let me ask you, can you now appeal to their *well known* independence and intelligence? I understand both you and your wretched scheming thoroughly and consequently I appreciate you and it with a proper sentiment—PROFOUND CONTEMPT!

As well might we look for religious precepts in the editorials of a semi-infidel journal, as for impartial criticism on the acts of the existing administration, from the pen of the *disguised* editor of the "Progress." You are engaged, and at a low figure, too, to defame the Government, and from that occupation you cannot budge. You are compelled, under pain of summary dismissal, to scribble and howl as your talk-master dictates; and he, as we all know, is simply frantic with *everything* that proceeds from the co-alition and can see nothing but blackest dishonesty in the political characters of Pope, Howlan and Brecken; and in their opponents the nucleus of an universally-liberal-republican-party, destined, with the aid of a narrow-guage Railway, to effect complete amalgamation of the entire human race, black and white, on the purest of Communist maxims.

But, sir, bound as you are, your services could be purchased to-morrow, at a small advance on their current price, to publicly retract all you have ever written against the Government, and to as publicly denounce those whom you are now *obliged* to eulogize Is this fancy, or is it fact? (As slightly confirmative of this opinion, allow me to refer you to the circumstance of your having been unceremoniously ejected from the office of the 'Herald' for surreptitiously trying to force upon that journal articles of your *own* composition contradictory of your *own* writings published at the *same time* in another newspaper then under your *own* management) To conduct so truly despicable as this you could in a moment, as you did before, readily accommodate yourself; and the praises you lately bestow upon Mr. Reilly, furnish but another instance of the facility with which you can "swallow your own words."

I notice that you pronounce against the "style" of "an Irishman's" epistle. That, indeed, must be a matter of regret, as a certificate of competency from the "Progress" Office, countersigned by you and witnessed by a couple of your satellites would unquestionably be a passport to the best literary circles.

May I venture to ask how does the style of *this* letter, taken in connection with its facts, commend itself to your *refined* mind? Do you recognize in the above sentences any resemblance to 'the true Johnsonian roll!'

Yours, &c.,
THOMAS KELLY.

Summerside, 4th October, 1871.

LETTER OF HON. G. W. HOWLAN.

To Edward Reilly, Esq , M P P.

It is seldom that I trespass on your columns, or, indeed that of any of our newspapers although I have, to your own knowledge, been traduced very freely for some time past. I have always thought that the public would be the best judges of any public life; and as I had very often to appear before their tribunal, I would trust to them and their decision Moreover, I have often felt as the Village Blacksmith did of his traducers; I could by attention to my business beat out a better name in six months than any one of them ever owned I do think I should not vary from my regular rule, were it not that I consider you have taken upon yourself to be my adviser, and from the fact of being a '*political*' friend, your statement, no matter how untrue, might be taken by some of my '*sincere friends*' as worthy of consideration

Some twelve months ago the present Government was formed, and, at that time, with your full approval, I took a seat in it; the Bond to which you refer was also signed by each of us, with *your full consent*. The reasons for all this you now pretend total ignorance of. If you wish to have your memory refreshed, turn up the *Herald* of a twelve month or so ago, and if you do not find sufficient there, then ask your quondam friend of the *Patriot* for a copy of his file Failing all those, I may at some future time bring them more fully to your notice Meantime I can afford to despise your sneers.

At the time it was formed, as your friend, I used my influence to give you a large share of the Public Printing, and, from time to time, when, like the horse leech, you cried *more more*, it was given to you to satisfy your '*cupidity for wealth and the position which wealth creates*' No one could be stronger in his advocacy of the Government than yourself, nor more strongly opposed to those who dared say ought against it until up to a recent period when your *consummate vanity lead you to arrogate to yourself the title of Leader of your co-religionists* when you issued your famous printed proclamation of which the following is a copy:—

Ch'town, P. E. Island, Sept. 6, 1871.

"Dear Sir;

"Considering the grave responsibility resting upon the Executive Government in the acceptance or rejection of Railway Contracts, it has been suggested as a desirable course to pursue, at the present crisis, for as many of the members of the House of Assembly who support the Government as possible to meet at an early day, at some convenient place, for the purpose of mutual consultation, as well as to assist with their advice the members of the Council in dealing with this important matter. Through unanimity will thus be secured, and the public mind now fevered with apprehensions through the misrepresentations of the Opposition soothed with the knowledge that the utmost prudence has been exercised in the giving and signing of the Railway Contract. With this object in view you are respectfully requested to meet at my residence, in Charlottetown, at 7 o'clock in the evening, on Tuesday, the 12th instant, when such further action as may be agreed upon by the majority can be taken.

