women, on their way from the Bay of Islands, were in a dreadful state of terror. They shrieked piercingly whenever the schooner lurched or the seas broke over her. The cabin became so full of water that they were compelled to remain in the bunks, or stand upon trunks and chests. In this condition of affairs the mate plainly told the captain that if they continued to carry that amount of canvass, the schooner would either be dashed to pieces or founder in an hour.

'Let her rip in the d——'s name: we'll strike St. Shott's 'fore midnight,' cried the captain, who had grown stupidly drunk, and employed himself in intervals of drinking, cursing, and singing idiotically. The mate finally went up to the second mate and asked him firmly:

'Will your watch stand by us if we rule this vessel so as to save our lives?'

'I know they will, and the sooner we get about that the better,' said the second mate with equal promptitude.

The captain was below in his drunken orgies, and the second mate sung out:

'Stand up there, men, and haul down your upper topsails.'

Before his voice had died away in the gale, fastenings of the upper rigging were swept away, and the foremast near the cap was snapped off. The schooner was somewhat eased by the accident, and after clewing foresail and taking a double reef in the mainsail, she was laid to. During the second mate's watch from 8 to 12 p.m., the captain staggered on deck, and taking a misty look at the schooner, asked what headway the craft was making. On being told that the schooner was not under canvass, but was laying to, and that they had lost the fore-topmast and upper topmast, he began to snarl at everybody and everything, consigning the craft to perdition. His order to face the schooner for the shore was unheeded, and on being sternly told by the second mate that he was incapable of commanding the vessel, he swore violently that he would blow Hardy's (the second mate's) brains out. He made attempts to reach his cabin, perhaps for the execution of his threat, but the women induced him to lie down in the cabin until he recovered himself.

About 10 o'clock the wind veered a little and blew still stronger than before. The schooner was gradually falling in on the shore, and there seemed to be no chance for her safety except in striking a beach or the harbor of St. Shott's. A heavy sea almost stove in the bowsprit, and it was discovered that the forecastle was filling rapidly. The rush of water continued to increase until the pumps were called into demand. Off St. Shott's lighthouse, and with the gut known as Gill cudy's spout, the Albion was driven under water, and it was not expected that she would rise again. Rallying, however, she was faced in for the shore, and by a great risk the crew managed to set the mainsail to give her greater headway before she foundered. She struck on the Gillicuddy Point, which is the first of the breakers known on that coast, and was literally burst asunder. Further than that is not known by the only one of the seventeen who survives the wreck of the Albion. The following is the list of the crew and passengers of the ill-fated craft:

Captain, James Patterson; mate, William Roberts; second mate, Patrick Haggarty; seamen, John Hamilton, George Funcheon, Edward Doyle John Seibergh, Robert Elton, Michael Flanney, and Frank Nelson. The passengers were: William Pardell, of Annapolis N. S., James E. Staunton, St. Johns; Campbell McMasters, and Mrs. Staunton, Mrs. Purdell. Miss Rankin, and Miss Brook.

Correspondence.

A TRIP TO THE TROPICS.

For the Examiner.

II.

The colored population of Barbados are said to be very much addicted to thieving. Certain occurrences during our stay there, gave coloring to the accusation. One day, a party of the rascals had been on board, and as they were taking their leave, a fine cap was pronounced missing; a search was instituted, and presently the cap was seen floating along side. One of the pirates had secreted it, and slipped it overboard to avoid detection. I would have overlooked this, especially as some of the ruffians had no covering to protect their craniums from a vertical sun; but one fine morning a splendid barrel of mess pork (Connolly's brand) was gone, and worse than all, we had to eat bad beef—what sailor's call 'old horse'—the homeward passage. Now stealing is stealing, but it never seems half so atrocious a crime as when it reduces one's bill of fare. Had an anchor, or the long-boat been taken, the matter would soon have been forgotten, but at every meal our loss was brought palpably home to our minds. When we sat down to table and missed the favorite pork ration, and were saluted with the appearance and unsavory flavor of the mahogony beef, the milk of human kindness within us was turned into gall and wormwood, and rebel was found only in a volley of execrations on the whole Negro race. Afterwards, it occurred to me to be hardly fair to blame the whole community for what might have been the sin of only one person, and that person, for aught we knew, not a black man at all. There are black sheep in every flock, and no doubt, thieves in this black flock, especially in the town where the scum of society gathers as in other countries; but it is decidedly wrong to impute to the many the sins of the few as some persist in doing. But we are so prone to speak ill and judge harshly of our neighbor, that the greatest vigilance on our part is required to keep us from doing him an injustice. The charitable way is to hold a man innocent, till he is proved guilty; no matter how much appearances may be against him. From what I have seen and could learn the black people of Barbados, money, demonstrative, and atrociously ugly devils though they be, are virtual law-abiding, church going citizens generally; fair workers, possessed of average intelligence, and particularly respectful, both in language and demeanor, to the white man they make excellent servants, and no household establishment is without a host of them. It is quite common to find grey-woolled old negros, who have been forty years and upwards in the one employ, and have proved themselves faithful and trustworthy. They live to a great age. A man is only in his prime at ninety or a hundred yrs. Many of them are well educated, doing business, and making money; some even own large estates; one sits in Parliament, and two of them are clever lawyers. The man who will, in all earnest, argue that such a people should be put down by the shackles of slavery, to be treated, worked, whipped, and bartered like oxen, asses, ought to be pelted to death with dead cats. The well-to-do darkies—the upper crust of negro society—are immensely proud of their coll in fancy carriages, sport canes, gay silks and jewellry, and ape the manners of fashionable society with a vengeance.

