted for forcing her way through harbor or fixed ice; but then, we require a steamer that will not only cut her way out of harbor ice, but be able to smash up "ice floes" and small fields of ice when she got out into the running ice. I find by reference to a speech made by Sir Alexander Campbell in the Senate, on the 23rd of February last, on the subject of Winter Communication with the Island, he stated that, during the winter of 1878, the Northern Light was stopped 24 days; winter of 1879, 36 days; winter of 1880, 31 days. He does not give the time she was stopped in winter of 1877—the first winter she was on the route. With the exception of about ten days lost in cutting her out of this harbor and getting round to Georgetown, she ran all through that winter. Since the winter of 1880 the average time that she has stopped running for the four succeeding winters has been 62 days. She was laid up 80 days in the winter of 1883. She has not been worked!

Since 1877 great improvements have been made in steam navigation. My opinion—whatever it may be worth—is, that a powerful ice-going steamers of say 300 tons, to be built at Glasgow or Dundee, could ply all winter between Georgetown or Souris as objective points on the Island, and Cape George and Pictou on the Nova Scotia side; she would thus have the range of two ports on each side to make for, which would be quite an object. With such a steamer—which could move a large quantity of freight—and the Northern Light on the south side and the promised improvements at the Capes, I do not think anything more could be done towards keeping up continuous winter communication,—unless they give us a "Tunnel!" Of course a service carried out in the way above indicated would cost money, but it would only be carrying out the terms of union.

I shall have to ask you for space for another letter to dispose of the rest of Mr. Hackett's charges.

Your obdt. servant,
DANIEL DAVIES.

Ch'town, March 11, 1885.

The Way To Do It.

SIR,—It is not by sentimental speeches, appeals to a sympathetic public, nor invocations to a common liberality, that Charlottetown will ever resurrect into beauty and attractiveness. Nor is it manly to reason that because Lord Lansdowne and his suite, headed by a naval Prince, are expecting to perambulate our streets in the year of grace 1885, that the citizens of Charlottetown ought to scavenger for official pleasure what they have neglected to clean for their own comfort. Loyalty to others is a poor argument to citizens disloyal to themselves. The only effective way to clean up Charlottetown, is to begin at the *bottom* and leave off at the top—that is to say, to begin the cleansing process where it is most needed, and finish where sanitary convictions have not become extinct. The way to do it is to *work* at it, and fight the hydra-headed nuisance in his den, and as 'to the victor belongs the spoils,' make the spoils pay the piper. The way to do it, is to convert the filth into fertilizer, by providing a suitable place to uniformly heap it, until fit for the land: the same compost of a single year would be found worth a Jew's ransom to the town; because it would acquire a commercial value for top-dressing pastures. It would be collected and piled eight feet wide, by four high, for fifty cents a cord or less, and the year following it would be worth all of a dollar a cord for fertilizing purposes, and if only 500 cords (a low estimate) were obtained and sold it would put (supposing the cost to be half) $2.50 to the credit of town improvements.

The town authorities should pass an ordinance to the effect, that whereas Charlottetown is filthy and must be cleaned, the citizens are respectfully invited, whether tenants or owners, to remove all filth from their back premises, yards, and sidewalks, within one month from the date thereof, or in default to subject themselves to double the cost if its removal by the general contractor. The filth to be removed to a place designated. This double fee would not be much, probably not more than a dollar in any case, but when the whole job was done, there would be a clean city and another little sum to the credit of town improvements. And there is yet another source of income, that might advantageously be reaped in the form of a shade tree nursery belonging to the town for street decoration, and to sell to private improvers.

There are many beautiful trees, not found here, that could be planted out in a nursery and skilfully trained to head well up, and thus furnish suitable shade as well as greater symmetry. If Charlottetown is to be supplied with suitable foliage for shade and beauty, that is the way to do it.

There is a maxim that ought to be borne in mind when the shade tree craze has got good hold, viz., "Don't plant till you get good ready;" don't do it in a hurry; don't bury the roots but plant them; observe the proper depth; the best position; prepare the hole and mix manure in the soil that goes back to it. Don't let the trees windwhip, and if it is troublesome to stake them, at least peg fast the main roots. In planting trees in the streets or squares, always determine the permanent level, and plant to it. Many a fine row of thrifty trees have had to be removed, either because the ground had to be lowered or the grade raised to be in harmony with other improvements that perhaps thirty years after were made necessary.

It is very gratifying to find such an awakening (the new Mayor and Council can give the date) as there is among the citizens of Charlottetown, and it is to be hoped that between the claims of our true dignity as citizens and our common instincts as townsmen, we shall now, henceforth and for ever, keep an open eye on every opportunity that points beneficially to our might-be-beautiful city. Gentlemen, "its got to be did," and that this is the way to do it, seems perfectly clear to

ANNE OLDHAND.

The New Hotel.

