

New York Press, furnishes the following information:—"Private information from the city of Mexico from a reliable source says that the French troops would not be withdrawn until the Emperor Maximilian is declared free from American intervention. It is declared that Maximilian will certainly not give any position in the Mexican army to any rebel commander. The commander of the French fleet at Bagdad, in the name of his Government, protested against the occupation of that place by the U. S. troops, and those which had been sent over for the protection of the town and of American interests. They were consequently withdrawn. Many families living in Matamoros were fearful of further acts of lawlessness.

BOSTON TRADE WITH THE B. N. A. PROVINCES.—A writer in the Boston Commercial Bulletin thus calls attention to the interest of the chief city of New England in the Provincial trade:—"The following facts, taken from the official returns of the Boston Custom House, are commended to the attention of those politicians who desire that there should be no Treaty of Reciprocity whatever between the U. S. and the B. N. A. Provinces. Imports from the Lower Provinces to Boston in 1865, two and a half million dollars. Exports during the same time, three and a half millions. Outlets in Boston for coal and mackerel amounting to \$1,000,000 in value, in fish, seven millions. Total amount of trade, seventeen millions of dollars per annum. Of long or lumber wood, we received last year over five millions five hundred thousand pounds, chiefly for the use of Lowell and other manufacturing towns to three millions of dollars; grain and animals, over two millions of dollars' worth. Our returns in goods and specie to Canada were five millions, making the sum total of Boston trade with the Provinces, twenty-two millions of dollars per annum. The general imports of Boston for the year ending June 30, 1866, according to official accounts, were twenty-five millions, and the exports, twenty-one millions. We see, therefore, that the trade with the Provinces is more than one-half of the entire general exports and imports of this port for that year—a statistical fact worthy the attention of treaty-makers and politicians.

The Washington correspondent of the New York News and Leader, in having plumed the President's message at Washington, says:—"I do not know of any reason why I should refrain from saying that the President's reply of late has been very new and very different from any other New Year's day, and that in the manner in which the White House was despoiled of its furniture between the period of the death of the late, and its occupation by the present executive, the President would have said a word against a few sources having been taken away; but to depose the whole house of the best of everything—to send off by railroad more than seventy large painting cases, and with the new carpets, curtains and works of art which had been provided for the adornment of the house, and not for the use of any one family—this was felt to be not exactly in good taste. It is no longer an exaggeration that the house looks empty, dingy and shabby."

CORRESPONDENCE.

THE RAILWAY QUESTION.

MR. EDITOR.—The editor of the *Islander*, like most persons whose dreams have been suddenly and rudely interrupted, is very unreasonable and not particularly civil. I am, however, quite willing to make every allowance for the irritable and disordered state of mind of persons in his peculiar situation, and charitably hope that when he is sufficiently awakened he will argue like a rational being, and write like a gentleman.

It is amusing to see the self-complacency with which he speaks of the stir lately made in Summerside, caused, as he thinks, by his incomparable railway and tunnel article. If he knew all about that little tremor in a tea-pot he would find that he had small cause for self-glorification. The inglorious end to which the splendid schemes of the Summerside Railway agitators come may well serve to point a moral and adorn a tale. The magnificent project of a Railroad all the way from Georgetown to Alberton, of Saturday night, divided in a few short days to what? to a paltry tram way between the Richmond and Bedouque Bays! So much for second thoughts. The editor of the *Islander*, if he takes the trouble of enquiring, will have the extreme dissatisfaction of finding that Summerside, if it does contain a few visionaries, also contains a goodly number of men of plain, practical common sense. Will he allow me to inform him that some of the most intelligent and enterprising inhabitants of Summerside look upon his pet railway scheme as one of the "absurdities"? The majority of two hundred is a capital joke. The number of persons, I am informed, did not amount to 120, all told. There was, no division. The nays, as the event proved, formed a very formidable minority. I very much fear that some of the Summerside people have been poking fun at the editor of the *Islander* and his darling scheme.