Barbados is twenty-one miles long, by fourteen in breadth as every schoolboy ought to know; belongs to the English. It is a compact little island having no rivers or indentations of any account. I had some difficulty in finding out the amount of population; I enquired of three, the most gentlemanly persons I could see. One with an air of certainty informed me it was 160; another, that it was '100,000 and large' a third looked puzzled, and

well laid curl, and replied that he did know, but really had forgotten; but thought, on account of the darkies multiplying so fast, it must be somewhere in the vicinity of a million. Here, as elsewhere, I find that the greatest ignoramous oftentimes presents the finest appearance. I finally gave up this method of obtaining information, as exceedingly unreliable. I did the best thing I could under the circumstance—bought an almanack. There it was in black and white 172,000. Who could believe it! One ...000 of these are white. There are shipped from here annually an average of 50 000 hogheads of sugar, and about half that number puncheons molasses; an enormous yield, isn't it, for this patch of sandbank? Cane grows everywhere, even in the town; wherever they see a spot of mould they stick in a slip of cane, and it grows; the ground requires cultivation, and the cane, care and attention, though, to ensure a good crop. The sugar cane growing, looks like nothing more than a field of overgrown Indian corn.

Bridgetown is as large as Charlottetown, anyhow. The buildings are composed of masonery, the generality of them small, one story and pavilion roof, and most of them supplied with covered verandahs, a desirable addition in hot climates. In our latitudes the object is to make the houses warm; here the reverse is the case. The streets are clean white, smooth—crooked and narrow, for the purpose of shade. Street-walking is not pleasant on account of the great heat, and the crowds of forbidding darkies through which you have to jostle. The great attraction of Northern cities is the fair faces and fairy forms of the young ladies who go out to see and be admired and meet their beaux, perhaps. In this funny place you look in vain for anything more comely than a black face, woolly head blister lips and lanky dresses, that have always the appearance of being made too large for the wearer. White ladies never go out except in carriages. A puny, pale-faced, lantern-jawed lot they are, and as proud as they are useless. The buxom, bright-eyed rosy cheeked, full-breasted bouncing lass, who can darn her own stockings, mend trousers, feed the pigs, chop wood, milk the cows, wrestle with the boys, and be a lady withal in company,' is not to be found in Barbados, I have this on good authority. A lot of girls is the most expensive thing a man can have about his house here; they are so extravagant in their tastes and habits that, unless he is a millionare, they will beggar him. And the darkies are dyspeptic too; so are the men. They blame the climate for it. With all due deference I would suggest that to eat less and work more, and not worry so much over love affairs and money matters, is grand for dyspepsia.

Barbadoes boasts of a Governor, House of Parliament, and all the machinery of government. The House of Assembly consists of twenty-four members. Whether they spout as much nonsense, or indulge as freely in choice liquors, at the public expense, as our hon. members do, I cannot say, but this is certain, there is the same greed and wrangling for office; the same abuse, contumely and vituperation amongst politicians as in P. E Island. They, in like manner, have the habit, too, of making promises at election times which they never intend to fulfil, and pretending an interest in the public welfare which they never feel. Ah! well perfection in human nature we need not look for, especially in the political arena, where the inducement to scheming are so irresistable. If duplicity and unchristableness are necessary to accomplish their ends, we may be sure, sincerity and a due observance of the golden rule, will not trouble politicians, generally. The Colonial Secretary here gets £1,100, sterling, a year; the Auditor General gets £600 and so on. Why the Harbor Master receives £260 sterling, a larger salary than that of our Colonial Secretary. Such glittering temptations are enough to make almost any man vilify his neighbor, humbug the public, or do any other mean thing, especially in this degenerate age, when money and position are prized above every other consideration, and the uncompromising patriot is found to exist only in the memory or history of the past.

JACK GUITAR.

Late Telegraphic News.

New York, Oct.

There is little variation in gold or exchange.

The arrest of Tweed causes much local excitement. His bail was fixed at two millions which he gave.

The Citizens' Committee of Investigation report the embezzlements of Tweed and others amount to nearly twenty millions.

Schooner 'Astray' of and from St. John, N. B. for New York, went ashore on Black Island, 26th in a thick fog. She will probably come off after discharging, if the weather holds good. She had previously lost her deck load of laths.

Sensational reports of an organized band of Communist incendiaries to burn the principle cities in the United States are circulated.