"I have the honor to be, sir,
"your very obedient servant,
"EDWARD REILLY."

This precious morsel, in which you were going '*to assist the members of the Council in dealing with this important matter*' was sent right and left to the Catholic members of both branches of the Legislature. What was the result? *No one attended* with the exception of the Hon. Francis Kelly whose honest Irish heart swelled with indignation at your treachery, when he found one of those who were gathered "*to assist the members of the Council in dealing with this important matter*" was none other than David Laird, the man of whom, a few days before, you wrote: GOD FORBID THAT HE SHOULD BE THE RULER OF OUR LITTLE STATE and also that he was ONE to whom you would not be willing TO ENTRUST YOUR LIFE AND PROPERTY. Yet, in the face of which he becomes one of your 'Household Gods.'

The Catholic members of the Executive Council were not to be so dealt with; they were not to receive a circular, because I presume you shared in the feelings very freely expressed by one of your under-strappers that '*Howlan was a rogue MacDonald a fool and MacLachen a mad man*.' For that purpose they were not to be let into the secret. I am not aware whether the '*fool*' and the '*madman*' received any but the following is a copy of the only note sent to the '*rogue*:'

"Ch'town, Sept. 6, 1871,

"My Dear Mr. Howlan;

"There is great excitement about Town in reference to the rejection of O'Brien's Tender. The opinion of a great many friends of the government is that the Government would be perfectly safe in accepting O'Brien's securities. The idea of Carvell or Burpee getting the Railway is not tolerated among any class. Would it not be well for us to consult about the matter. Could you be in Town on Tuesday the 12th instant, and meet at my place about 7 o'clock I think some other members (friends) will be in about that time. What about the Chairmanship?

"Respectfully yours,
"EDWARD REILLY."

How nice the trap was set What a chuckle the 'ender' and you must have had at your truly "machiavelian policy." Was David one of the '*some other members (friends)*' that were to "*be in about that time*" "*to assist the members of the Council in dealing with this important matter*," and by whose '*mutual consultation*' thorough unanimity was to be secured?

What was and is the meaning of all this "*an expectant public*" would like to learn; for David has, with characteristic shrewdness, never *yet published a line in approval of your course.* His policy, as well as that of his friends, is the old one, which has so often triumphed; "divide and conquer" You became an easy prey "The Queen's Printing for you, Edward and the Col. Secretaryship for me! Haw! Haw! Haw!" "Will you step into my parlor, says the spider to the fly, &c.

Once the Government was formed, David would be himself again, and as he said about the Grant to St Dunstan's College on Nomination Day, in Charlottetown, '*supposing I did say so, it was but 'perhaps.' It was a perhaps without a bottom.*"

If as had been suggested to you by some of your friends you had waited until the Correspondence was published, or until the House met, and then if the Government could not show clean hands, you would be perfectly justified in such a course as you have taken, and might have had followers. But no, nothing would satisfy your inordinate vanity. When the "mountain would not come to Mahomet, Mahomet must go to the mountain." So away you sped to Indian River, and thence to Egmont Bay where you received prudent councils from Messrs. Arseneaux and MacDonald, to await the publication of the Correspondence, and, if it was not satisfactory, they would join your banner. This, it appears, made you a wiser man, and justice seemed for a time to have control of your judgement, and you then thought if there was any way you could get back to the old track you would do so, how otherwise can you account for the following telegraph which I received from you at Pictou, on Tuesday, Sept the 19th:

"*After consultation with friends, it is thought position touching Railway Contract requires immediate explanation Exceedingly regret your absence at this juncture. Very influential friends have advised us to ask you for any strong facts that would justify* HERALD *in supporting Government Answer immediately and frankly, as a friend I have read the Correspondence in Roy l Gazette.*"