Is the editor of the *Islander* a civil engineer? It is easy to see. For who but a man professionally acquainted with the whole business of railway construction could, in the short space of two or three weeks, decide upon the route which the proposed line is to take? Wonderful as it may appear to the unprofessional man, the whole track is laid down in the columns of last week's *Islander*—not merely indicated in general terms, but minutely described. The names of localities, and even of individuals, are mentioned. The line is to start from McKinnon's tannery, to follow the course of the North River—to cross the stream above Moore's mill—to intersect the Johnson Road, near A. Munro's; and so on till it reaches its termination at Summerside. There is no hesitation—the writer pronounces with decision—he speaks as one having authority. He must be either a man of wonderful engineering skill and great experience, or one of the silliest and most presumptuous pretenses alive. If he is the former, how to his decision; and following the example of his wonderful tunnel, I "cave in" with the best grace I can; if he is the latter, he must excuse me, but I really can't help laughing at him. It seems that he has condescended to consult Mr. Curtis, one of our Island Surveyors, Mr. Curtis is, no doubt, a very nice man, and a very good Surveyor, but I fancy that he has too much good sense to set himself up as an authority in matters connected with the construction of railways. Mr. Curtis, while laying off farms in the woods, has troubled his head very little about the height of hills and the depth of valleys. If the editor of the *Islander* has no better knowledge of railway engineering than Mr. Curtis, he must excuse "Proser" for not paying much respect to the dicta of unprofessional men. The proposed line may be 40, 48 or 58 miles long, for anything that the writer in the *Islander* has shown to the contrary. "A Proser's" calculations as to the length of the line, whether right or wrong, are far from being overthrown by anything that has as yet appeared in the columns of the *Islander*.

The editor of the *Islander* considers my estimate of the cost of constructing the railway too high, and demands my data. Is an imprudent estimate to be given? And what does the unprofessional reader imagine them to be? Does he know his calculations on the cost of any railway hitherto constructed on the old continent or on the new? He does not ask. When does he find his data? You ask in undignified wonder. Ah, my dear fellow, you have very little idea of the sagacity of the editor of the *Islander*. He does not belong to the Gradgrind school of economists. He holds common modes of reasoning and vulgar pro-

cesses of calculations in the loftiest contempt. He arrives at his conclusions in a manner peculiar to himself. To keep you longer in suspense would be cruel, so I will give you the basis of his calculations nearly in his own words. The editor of the *Islander* bases his calculations on the estimated cost of a projected railway. I am serious, I assure you. "A Proser" does not make his calculations in this original and exceedingly transcendental manner. It is not according to his nature. He does not derive his data from the anticipated cost of projected railways, but from the actual cost of existing lines, making due allowance for the peculiarities of our situation. We now find, after all the *Islander's* assumption of superior knowledge, that the editor's estimate of the cost of the railway is as visionary as the railway itself. Of course all the calculations built upon this exceedingly unsubstantial basis of the estimated cost of a projected railway partake of the proverbially uncertain and deceptive nature of all estimates of projected enterprises. No sane man ought to place the least reliance upon these airy notions which have emanated from the fertile imagination of the *Islander's* editor.

So eager is this advocate of railways in P. E. Island to find funds to pay the interest of the money, to be expended on his darling project, that he proposes to take from our highways part of the already inadequate sum granted by Government to improve them. He supposes that the line will at least pay its working expenses. He even goes further. He supposes that it ought to pay £3000 over and above its working expenses. He might, while he was at it, have supposed that his railway would immediately earn not only enough to pay its working expenses, and a paltry £3000 over, but enough to yield a handsome dividend on the money invested in its construction. It would only have cost him a few strokes more of his pen, and he would have appeared nearly as reasonable. The calculations of the editor may be given correctly in a single sentence. If the line be of the exact length predicted by the editor of the *Islander*—if his calculations as to the cost of construction, based, as we must remember, on the estimated cost of a projected railway in another country, are correct—if the money be borrowed at the rate per cent, which he allows—if one of our principal highroads be defrauded out of the money necessary to keep it in repair—and last, not least, if the line earn £3000 over and above its working expenses—then the moderate sum of £10,000 annually will be required to be taken from the public chest to pay the interest on the sum borrowed to construct this short line of railway! O, the magic of that little "if"! What mountains of difficulties disappear before it! The editor of the *Islander*, to do him but bare justice, knows how to conjure with it as well as any writer, public or private, in the country.