New York, Oct. 29.

A Salt Lake despatch just received says warrants are out for the arrest of Brigham Young, his son Joseph A Young, and Anson Hyde, on charge of murder, in having ordered the killing of Richard Yates. Brigham has fled and many think he will leave the country,

New York, 30th,

Gold 111 ¼.

Exchange active, sight 9 ½.

The sentence of Hawkins, a leading Mormon to three years imprisonment and five hundred dollars fine for polygamy, is causing great excitement at Salt Lake City.

Brigham Young has fled. The mayor and other prominent Mormons are under arrest for murder.

Extraordinary activity in re-building Chicago is manifested and thousands of mechanics are wanted.

London, 30th.

Consols 92 ¼.

Markets generally steady.

The trial of Kelly for the murder of Head Constable Talbot commenced to-day in Dublin.

The French Assembly proposes to remove from Versailles to Paris in order to secure better accommodation in cold weather.

New York, 31.

The cable despatches of yesterday state that Prince Napoleon has arrived at Genoa, whence he will proceed to Florence.

It is considered probable that Signor Buonacampagni will be appointed Italian Minister to France.

A cable despatch reports the assassination of Napoleon at Chiselhurst by an anti-Bonapartist conspirator. The story however, is not confirmed

Arizona is said to be the destination of Brigham Young.

Mayor Wells, of Salt Lake City, one of the parties arrested on a charge of murder, was yesterday admitted to bail

The mail manufactures of the Atlantic States have decided to advance prices 15 per cent, consequence of loss of 10 ,000 kegs by Chicago fire.

Quebec, 30.

Mr. Brydges arrived here on Saturday; and the object of his visit is to establish a Grand Trunk Station at Quebec during the winter, and to enter into arrangements for purposes of purchasing the Queen's wharf property from the Imperial Government for that object.

Col. Wiley arrived the same day to receive from the imperial authorities all forts, military stores, and armaments, on behalf of the Dominion Government.

London, 30.

The Queen's physicians announce that Her Majesty's health is improving. The state of her health has, they say, been such as very probably to excite the public mind

It is estimated that twelve thousand persons attended the meeting at Greenwich Mr. Gladstone's speech there is highly eloquized by the press.

The Manchester subscriptions to the Chicago Relief Fund aggregate £16,600. Those of the Mansion House £42,000.

No political news of any importance.

London 30.

A despatch from Berlin says Prince Gortschoff of Russia had a long secret interview on Monday last with Emperor William and Prince Bismark,

It is announced in the papers here this morning that Theirs refuses to consent to any modification of the Commercial Treaty between France and England. He has also forwarded an ultimatum against England's foreign policy. The subject has been hotly discussed during five Cabinet meetings of the English Government within the week

All the English regiments are being rapidly filled up to the war standard, and immense quantities of war materials are being accumulated. The papers also announce that several members of the Gladstone Ministry are soon to be elevated to the House of Lords.

The French re-union of veterans, held near Paris was broken up by a Bonapartist row.

The French Assembly will, it is expected, convene in Paris at the beginning of the new year.

Negotiations are now proceeding, having for their object the re-union of the Austrian and Hungarian Parliaments.

Boston, 30

Flour unchanged.

London, 30.

In closing his address at Greenwich Mr Gladstone said that the nation could not but be gratified by economies effected by the present Government through abolition of official patronage—the concentration of military and naval force—withdrawal of troops from Canada and New Zealand—introduction of system of Army Reserves—abolition of purchase system in the army He said the House of Lords might need reform, but nothing should be done precipitately. The Lords had not acted wisely in rejecting the Ballot, which would again be introduced at next session. The Contagious Disease Act would be dealt with at next session of Parliament in a manner to commend the sympathies of the nation. Other measures, he hoped, would meet with the approval of Parliament and country.

At the conclusion of his speech a resolution of thanks was enthusiastically passed.

The Examiner.

Ch'town, November 6, 1871.

THE RAILWAY CORRESPONDENCE.

V.

Mr. O'Brien, in his letter of the 2nd of September, said therein that he had made arrangements to desposit $50,000 in a Bank at Halifax to be held as security by the Government until the Bonds or Mortgage was removed on the Horse Railroad. This did not materially mend matters. What the Government wanted was the railroad unencumbered, and as subsequent developments have shewn they were right in having nothing to do with it, so long as the Mortgage remained in existence, giving the Trustees power to raise $100,000 on the Horse Railroad. If a farmer had a mortgage on his farm for £100, and wanted the farm taken for its probable value, namely £500, would it be business like for him, after three weeks negotiations, to go to the party to whom he was giving security and say I can not release the mortgage just now, but I will make a deposit of the £100 in a bank? Would not the party to whom he said this, refuse to take it, and very reasonably so. He would say I do not want any trouble about your securities; I can not take your farm for £500 security until the mortgage is removed. In a business matter of this kind the amount of deposit is comparatively nothing, to get the security unencumbered is every thing. If an individual would act in this way, would not a government, acting for the people, be very foolish if they did not pursue a similarly prudent course! If the interest on the Bonds should not be paid, the Horse Railroad could, at any moment, be sold; and our Government would have had to buy it in, to secure themselves. In fact, it looks as if Mr. O'Brien tried to engineer matters, so as to have the Horse Railroad Mortgaged thrown upon the hands of the Government. If so, we certainly have been fortunate in not being victimised with the possession of a white elephant.