Let the public now judge what kind of "*a friend*" you are when no unpleasantness had since taken place between us up to the time you published the article under consideration A day or two afterwards, I met you on the way to Summerside, in care of your *chaperon*, Major McGill, who, from being one of the greatest admirers of the proscriptionist party of last year has all of a sudden become a warm advocate of the Catholics. Next morning I met you at Kensington, where report stated you went in search of certain signatures to a famous document you had in your pocket "to break the Government," when Mr. Haythorne would present it in a few days and call on certain gentlemen—*if they would only sign it*—to become members of the New Government. Failing this you returned to Summerside, where in unison with others of the new combination, you were untiring in your offers of seats in the Government and various offices *ad libitum*. But alas, "the best laid schemes of mice and man gang aft aglee," *and you stand to-day without a follower amongst your late friends in either branch of the Legislature*

You seem to harp a good deal on the fact that I was often absent from my post at the Council Board and that I studiously avoided my responsibilities there. No greater falsehood ever emanated from your pen; and if my private letter was not in your possession making you aware of the reason for my absence on the day the Contracts were let, I would not now stop to notice it. It is very easy for you to walk at a moments warning from your house to the Council Chamber. Not so easy for one who has 90 miles to travel. However let us take the records to see how much I was absent. The regular Council days are twice a month, whilst a special one can be called between them. The regular Council day of the month I was present. On Tuesday, August the 22nd, by mail I received notice to attend Council on Thursday the 24th I left next morning, and arrived in Town on Thursday in time for Council. The published Correspondence shows that Mr. O'Brien was expected on Wednesday night. He did not come although all the members were present, but telegraphed 'was absent and delayed by absence of City Railroad Bond holders," which was answered by the Government thus: "Unless you are here on Saturday next prepared to give the required security and sign Contract party making next highest offer will be written to." It was then understood that all the members of Council from the country should stay in Town until Monday to meet him But on Friday Mr. O'Brien telegraphed to Hon. A. A. MacDonald; "I only want time till Wednesday next. Pray obtain it for me" At 5.30 the same evening, with the unanimous consent of the Council, Mr. MacDonald telegraphed Mr O'Brien' "Council will accede to your request, and extend time till Wednesday next, but no longer. Securities must be perfected then"

Being very busy at home, I did not care to wait in town until Wednesday; and so, at 7½ p m, I took the boat for Summerside, and arrived home on the next evening Saturday. On Tuesday night I started again for Charlottetown, and telegraphed from Summerside on Wednesday noon to know if Mr. O Brien had arrived; and being answered in the negative, I returned home that night, presuming that Mr. O'Brien was unable to obtain the required security, and some days must elapse before other parties could be got here and that no doubt I would be notified by telegraph

The next morning I was called away about the ship "Norhavet," then ashore at North Cape, about which I remained with the exception of two days until I saw you at Charlottetown So much for count no one, in your indictment. Not satisfied with pouring out the vials of your wrath on "a friend," and exhibiting no doubt, your idea of "the charity and discretion of a Catholic gentleman," you next try to bring me into disrepute with the Ministers of my Church for which purpose you trump up the following untruth, manufactured out of whole cloth.

"You are also in the habit of sanctioning your proceedings with the authority of the Ministers of your Church. You experience no remorse in dragging in, as arguments to justify the Ministry, the names of Ecclesiastics whose confidence you say you enjoy, and upon whose authority you say you work"

Such a base calumny could have only proceeded from either a disordered brain, or a malignant heart; a stranger, indeed, to that "christian generosity" of which your article is so redolent (!)

I have never publicly nor privately made use of the names of Ecclesiastics in any way but with reverence and respect and I challenge you to the proof. I yield neither to you nor the "quasi" professor in my respect for the Priesthood

It is true that I have had the honor of enjoying the friendship of His Lordship Bishop MacIntyre for the past twenty years, and that of the greater portion if not all of the Ecclesiastics of my church, more particularly for the past ten. During which time I have received many favors at their hands for which I have been and am still deeply grateful; and allow me to remark, "en passant," no matter what shall be the issue of the present state of affairs, he or they shall never be repaid with ingratitude or disrespect. I have yet to learn however, from higher authority than yours, that I have forfeited their confidence, or that His Lordship or any of his Ecclesiastics have allowed you to parade their names before the public for the purpose of gratifying your evident malignity.