The candid editor admits that neither the Nova Scotia nor the New Brunswick railroads pay that they are only now beginning to earn sufficient to pay their working expenses. The people of these two countries have hitherto been obliged to pay out of the public chest not only the interest on the money borrowed to construct their railways, but also to draw annually upon the revenue for very considerable sums to keep them in repair. How would our people like to see, in addition to the large sum sent off the Island every year in the shape of rent to non-resident proprietors, an equally large, or perhaps larger sum annually, sent away as interest of money borrowed to pay for the construction of unneeded and unworked lines of railroad?

This brings me to the famous population argument. The gentleman who edits the *Islander* seems to think that two assertions make proof. In answer to my first objection, grounded on the limited extent of our territory, and the fewness of our resources, he contents himself with stating that "our statement was correct and our deduction sound." He asks, "How is the travel of the road from Halifax to Truro affected by the population of Cape Breton and the western counties?" I answer, that not only does the general population of Cape Breton affect the travel on the Nova Scotia lines of railroad, but that of Prince Edward Island, and all contiguous countries, does so too. To make this apparent, even to the editor of the *Islander*, suppose that the population of Cape Breton were 200,000 and that of this Island 400,000—suppose that they contained cities as large as Quebec—would there then be a great increase in the railway traffic on the line mentioned by the editor? would it not be very greatly extended? Who doubts it? If then the railway traffic of a country is affected by the condition of countries not connected with it by land, will it not be affected in a much greater degree by the population of places, however remote, within its own territory? It is often necessary, and it often pays, to connect distant points of a large and rich country by railway, even though the intervening country be barren and sparsely peopled; while the traffic of a country of limited extent, however populous, would not warrant the construction of railways in it. This I believe to be our situation. "A Proser" is perfectly aware of the fact that the Nova Scotia and New Brunswick railways are all internal, but he is also fully convinced that they will never—at least not for a hundred years or so—pay, as long as they remain so.

The gentlemanly editor of the *Islander* thinks that my name will not long remain a mystery. I can assure him that my name is not only to be ashamed of. I know that it is very difficult for him to write without being abusive, and to argue without interlarding his reasonings with childish impertinence. This is, no doubt, because he finds it vastly easier to be impertinent than to be logical, and to assume consequential airs than to win respect. Where, in Prince Edward Island, are the large tracts of uncultivated land that require to be opened up by lines of railway to and through them? Who will agree with him when he says that the majority of the farmers of the Island have to travel from ten to twenty miles to find a market for their produce? Who has not observed that the disadvantages, in this respect, have become less and less during the last twenty years? And who will say that they will not be very much less twenty years hence, even without the railway? I stand corrected; Summerside is nearly sixty miles from Charlottetown by sea; but I still maintain that if the route of the steamer lay only between these two places the times of arrival and departure would occur with great regularity. Steamers whose routes are much longer and over rougher seas, in ordinary circumstances come and go with the regularity of clock work; and I see no reason why our steamers should run with greater irregularity. When the editor of the *Islander* knows as much about our farming population as "A Proser" does, he will find that most farmers will put themselves to great inconvenience rather than lose a half-penny a bushel on their oats, or a farthing a pound on their pork. These are small matters; but the very smallest

is yet to come. The editor of the *Islander* deforms his article, already sufficiently capricious and ill-tempered, by the silliest and most puerile thing that can be found in the whole range of newspaper literature. I asserted that there would not be sufficient work for the railroad in the winter to pay for the coals consumed by the engine. The editor of the *Islander*, unable to impugn the truth of the statement, with a perverseness that would be disgusting in a school-girl—replies that wood, not coal, is used as fuel for the engine in the neighbouring Provinces. That a grown up man should bring himself to make such a reply is to me incomprehensible. Wishing the Editor of the *Islander* a better cause, better arguments, and a better temper, I am, yours,
A PROSER.

THE EAST POINT ELECTION.

TO THE EDITOR OF THE EXAMINER.

DEAR SIR.—I have been requested by several of our friends to put forward a statement for the purpose of shewing my opinion of the cause of the defeat of the Liberal Party of the First District of King's County, in effecting the return of a member to serve in the Assembly, at the recent election.