Luckily, we believe, for the people of this Island the Government were advised of the nature of the Mortgage, and the value of Mr. O'Brien's interest in the Horse Railroad. We have been credibly informed that there are letters in the possession of persons in Charlottetown from men of the first standing in Halifax, who have given such a truthful representation of Mr. O'Brien's wonderful Horse Railroad, that perfectly justified the Government in having nothing to do with it as a security for the construction of our Railroad. We hope and expect that these letters will be forthcoming at the proper time and place—the next session of the Legislature.

Well! the Government resolved upon having nothing further do with the Horse Railroad. Perhaps they were led to this by his assurance to them in his letter of September 2nd, that he was in a position to get residents of this town as personal security. Upon the 4th September the Attorney General said we will treat with you, as McLeod has declined the contract upon certain terms, namely: The possession by the Government of "the names of first-class personal securities, such, for instance, as Sir Edward Kenney, C. Murdock, Kinnear & Company, William Stairs, Son & Morrow, Duffus & Company, of Halifax, or Hon. D. Brenan, Peake, Bros. & Co., and Owen Connolly, Esquire, of this town, with an expression from them in writing of their willingness to enter into Bonds to the extent of £100,000, Island currency, for the faithful performance of the contract; but that this Government will have nothing to do with accepting as a security, under any circumstances, a mortgaged Street Railway, in Halifax, nor will they delay their negotiations with others, until furnished with the names of first-class men such as those whose names I have mentioned, with their assent in writing."

The Government, herein, did not refuse to take the Horse Railroad—but *the Horse Railroad with the Mortgage upon it.* Why, though, did they require the assent of Mr. O'Brien's securities in writing? Because Mr. O'Brien had been using the names of certain gentlemen whom he said would go his securities, though it was known he could not get them; moreover he had failed to keep his word, in several instances; and under these circumstance, it was about time to deal with him, as any business men would do, and put a stop to his child's play. When he got the above answer, did he get "residents of this city" to go his security for any part of the £100,000? No! Did he reply to the Government and say he would try and get security in Halifax? No! But on Thursday, the 7th September, he hands in the security of Duffus & Co. Some of our newspaper writers seem to think that the Government would have been justified in breaking with Mr. Shreiber after having made him the offer of the contract. Well, we can not see how they can do so in accordance with any principles of law or honor. They seem to forget, moreover, that even on Thursday, "the day of trouble," Mr. O'Brien did not comply with the requirements of the Attorney General's letter. He asked for "the *names* of first-class personal security, such, for instance, as Sir E. Kenny, C. Murdock, &c. We believe that it is unknown in the history of government securities that one firm or name was ever taken for an amount — not to say such a sum as £100,000.

SLEEPERS.

What next? After the wind is nearly being knocked out of the sails of the enemy on the Railroad Question, and the Contract Question; and before we have had time to say a word on that nauseous subject, the Rielly Question, here comes the Sleeper Question. Was there ever *Patriot* like the Queen Square semi-hebdomadal! Here is some of his indubitable evidence of the existence of a Ring, and as it is the best that has yet been invented, we give it in full:

"We referred last week to the report that the railway contractors filed a protest against running the line through Strathalbyn. We now hear that spruce sleepers are to be used in preference to cedar and juniper. Spruce is, of course, the cheapest material, but it is also the least durable. The country was promised a first-class road, but are we going to have it at this rate? We have plenty juniper and cedar on the Island, and the Government should insist upon the sleepers being selected from that description of wood. The excuse about their not holding the fastening as well as spruce, is all bosh. Economy is the contractor's object. We have abundance of hemlock, and why pass it over? Spruce will never do, although it is quite probable that it will save Messrs. Schreiber and Burpee several thousand pounds. If Walker or O'Brien had got the contract, we believe cedar and juniper would be the order of the day. No ring eh! Did the *Argus* hear anything about the spruce sleepers, or is he waiting for the "indubitable evidence?"