In a few weeks however you may have a chance to test your power and as 'John' has got St. Peters fairly lectured up and you dare not shew your nose there again perhaps you may try your luck a North Cape. I will act charitably towards you, and take care of you whilst here, even if the Major and David should be your escort for in "my early days" I learned, amongst other things, "to do good to those who hate me abuse and calumniate me."

You are also pleased to refer to the Chairmanship of the Railway Board Don't shiver! Keep cool! Ahem! Do you remember that within the past few days you offered me that if I would come with you "I could have the whole management of the affair in my own hands." And I dare say that if I would withdraw from the present Government, and break faith without just cause" with men who saved the Catholics from the proscription of the Laird faction, I have no doubt all would be beautiful: any my praises would be sung in the columns of the 'Herald' and 'Patriot'. Another thing I learned in my boyhood to which you are pleased to refer, was "to be just and fear not"

The impartial reader of your article must be struck with the latter part of it. Were there two cooks? If I am the man described in the first portion of it, how comes it that all my associates are willing to receive me with open arms, if I but choose your one way out of the dilemma. For your consolation permit me to say I want some "strong facts" before I can support the Laird faction in preference to the present Government.

My boyhood's education seems to be a trouble to you: The mother who watched over it is with me yet, and no public or private act of mine has yet caused her to blush. After I left her I spent five years with a master whose certificate for good conduct, integrity and faithfulness to the charge reposed in me, is amongst the most precious mementos of the past, And I never met him, his wife, nor any member of his family, without being pleased, and I have reason to know that the pleasure is mutual. 'Can you say as much?

Your master was the late lamented Hon. Edward Whelan, a gentleman your superior in every quality that can elevate one man above another, the grass over whose grave is yet as green as his name, and the sufferings of his later days are in the memory of his friends, and of whom it is alleged that your hand are still reeking with his political life blood. His wife is living in penury, whilst his orphan boy is trying to buffet a cold world; whilst it is also alleged that you are enjoying the fruits of his labor, oblivious to the sacrifice of every thing which an honorable and high-minded man values, by virtue of your cupidity for wealth, and the position which wealth creates.' If so, verily, Edward, the way of the transgressor is hard

If all this be true then no victim should be sufficient; yet it would appear you are not satisfied, but wish me for a second. Perhaps it shall be my lot also; but I think after all, you will find me pretty hard to kill,

I have done with you for the present, but shall again address you in a few days when I shall have something to say about the Horse Railroad and your pet contracter Meantime I have the honor to be,

Yours,
GEORGE W. HOWLAN.

Cascumpec, Oct. 9, 1871.

OPINIONS OF THE PEOPLE.

MR. EDITOR; As mature second thought is fast taking the place of the first hastily formed opinions on the Railway question in this locality I have thought it might be interesting to you to know our present opinions on this great question, and also our opinions of the Railway advocates and their opponents. Our opinion of its promoters is, that if it is to be built, we have no more capable men on the Island than the present Government to do it,—as to their honesty, we believe them neither more or less honest than the generality of people

Our opinions of the Railway opponents, taking the *Patriot* as their mouthpiece (as Mr Reilly's conduct has lowered the *Herald* beneath notice), is that no more inconsistent or unwise course could be followed on this question. You doubtless remember Mr. David Laird's conduct at the Rustico meeting last winter, when Mr. Howlan stated that the Government had offers to build our Railway at £5000 per mile, and how he frothed at the mouth in trying to throw ridicule on him, boldly asserting that it was false, or if it was made, it was by some *bogus* bankrupt company He laughed at the idea of such a road being built for so small a sum, and declared with as much assurance as if he knew what he was talking about, that it could not be built for double that sum. The people here are well aware that, shortly after, information came from sources that no sane man could disbelieve, that our Railway could be built for even a less sum. Then as if we that had heard him speak and read his paper were simpletons, he has boldly asserted that it could be built for 2 to £3000 per mile, and throws all the contumely on the Government he can for placing £5000 in the bill as the outside limit that they could let the contract at, He then attempts to prove that the Government intended to or was connected with some needy speculator who intended to swindle the country and divide the spoils I make no hesitation in stating (and I have read the *Patriot* carefully) that he has made no attempt to prove the above charge that is not a direct insult to the intelligence of all to whom it is addressed, It means nothing more or less than that he can write what he likes and that we are such fools that we will believe his latest story His horror at people uniting to accomplish any thing, is such that I am surprised he does not commence a crusade against the banks and companies of all kinds. We club every year when money is to be expended on our roads and bridges. And it would be very inconsistant in us, to censure others for doing what we do ourselves. I should not be at all displeased if all the Lairds and a number more had formed a ring to build the railroad; it would not be necessary for them to give security at all, if the Rustico break-water is to be taken as a specimen of their ability, and desire to spend Government grants for public benefit The Railway opposition seem clamorous for the early break-up of the Government,—I have no objection to assist them if they will name out those that I think will better fill their places I supported the last Government. The *Patriot* sneered so much at their want of ability that I nearly got out of conceit of them. I noticed however, that they seemed to be endowed with considerable more brains after they allowed Mr. Laird a salary for doing nothing as many *wicked* persons said; but I suppose so long as the world stands, bad people will judge other feelings by their own. I am told that you do not like long letters, and will but add that I have not yet heard or read anything against the Government or Railway that is not inconsistant or contradictory, and more like the inconsiderate ravings of a village *mischief-maker*, than the utterances or writings of honest men. If you consider this worth printing, you would oblige me by so doing.