On arriving there, some days previous to the election, I met the leading politicians of the party, with many others of the constituency, who assured me of the certainty of my return, and that there was no doubt of the Liberals acting together—that a general unanimity of opinion prevailed amongst our friends to effect my return, since they had decided upon calling me out in preference to choosing a gentleman residing in the District holding the same political opinions.

It was not until after the nomination of candidates at Georgetown that any defection from the Liberal ranks was anticipated. At that place I learned from one of the opposition that certain questions would be put to me at the public meeting which was to take place at Souris on the Friday following, in relation to my opinions as to the impropriety of expending public money for the purpose of fostering sectarian institutions, which opinions were published by me about four years ago, on the eve of the late general election, in the *Protestant* newspaper, and I was then, at Georgetown, given to understand that if I did not answer the questions satisfactorily my return would be more than doubtful.

The meeting at Souris took place according to notice on the 25th ultimo. Notwithstanding a furious snow storm, about 150 persons were present. Edward Kiekhaw, Esq., was chosen to fill the chair. Having been called on, I addressed the meeting, endeavouring to show the many advantages which had accrued to the Colony during the administration of the Government by the Liberals, and I summed up the deceptions practised by the ruling power through which they rode into office.

The Hon. Mr. McEachen then spoke. He never attempted to defend the actions of his political party, or deny the advantages derived from the measures enacted by the Liberals. He referred more particularly to the events of the time when he held a seat in the Assembly; and, in the most straightforward manner, said he would, in return for the promises made on the part of the Government, support them if returned, and he also stated that he could not support the Liberals, because of the variances existing between them and himself.

I then showed how inconsistent it would be for the constituency to return a candidate who could not attempt to defend the public actions of his party, and how degrading it would be to that constituency, in particular, to support a Government whose Secretary had applied the most filthy charges a depraved nature could draw on, to traduce the character of their denomination, and to vilify its Clergy, without any foundation whatever.

Mr. McEachen, or Mr. Campion, then speaking for some time very fluently, he brought forward a paper which he said was cut from the *Protestant* newspaper, and would read over to the assembly by leave of the Chairman.

Now, this paper contained a letter of mine in reply to some questions put to me through the *Protestant* with the view of injuring my character in the estimation of the Protestant Liberals. It was written in December, 1862, previous to the General Election which followed. The question being—"Is Mr. Benj. Davies prepared to tax the Presbyterians, Episcopalians, Wesleyans and other Protestants of this Colony to train Popish Priests at St. Dunstan's?"

was true; and I most respectfully beg to congratulate the Tory party, the instigators of this despicable act, and their supporters, on what they conceive to be a master stroke of policy, in securing the aid of a semi-religious party by promises of monetary support, to bolster up another four years the proprietary faction.

Before concluding, I would embrace the opportunity to thank the gentlemen who represented me at the Polls, as well as the consistent and unflinching friends of the people who manfully supported me throughout the strife of the election.

I am, dear Sir,
Yours very respectfully,
BENJ. DAVIES.
Charlottetown, Feb'y. 10, 1866.

The Examiner.

Charlottetown, February 12, 1866.

THE AMERICAN PROPOSALS FOR RECIPROcity.

The following telegram appeared in most of the Colonial newspapers received by the mails during the past week. Although somewhat vague, it may enable us to conclude that if the proposals are such as reported there is very little prospect of a new treaty being entered into between the Provinces and the United States. Canada is the only Province mentioned, but there is no doubt that the Maritime Colonies would have to be included in any new arrangement that might be decided upon. Whether Canada could afford to abandon, at such a sweeping rate, protection to her rising manufacturing, and lose an enormous revenue on the many articles enumerated in the telegram—is a thing we are not prepared to affirm at present; but we feel morally certain that the younger and poorer Provinces on the sea board could not, and will not do anything of the kind. That clause, however, which provides that "the United States may impose any internal taxes on the productions of the Provinces which they"—(meaning the United States)—"lay upon their own productions of the same kind"—would completely render the whole project nugatory. American manufacturers would crowd our markets, where they would be subject to no internal taxes—for we do not presume our own would be subject to any such—while our manufactures when sent to the United States might have to pay a duty of 15 or 20 per cent, to help to pay off the four hundred thousand millions which the American Government now owe. It is no use to say that the American manufacturers would have to pay the duty on their products as well as the Colonial ones; but the former have a trading established at their doors—have enormous resources which a great and wealthy country cannot fail to afford; and if they have to pay the cost of transportation on their goods down to us, we have to pay the cost of transportation on the products of our infant industry in competition with their full-grown resources, and the internal taxes besides. If this be called free trade, it appears to us that the freedom is pretty nearly all on one side.