We fear our contemporary's knowledge of the quality of sleepers is not much better than his acquaintance with the cost of railroads. Did he not get the thanks of Long Creek for telling the people there that the railroad would cost vastly more than £4367 10s. per mile; and now he claims the gratitude of the country for discovering that spruce sleepers are not the genuine article. Of course we expect to see the vigorous paragraph of the *Patriot* done into a column of "diluted twaddle" by his new found friend of the *Herald*; and there is no suspicion on his mind that black spruce is as good as hacmatac, which is obtainable here. Blissful ignorance; it is a pity to disturb the equinamity of the *Patriot* man, who, in his dreams, rejoices at seeing no Rail Road, and bright prospects of having the Royal Arms over his shop door. Well! we shall not envy him, and say he deserves it better than the other McNab who "gave in his adhesion"—after, as the *Patriot* would say—he could do no more harm, "there not being ten men in the country that would believe any thing he said about the government." The *Patriot* would hardly believe us, if we told him, that it is the experience of railway men that part spruce sleepers make a good road, yet, we assure our contemporary, whom we congratulate on becoming more moderate in his language that railway men, in other places, have found, by experience, that part black spruce makes a first-class, substantial road. We heard recently that an anti-railroad gentleman said that the sleepers should be put through a hydraulic machine, and have the sap taken out. How is it that our vigilant *Patriot* did not get the start of us in giving this bright idea to the world! With all his watchfulness he has been napping on the sleeper question.

But, says our anti-Railway man, "If Walker or O'Brien got the contract, we believe cedar and juniper would be the order of the day." Unfortunately for his theory or belief: the conditions of contract were drawn up before the tenders were given in, or before it was known who would have the contract. The conditions of contract were the same for all who tendered. Article 106 says, "The Sleepers are to be Juniper, Pine, Cedar, Hemlock, or Spruce, seven feet long, flatted to five inches thick, and not less than eight, or more than ten inches face."

In accordance with this, the contractor tendered for sleepers or ties as follows: "The Ties or Sleepers are to be of Juniper, Pine, Cedar, Hemlock or Spruce, seven feet long, flatted to five inches thick, and not less than eight, or more than ten inches face. The timber must be straight, sound and free from shakes or rotten knots." It appears to us from this tender of Messrs. Shreiber and Burpee that the contractors will take the sleepers as they come, that is, as to the kind of wood—the quality being first-class. If none but spruce should be used, it is probable that the *Patriot's* hint as to cheapness will give spruce the preference, especially if "the hero" should ever become the contractor. The *Patriot* will find that the present contractor *will* build a good road; but as to the superiority of cedar over black spruce, we let the *Patriot* enjoy his opinion, as we must also the man who believes in hydraulic pressure.

Let us have juniper or cedar, and nothing else, or whatever the *Patriot* says on this sleeper subject, and ten to one he will become a good Railway man,—and, if he gets the turn he should have at the Queen's Printing, he probably will become a warm supporter of the Government.

BREAKING THE CONTRACT.

CHEAP LAW, BUT TOO EXPENSIVE.

Mr. Louis H. Davies, in the last *Herald* writes as follows:—

"In Monday's *Examiner* there appears an editorial paragraph commencing as follows:—

"'Mr. L H. Davies said, at the Fort Augustus meeting, that if the Opposition got into power they would break the contract with Mr. Schreiber.'"

'This statement is a pure fabrication. I never said anything at the meeting referred to which could be made to bear any such construction I did state that if the Opposition got into power they would at once put an end to all jobbery in connection with the railroad and would take care that the contract should be carried out honestly and fairly, *and I went on to show that if the people were determined the railroad should not be built at all, and were prepared to pay the damages the contractor would sustain, it was a very simple matter to break the contract.* I did not however, either advocate that course myself or state it to be the platform of the Opposition I merely referred to it incidentally, and if I remember aright, in answer to a question put by Hon Mr. Haviland.'

"Mr Bowers concludes his paragraph by stating that the Hon D. Davies cannot now support the Opposition if the knowledge is of any comfort to Mr. Bowers or those who prompted the publication of the paragraph I have referred to I may state that my own views on the railroad question as it now stands are in perfect unison with those of the hon gentleman to whom he refers As Mr Bowers was present at the Fort Augustus meeting, and heard what my views are, he will be entitled to form a tolerably correct estimate of the chances of the Hon D Davies supporting the present Government."

We give Mr Davies the above opportunity to report for himself, and we let our readers see for themselves whether or not he does not make a tacit admission, in the passage italicised of the correctness of our statement or rather if we were not justified in drawing the inference which we did. We have been told over and over again that the people are opposed to a Railroad. The leading organ of the opposition the *Patriot*, said, not long since that Mr Laird would keep his promise to his constituents and do all in his power to stop the Railroad. Mr. Davies himself is a great advocate of Responsible Government—carrying out the well understood wishes of the people—and now he indignantly denies that he said the opposition would break the contract. What does he want us to infer? is it that the opposition, when they do get into power will not break the contract, and will not attempt to stop the construction of the Railway? As he is so ready to announce the views of Hon. Daniel Davies, perhaps he will oblige us with *the* views or platform of the opposition. We can not agree with Mr. Davies that to break the contract is a "very simple matter" We venture to predict that the present contract will not even be attempted to be broken In the first place no body of men dignified with the title of Legislature or Government, would agree to such a disgraceful proceeding: in the second place, the Lieut. Governor could never break a contract which he had signed, and in the third place, the Imperial Government never yet nor never will permit any Colony to stultify ruin and dishonor its credit by not carrying out in good faith the contracts, which through its Government, it may have made. We think for a young gentleman like Mr. Davies who has a future before him, that it would be more in accordance with the reputation which we hope, he wishes to attain, to tell the people the plain truth about the matter, than to hold out the hope to them that to break a solemn, binding contract is "a very simple matter" Mr. Davies might also permit us to suggest that it is rather too thin, for him to speak of Mr. O Brien as the 'Irish boss' in his platform orations. That kind of eloquence might take in Russa and Rona but no people have better ideas of heroism than the sons of the land which has produced so many true heroes Mr Davies' ideas of a hero, we assure him, differ a good deal from those of most Irish people; that is, if it is true that he is as it is said a great admirer of Oliver Cromwell. Instead of being a hero, the Irish people and their descendants consider Cromwell a ruthless monster, and the bitterest oath they can utter, even to this day, is "the curse of Cromwell."