I can assure you without flattery that your valuable paper is fast rising in the people's estimation here, on account of the consistent, and manly way in which you discuss public questions.

Yours, very truly.
MARIN GALLANT.

Wheatley River, Lot 24, Oct. 2 1871.

Mr. Editor,

The Opposition papers seem to take much delight in copying extracts from the Halifax press. Probably they might be induced to give insertion to the following TRUTHFUL words, which I clip from a late Halifax Exchange, and which appears to my mind as very suitable at the present season, and which may be applicable to certain parties in our midst:—

MEAN THINGS.—To lie in wait listening to conversations not intended for the listener's ear.

To say evil things of another in his absence which would not be said if he were present.

To circulate injurious reports without conclusive proof of their truth,

To threaten to interfere with the honest and industrial pursuits of another because of a difference of political opinion.

To endeavor to obtain political ascendancy by the slanderous abuse of an opponent,

To sneak about the country and patronizingly treat at tavern bars, for political purposes, men who would not be recognized at other times and places.

Yours, &c.,
A CONSTANT READER.

Late Telegraphic News.

CHICAGO, Oct 9, 1871.

One week ago on Saturday this city was visited by a fire which destroyed $800 000 worth of property. Last Saturday another fire did $300,000 damage, and now last evening, two hours before midnight a fire broke out which surpasses any ever known in this country. It broke out in a two story wooden building, inhabited by poor people Before two o'clock in the morning over three hundred buildings had been destroyed and the fire had travelled a mile, having already burned an immense number of lumber yards and freight depots of the Chicago and St. Louis and Pittsburg, Fort Wayne and Chicago Railroads.

At 10 brands were blowing across the river in great numbers.

All the shipping in the river was in flames.

Five minutes later we had to vacate the office from which we are sending despatches and the wind had become a gale.

New York Oct. 9.

Operators left the office after sending the last despatch, and no more was received

A despatch from Valparaiso, Indiana, forty miles distant, this morning says the Sherman House, the finest hotel in the city, the Board of Trade building, Custom House all Railroad Depots and Western Union Telegraph Office are in ashes.

The Mayor has telegraphed to St. Louis, Milwaukee and Cincinnati for aid for the suffering.

Chicago, Oct. 9—noon

The whole business portion of the city is in ashes, from Harrison street north to Chicago Avenue, and east of the river to Lake Avenue

The fire swept a district three miles in length to a mile or a mile and a half in width; every hotel, bank, express office, telegraph office, theatre and newspaper office with all wholesale houses in the city have been totally destroyed.

Many thousand dwellings and the water works have been destroyed

Early this morning the wind was blowing a perfect gale from the south west with a sky of brass. No one can tell what the end will be. The only salvation for the remainder of the city is in the wind keeping in the present direction.

Fifty thousand people are homeless, and most of them in a destitute condition

The unburnt streets for miles are lined with household goods.

No one dare think what the loss of life may be

The flames swept through the city with the rapidity of a prairie fire, and many persons must have perished

Telegraphic communication has been again established Munificent offers of assistance are received from all quarters.