SIR,—I am proud to see that there is such a lively interest being taken in the new hotel movement. There is a very fine site (and no doubt the best one) if it can be purchased, and that is the Douse property at the west end. This property has in addition the privilege of building out nearly to the channel in the harbor. A wharf could be built, boats for fishing and shooting could be kept there, and bathing houses, croquet and lawn tennis grounds could be there also, and everything requisite for a first-class hotel. The hundreds of visitors, who, we are told, would come here if an hotel were built, would not, I am sure, like to reside in a building where they would have nothing to look at from morning until night but dusty streets, coal and lumber carts, and to hear the general stampede of horses and trucks. Not only that, but the visitors could have access to Victoria Park by pleasure boats.

VIVACE.

Man's Inhumanity to Man.

SIR,—On the 9th inst., while the Hon. Lawrence Kickham was lying in the cold embrace of death, the *Patriot* published an article in which he is represented as having said at the King's County Liberal-Conservative Convention that he regretted that the iceboats had turned up, or, in other words, that he was sorry that one of our County members had not perished in the late Capes disaster. Than this nothing could be more infamously inhuman. Mr Kickham, it is well known, was a good neighbor, charitable to the poor, and kind to the sick and the afflicted of all classes: always ready to give a helping hand to those suffering from sickness or misfortune. At the time the iceboats were missing at the Capes, no one was more anxious for the safety of the passengers and crew than he; and after Dr. McIntyre arrived home, he visited him daily; making enquiries about him, and offering to do anything that lay in his power to alleviate the Doctor's sufferings. And this is how his kindness is requited by the *Patriot's* writers. He did not deserve such mean, brutal treatment at their hands, especially from the brace of vagrants, the revolving light guzzler and the bottleholder, who penned the article in question.

Yours, &c.,
N.

Souris West, March 11, 1885.

FLOUR.

IN STORE:

"Kent," "Beaver," and "Alpha" Roller Process, ½ patent, "Tranquility" and Choice Superior.

FENTON T. NEWBERY.

Ch'town, March 12—3i wk her pat jourli

MOLASSES.

50 Puns. Choice Barbadoes. FOR SALE CHEAP.

FENTON T. NEWBERY.

Ch'town, March 12—3i wkly her pat jourli

Schooner for Sale.

THE Subscriber offers for sale the Schr. "Caroline," now lying at Queen's Wharf. For further particulars apply to

CAPT. KENNETH McLEOD,
King Street (East)

Ch'town, March 13, 1885—wkly tf

MORE CHEAP GOODS!

PEOPLE Looking for Bargains ought to go first to Weeks & Co.'s Cheap Store, where goods are sold all the year round at about the same rates as many shops call their "selling off" prices.

During March a number of excellent Bargains will be offered to all cash customers alike:—7000 yds. Bed Tickings at 5 to 7cts. per yard under usual prices; 200 white fringed Counterpanes only $1.10, worth $1.75; 2000 yds. Roller Towellings at 5c, 6c, and 7c.; 1500 yds Table Linen, beginning at 15c. very cheap; 4000 yds. Cotton Flannels, 4c. to 6c under prices; All Grass Cloths and Prints, Cretonnes, &c., at reduced prices; about 9000 yds. choice Cotton Shirtings from 7c. per yard; black and colored Cashmeres and other Dress Goods at a bargain, about 5000 yards to go cheap, ask to see them; also, special lines in Ladies' Corsets, at low prices. Now is the time to buy Cottons, as they are going up in price. We have about 75,000 yards bleached and grey Cottons and Sheetings to offer at the lowest prices ever seen.

Call and see the goods, even if you don't want to buy.

W. A. WEEKS & CO.

Ch'town, March 5, 1885

More Room Wanted.

GOODS MUST BE CLEARED!

FELT HATS! FELT HATS!

ENGLISH, AMERICAN AND CANADIAN.

20, 25 AND 50 PER CENT. DISCOUNT.

Until the arrival of his new stock, J. B. Macdonald will offer the balance of his stock of Hats at a great sacrifice.

Do not buy until you examine Goods and Prices at

J. B. MACDONALD'S,
Queen Street.

Ch'town, March 3, 1885—dly wkly

15 DAYS' SLAUGHTER!

—AT—

L. E. PROWSE'S

ALL MY STOCK OF

English & American Hats

WILL BE SOLD AT A

CASH DISCOUNT OF 20 P. C.,

For the next 15 days.

Now is the time to Buy when you can save 20 p. c. on the dollar.

POSITIVELY ONLY 15 DAYS.

L. E. PROWSE,

Sign of the BIG HAT, 74 Queen Street.

Ch'town, March 2, 1885—wkly

LONDON HOUSE

Custom Tailoring Department!

A SPLENDID RANGE OF CLOTHS IN

Broadcloths,
Worsteds,
Meltons,
Suitings &
Light Overcoatings.

Work done with Promptness and in the Best Styles, at the Lowest Prices.

GEO. DAVIES & CO.

Ch'town, Feb. 5, 1885—2 aw wkly

CHARLOTTETOWN BOOT AND SHOE FACTORY!