In regard to the course which our representative, Hon Daniel Davies may pursue, we are so strongly impressed with that honorable gentleman's prudence and desire to serve his constituents that we doubt very much that he will help to break up the present Government before the Railroad is built. If it "is any comfort" to Mr. L H. Davies we can assure him that the people of Charlottetown have something to say as to Hon Mr. Davies' future political actions and we have no doubt but he will be guided by the well-understood wishes of a majority of his constituents as he was when he voted for the Railway Bill.

THE TESTIMONY OF THEIR OWN WITNESS.

At the Fort Augustus meeting, Mr. L H. Davies made a strong impression on many of those present by saying that Mr. George Sutherland a Railway Contractor, told him that the manner of giving out the tenders was a —— swindle. The *Patriot* and especially that delectable sheet the *Progress*, rung the charges with great zest upon the same theme and similar testimony In the interest of fair play, we think it our duty to say that we met Mr Sutherland the gentleman referred to within the past month, whilst going in the steamer to Shediac and he gave us to understand that his objection to the manner of letting out the tenders was because it was too favorable to the Company as against the chance of any contractor making a fair profit out of the undertaking. He said, moreover, that he had calculated the cost of the Railways built in England, the United States and the British Provinces and after making allowance for the difference of the gauges, the value of building and equipping a three feet six Road in this Island would be about £6 00 per mile He said further that Messrs. Shreiber & Burpee could build a good substantial road for less than any one else, as they had means men and experience, but that there was no money in the Island Railroad, even for them: but such he believed were their characters and desire for reputation, that they would build us a first class Road no matter if they lost all they owned in the world by doing so. He said that Mr Shreiber was an enthusiast in favor of narrow gauge Roads, and that he was led to compete for the building of the Island Railroad with the hope that it would afford him an opportunity of showing that his ideas are correct. We thought that it was creditable to Mr Suther and to speak of others in the same line as himself as being men of undoubted honor, truth and honesty wherever they are well known. W. D. Stewart, Esq., was present during the conversation above referred to; but we feel sure that Mr. Sutherland himself, if needs be, will verify the statements which we have made, especially when he learns the use that is being made of his name to injure the character of Messrs. Shreiber & Burpee, and the Government of this Island.

We have been informed by a correspondent, that during Mr. Reilly's recent travels in the East, he became so oily that he offered to give Mr. Hooper a shake of the hand. Mr. Hooper, cruel man, scorned the proffered outgushing of his beloved colleague and said he could have nothing to do with him until he had publicly retracted what he said about him. This retraction on Mr Reilly's part, would involve an admission that he had attempted to bribe Mr. Hooper. As Mr Reilly has, in *his* own account of his travels duly set forth that 'Mr. Hooper is sound' on the goose it must be presumed that Mr. Reilly will do justice to his honorable colleague. Mr. Hooper, we learn is now the most popular man in the District. We trust he will use his influence to get the branch to the Head of the Bay, in due time, before Mr. Laird and the Anti Railway party come into power. The people there will have to pay their share of the Railway tax; and as there is now no hope of Mr Reilly doing anything but look after the prospective pickings, under his new-found friend Mr Laird's administration the honor and duty of having a Branch to St. Peter's are in the hands of Mr Hooper. We trust that he will be equal to the task which it is in his power to accomplish. Here are his instructions:

"A Resolution was also submitted by Mr. Simon Bulger and carried instructing Messrs. Reilly and Hooper to use all constitutional means to have the Branch Railway to St Peter's and Souris built within as short a time as possible."

SONS OF TEMPERANCE.

The Twenty-third Annual Session of the Grand Division of this Island was held at Springfield, on Thursday and Friday, the 26th and 27th ult., the G. W. P., William Laird, Esquire, of New Glasgow, presiding. All the officers (except the G. Chaplain and G. Sentinel), and a large number of representatives and visitors were present on this occasion.

The following Report was read by the G. W. Patriarch:

To the Grand Division of Prince Edward Island.