Again, the proposal to raise the internal or Provincial tax on spirits to at least seventy-five cents, (4s. 6d. P. E. currency), cannot fail, we think, to insure the rejection of the project in all the Colonies. We are pretty certain it would not be accepted here.

There is a coolness, eminently characteristic of American finery, in another proposal, that is the one which declares that the United States "unwilling to enter into more than the most disadvantageous treaty for more than one year—shall be provided with the 'permanent security of the fisheries' of the Provinces. There is not a word about our claim to the registry of our ships in the United States, or a participation by the Colonists in their coasting trade. The Americans want the use of our fisheries in perpetuity; and they will be civil and obliging to us for one short year, and after their own fashion, and with an eye to the main chance, under the belief that we, Provincial people, cannot possibly live without them. We hope they will discover a great mistake in pursuing such a narrow-minded and unneighborly policy. If we cannot have a new Treaty on conditions not less favourable to us than those contained in the one about to expire, we had better have no Treaty at all. The Colonists must then look within themselves for more favorable markets—must develop their natural and industrial resources—they will acquire a spirit of self-reliance, and learn one of the most useful lessons that could be taught them. Here we insert the telegram:—

THE RECIPROcity TREATY.

BOSTON, Jan. 30.

Washington, 20th. —A preliminary report on the Reciprocity Treaty was furnished to the Members of Congress to-day.

A draft of a bill is appended extending the present Treaty for one year from the 17th of next March, on condition that Canada shall repeal all duties and taxes on salt, cars, locomotives, vehicles of all kinds, machinery, furniture, tools, implements, soap, starch, boots, shoes, leather, horse shoes, horse shoe nails, harness, tacks, heads, matches, music, musical instruments, clocks, tin and wooden ware, muslin delaines, coarse shawls, salinets, sheetings and shirtings, worth less than one dollar a pound; and raise her internal tax and duty on spirits to at least seventy-five cents per gallon, wine measure; and discontinue her free ports on Lakes Huron and Superior.

It also provides that the United States may impose any internal taxes on the productions of the Provinces which they lay upon their own productions of the same kind.

The President is authorized to appoint two commissioners to negotiate a Reciprocity Treaty, whose duty it will be to provide for the permanent security of the fisheries, full interchange of products, regulate commerce and other matters.

THE EAST POINT ELECTION.

We publish elsewhere a Letter from Mr. Benj. Davies on the late election for the above place, which we have no doubt will be read with interest. We intended to offer, in addition to our remarks of last week, some lengthy observations on the result of the contest, in connection with the state of political parties in this Island; but we must postpone these observations until we have more information. We want to know how many votes were polled in the whole district at the late and at the previous elections—how many were polled in the several divisions, at the late and previous elections, for the several candidates respectively. Mr. Davies' Letter unfortunately does not afford us this information, and we must look for it elsewhere. Mr. Davies attributes his defeat to his declaration that he would not receive Government grants for the support of sectarian Colleges—reference being made especially to St. Dunstan's College. This might have had some influence amongst a portion of the electors—those about Souris and the East Point; but we must postpone these observations until we have more information. Mr. Davies' Letter unfortunately does not afford us this information, and we must look for it elsewhere. Mr. Davies attributes his defeat to his declaration that he would not receive Government grants for the support of sectarian Colleges—reference being made especially to St. Dunstan's College. This might have had some influence amongst a portion of the electors—those about Souris and the East Point; but we must postpone these observations until we have more information. Mr. Davies' Letter unfortunately does not afford us this information, and we must look for it elsewhere. Mr. Davies attributes his defeat to his declaration that he would not receive Government grants for the support of sectarian Colleges—reference being made especially to St. Dunstan's College. 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