MR. R. C. GOFF, of the firm of Dorsey, Goff & Co., has just returned, after visiting number of the leading Boot and Shoe Factories abroad. The CHARLOTTETOWN BOOT & SHOE FACTORY, which has been stopped during his absence, will open with the latest improvements, which will enable us to give our customers better satisfaction than ever.

Spring Orders will receive our best attention.

Our Traveller, Mr. Dennis, will have the pleasure of calling on our customers throughout the Island, some time in March.

DORSEY, GOFF & CO.

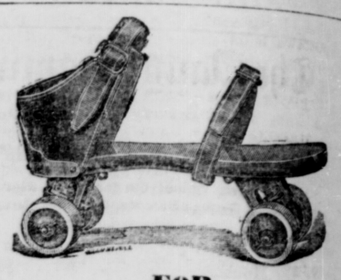
Ch'town, Feb. 26, 1885.

TO RENT.

THE Subscriber offers for rent half the Shop, formerly occupied by Messrs. Bremner Bros. as a book and stationery store.

W. A. BRENNAN.

Ch'town, March 11, 1885—tf



FOR

Skating Rinks.

THE HENLEY ROLLER SKATE! Latest and Best! Improvement over all others. Least liable to get out of repair, and lowest in cost;—especially adapted to Rinks.

Also the "new HENLEY CLAMP SKATE"! bottoms of fine spring steel, used by all the best professional skaters.

Send for illustrated circulars before buying.

Professor Fletcher, the celebrated Roller Skater, says: "After having tried, I believe, every style and kind of skate worthy of attention in this country and in England, I freely pronounce the Henley Skate to be far superior to them all, and will use no other hereafter. It is lighter running, quicker in movement, and in every respect better than any other"

WILLIAM READ & SONS,
107 Washington, Boston, Mass.,
Agents for the Manufacturer.

Ch'town, March 10, 1885.

St. Patrick's Day.

THE Anniversary of Ireland's Patron Saint will be celebrated in Charlottetown, on

TUESDAY, 17th MARCH,

by a Procession of the Benevolent Irish Society from their Hall, Prince Street, to St. Dunstan's Cathedral, at 9.45 a. m.

In the evening a Literary and Musical

ENTERTAINMENT

WILL BE GIVEN IN THE

MARKET HALL

Doors open at 7.15. Entertainment to commence at 8.

Admission 25 cents. Reserved seats 50 cents, to be procured at the various Drug Stores, and at the Diamond Bookstore.

Return Tickets will be issued from all Railway Stations to Charlottetown on 16th and 17th March, good to return on 17th, 18th and 19th March, at one first-class fare.

By direction of His Honor the Lieut. Governor, and His Worship the Mayor, St. Patrick's Day has been declared both a public and civic holiday.

JOHN HENNESSY,
Secretary.

March 10, 1885—eod

COAL.

ON hand, a quantity of Pictou, Gowrie Mines and Glace Bay Coal.

Also: Sydney (old mine) Round Coal.

Will be sold for Cash at Summer prices.

CAPT. JOHN HUGHES,
Water Street.

Ch'town, May 10, 1885—1mo

NOTICE.

A SPECIAL Meeting of the Shareholders of the Citizens' Skating Rink Co. will be held in the Rink Building, on Thursday, March 12th, at 7 o'clock, p. m., to take into consideration the advisibility of making certain alterations to the Rink.

By order,
W. W. STANLEY,
Secretary.

Ch'town, Feb. 26, 1885

WANTS, LOST, FOUND, &c.

LOST—Between the B. I. Society's Hall and Queen Street, a Purse containing a sum of money and some documents. The finder will be rewarded by leaving it at this office. mar11—1i pd

WANTED—At Hospital for Insane, six men Attendants, to whom liberal wages will be paid. Apply at the Hospital. march10 6i

ANY Persons willing to be trained as Hospital Nurses are requested to make application to the Matron, at the Prince Edward Island Hospital.—D. R. Maclennan, Secretary. mar10 3i wkly 2i

LOST—A yellow-colored Glove (lined), between Boyle's Tannery and Upper Prince Street. The finder can have the other one by applying at the Apothecaries Hall. march7

WANTED IMMEDIATELY—A good Cook. Apply to Mrs. L. H. Davies, Riverside. mar7 1w

LOST—On Orlebar Street, near the residence of F. L. Hazard, Esq., a Buffalo Robe. The finder will be rewarded by leaving word at this office. mar6 tf

TO LET—A new house, fronting on Pownal Street. Enquire of Thos. W. Dodd. mar3 pat

BOX JAUNTING SLEIGH and Phaeton (reversible seat) for sale. Apply to Geo. Bremner. feb 27 tf

MONEY WANTED—Provided interest low good security. Apply at this office. feb27 tf

FOR SALE.—A Valuable Farm in Belfast, situated in a good locality, with plenty of good firewood and lumber; will be sold at a great bargain. For further particulars apply to J. W. MacDonald, Elder, or at this office. Apr 19