Worthy Members;

By the grand revolution of time another year has glided into the ocean of the past since I was elected to preside over the affairs of this Division. It is rather humiliating, in this my closing report, that I cannot congratulate you on any wonderful achievements being accomplished by our Order. There has only been one new Division organized during the past year, and a prospect of another one. Our Grand Scribe will be able to inform you how many have surrendered their charters, or nearly ceased to exist. Though we could have wished a greater display of the talent and zeal of those enrolled in our cause, so that our ranks might have been strengthened, still we will have to bear with it at present. Whether I have trifled with the trust you reposed in me, or our members have become lukewarm and indifferent, is a subject for your serious consideration.

I expect that the resolutions passed at the Temperance Convention will be prepared and submitted to the next Session of the Legislature, asking them to pass a law making liquor sellers responsible for all loss of life and property occasioned by the traffic, which would be another move in the right direction.

The Sons of Temperance was one of the first most successful organizations that came into operation to prohibit the use of all intoxicating liquors as a beverage, and it did progress rapidly for a time; but, like all other good institutions, it has taken a stand in our Island, but we hope only for a time. May it not dwindle away into insignificance,—may we, like true friends to the cause, rally around it, and bolster it up under the guidance of an all-wise Providence, for we feel assured that it has a work to perform. Yes, a noble work, to assist all other kindred societies in reforming the world from the destroying influence of intoxicating liquors. May the day soon come, may God speed the time, may we not fold our hands and say it will come; but may we labor with diligence for the accomplishment of the end! As we have the temperance wedge fairly entered on the Statute Books of our Island, may we continue hammering with effect until Prohibition is triumphant, so that we may then be able to wear the laurels of victory!

Before I conclude this somewhat imperfect report, permit me to thank those brothers who have assisted in transacting the business of the sessions; and I do hope you will excuse all my defects while holding this responsible office; and may you choose a successor who will devote more time in furtherance of the object for which we are associated.

Respectfully submitted,

In Love, Purity and Fidelity.

William Laird, G. W. P.

The following were then appointed to report on the G. W. P's. report: Brothers Arthur Simpson, John M. Robertson, and D. Cameron.

The Grand Scribe's report is as follows:

To the Grand Division, Sons of Temperance, of Prince Edward Island:

Officers and Brothers;

Favored by a kind Providence, we have once more been permitted to meet in Annual Session, to counsel, admonish, and strengthen one another in the discharge of duty, and to legislate for the best interests of our beloved Order. These periodical reunions of our fraternity are regarded by many of us as green spots in our journey of life, and are always looked forward to with pleasurable anticipations; and none the less so than to this the 23rd Annual Session of our Grand Division.

2. In looking over the names of those who have filled the Grand Worthy Patriarch's chair, and have presided over the deliberations of this body, it is to be regretted that so few of them are now found in active service in our good cause to-day. Three of the number have been removed by death; six have ceased their connection with the Order. Want of zeal or abatement of their first love characterize several of those who remain in our ranks. Would that all could be brought to consecrate themselves anew to this great work. The present state of society demands it. Victims of foul intemperance are perishing in our midst continually. A vigorous effort should be made without delay to induce young men to join our ranks, and labor earnestly to save the fallen.

3. I shall now proceed to submit a statement of the condition of the Order at the present time, together with the work of the Divisions for the past quarter:

Number of Divisions at the present time,	33
" members admitted,	37
" reinstated,	8
" withdrawn,	44
" suspended,	15
" expelled violation pledge,	10
" " other causes,	8
" violated pledge,	14
" deaths,	none
" total reported,	710

3. Since we last met, it has been the privilege of your Grand Scribe, G. W. A., and P. G. W. Associates Fairbairn and John G. McKay, to attend the Annual Session of the National Division, held in the city of Boston, Mass., and also Bros. Jury and Isaac Wadman as visitors to several sessions of that body.

4. The reception given by the Grand Division of Mass., to the representatives to the National Division, and visitors from abroad, was of the most liberal and superb description. For the legislation of the session, I must refer you to the published Journal, except on one subject; viz: that of the Propagation-tax of 10 cents on each new member. This has been *repealed*, and the per capita tax of 3 cents on each member has been increased to 5 cents per member, two-fifths of which amount is to be expended for the propagation of the Order. This matter will require consideration at your hands.

5. I have much pleasure to report that the above-named representatives, present at the National Division, attended the Convention held in Boston, to consider the propriety of forming a National Division for the British Provinces. All the Grand Divisions of these Provinces were represented in that Convention. After much careful consideration, it was unanimously resolved, that it is highly desirable, at the earliest opportunity, to organize such a National Division, and that each Grand Division, at its annual Session, take action thereon, to secure the speedy accomplishment of this object, believing, as they did, that nothing but such a course would have the effect of perpetuating, building up, and strengthening our beloved Order in these Provinces. A full report of the proceedings of that Convention, is herewith submitted, for the action of this Grand Division. And may the great Patriarch above guide, and help us to the best conclusion on this important subject.

6. In conclusion, permit me to say, my most fervent desire is, that each member of the Order may be planted on the rock of eternal truth, and so develop the characteristics of Love, Purity, and Fidelity, that the outside world, recognizing the beautiful unfoldings of the characters of the membership, shall be attracted to unite with us in carrying out the sublime work of preventing vice and iniquity, and of raising the fallen from the mire of his degredation and placing him upon the rock of total abstinence, so that when the winds of temptation blow and the storm comes, he fall not, but remain a true soldier in the army of reformed men.

All of which is respectfully submitted,

In Love, Purity, & Fidelity.

Wm. C. Trowan,

Grand Scribe.

This report was referred to the following Committee: Bros. Arthur McEwen, Samuel Haslem, and F. H. Feetham.

The papers relative to the formation of a National Division, referred to in the Grand Scribe's report, were submitted to the following special Committee: Bros. J. G. MacKay, J. B. Cooper, and John McLeod.

A large number of new representatives (among whom we were pleased to observe the talented member for Strathalbyn, D. Cameron, Esq.,) were admitted and obligated at this sitting of the Grand Division.

After the transaction of some routine business the G. D. adjourned.

At 7.30 the Grand Division again met, and the Committees above named presented their reports,—all of which were, after considerable discussion, adopted.

The election and installation of officers then took place. The officers for the ensuing year are:

Bros. A. McEwen, G. W. P.,
Samuel Haslem, G. W. A.,
W. C. Trowan, G. S.,
H. D. Wadman, G. F.,
Rev. I. Murray, G. Chaplain,
Thomas Frizzle, G. Con.,
Geo. Stevenson, G. Sent.

The representatives to National Division were then balloted for and elected as follows: Bros. the Hon. Judge Young, J. B. Cooper, J. W. Morrison, J. P. Tanton, Wm. Sanderson, Rev. J. Davis, Herbert, Bell, J. W. Millner, Hon. J. Simpson, D. Enman, Hon. P. Sinclair, W. Laird, Arthur MacEwen, W. C. Trowan, G. Wiggington, B. Williams, J. G. McKay, J. J. Fairbairn, H. D. Wadman, R. M. Barrett, Samuel Haslem, and John Scott.

The usual quarterly sessions will be held as follows:

January session at	Clifton,	
April	do	at Charlottetown,
July	do	at Lot 49,
October	do	at Summerside.

The important subject of a separate National Division for the British Provinces was, after an animated discussion, fairly set at rest, as far as P. E. Island is concerned, by the adoption of the following resolution:

Resolved, That the Grand Scribe be instructed to inform the several Grand Divisions of the British Provinces that the Grand Divison of P. E. Island will join them in an application to the National Division of America for a Charter authorizing them to organize a National Divison for the said Provinces forthwith.

On Friday morning the Grand Division again met, and after the transaction of some unfinished business, chiefly of a routine character, this very agreeable session was brought to a close, the representatives from distant parts of the Island being delighted with the kind and hospitable reception accorded to them by their warm-hearted friends at Springfield and its immediate neighborhood.

We have no doubt that the "disappearance for ever" of the paper that Edward Whelan founded would be very desirable to Edward Reilly. So long as the name of Examiner floats over a paper here it will disturb his dreams. But we can tell the would be prophet that the Examiner, by our attention to business and industry was never in a more flourishing position than it is to-day. The statement that the correspondence from Rollo Bay was written by us, is an absolute falsehood, as we can prove His other assertions are on a par with this. How generous the *rich Herald* men are in leaving Mr O Brien to his fate! The publication of that mortgage has completely silenced Mr. Reilly on that point. The opinions of the Premier or any one else do not concern us, so long as we preserve our own self-respect and do what is right. What the opinions of the Premier or of Mr. Reilly's late friends are of *him*, he does not say, but his whining about the loss of the loaves and fishes will be considerably more bitter when he finishes that big Census job which he took precious good care to secure, before he took that "hop, step and a leap" from the party and Government which he helped to form, and whose Railway policy he helped to carry out up to the last moment.

In a strain of "magniloquent bosh" the *Herald* man tries to reply to Hon. Mr. Howlan, and in which he unnecessarily steps aside to have a fling at us. We expect nothing courteous truthful, nor fair from the first half proprietor of the *Herald*, but we ought to expect something better from a "quasi professor" even though he did miss his vocation It certainly appears that he is "flailing" his partner over Mr. Howlan's shoulders because if it is "ignominious" for Mr. Howlan to sign the "memo,' it must be equally so for Mr. Reilly. Again he speaks of the Railroad as being a step towards Confederation and a "calamity," while it is notorious that Mr. Reilly all along indignantly denied this, and supported the Railroad from the beginning—even to the extent, as his colleague asserts, of trying to bribe Mr. Hooper. Verily, Mr. Reilly's "enemy is in his own household."

Ploughing Match.—The Ploughing Match as advertised by the Queen's County Exhibition Commissioners, came off on the farm of the Hon R. P. Haythorne on the 30th ult The following are the names of the successful competitors which we copy from last Thursday's *Patriot*:—

First Class:

1st Prize—£3 Donald McDonald,
2d do —£2—F H. Horne,
3d do —£1—G. Essery,