Tents and cooked food are being sent.

New York, Oct. 9—4.30, p m.

The Stock market panicky and excited all day on account of the fire. Nothing done in the Western stocks.

Boston, 6 p. m.

Insurance offices anxiously looking over their books to see what they hold. Many companies have hundreds of thousands of insurance there

On corn exchange to-day no business was done—not a bushel of wheat sold No one dare figure how the market may be affected by the destruction of millions of bushels.

The City has telegraphed to the Mayor of Chicago to send word for what supplies he wants, and Boston will send them Several lines will carry freight there free by fast trains.

Chicago, 6 p. m.

The fire is still spreading and will probably reach the lake. It has now burned a space a mile and a quarter wide and two miles in extent on either side Chicago River. This is a mile further north than at last accounts. One hundred thousand people are homeless in the streets, and thousands are fleeing by the only railroad running. Buildings are being blown up to stop the flames. Engines, firemen and food are arriving hourly.

Boston, 9th.

Mayor Gaston has called a public meeting in Faneuil Hall at noon to-morrow, to do something for the sufferers.

New York, Oct. 9, p m.

The terrible conflagration in Chicago has depressed stocks and business generally.

Gold quiet. Light exchange 109 1-8.

The Mayor of Chicago has sent a request to the neighboring cities for cooked food for 75,000 destitute people. Contributions are being made with promptness everywhere. A rough estimate gives the number of buildings destroyed at ten thousand and the loss fifty millions.

Chicago, Oct. 9, p. m

The fire under control. Three quarters of the city, lying north of the city, is in ruins.

A despatch to the "Globe," last evening, revives the rumor of an intended Fenian attack on Manitoba It seems incredible, but is very circumstantial:—

Ottawa, Oct. 9

A despatch received on Saturday night that six hundred Fenians have left Morris, the present terminus of the Railway, and are advancing on Fort Garry, distant about 300 miles.

They are said to be under the command of O'Donaghue. They did not leave Morris together but travelled in small parties, and were provided with wagons and breech loading rifles.

There are scarcely any United States troops in Minnesota, and those which are there are not in any way to be relied upon.

There is a large stock of arms and ammunition at Fort Garry, and shou'd the miscreants invade the Province, they are likely to have a warm reception.

New York, Oct. 10

Gold closed at 114.

There was a great excitement in the stock market yesterday with heavy decline in all kinds, although the prices are expected to be firmer when the full extent of loss by Chicago fire is known.

The last despatch from Chicago, dated 6 o'clock last night says:—"Flames are still unchecked. The Telegraph Office improvised in the southern part of the city has been reached by fire and operators compelled to move. Wind had veered to north." The last words were; "There now appears no hope of saving the southern portion of the city."

One of the latest despatches says: "It is impossible now to give even approximately, a correct statement of the loss but a full idea may be formed when it is stated that every Bank in the city, except two small Savings institutions, are destroyed. All the wholesale stores, all the leading retail establishments, the Post Office, Court House, and Chamber of Commerce, every hotel in the South Division except the Michigan Avenue Hotel, which is standing on the extreme southern limit escaped, though it is badly scorched; every newspaper office—the "Tribune" building, which was supposed to be fire-proof finally succumbed; every theatre; the six largest elevators; the immense depots of the Michigan Southern and Illinois Central Railroads both the passenger and freight deposits of the latter

More than a score of churches and much shipping in the river were all destroyed. Men who were millionaires yesterday morning are nearly penniless to-day, But more terrible than this is the awful certainty that many human beings have perished in the flames; how many, no one can tell and perhaps no one will be able to tell; but it is known that some perished and it is feared that the victims of the fiery monster may be counted by scores; hundreds of horses and cows have been burned in the stables and on the north side hundreds of animals, though released from confinement were so bewildered and confused by the sea of fire which surrounded them that they rushed wildly to and fro, uttering cries of fright and pain until scorched and killed, Over 100 000 people are homeless The loss at least is $250,000 000.

Public meetings are being held and contributions made all over the country in aid of the sufferers

New York, Oct, 10.

Communication with Chicago was resumed at noon to-day and the announcement made that the fire ceased about 3 a. m., when a smart shower visited the city.

Few details have been received but the general accounts first given are fully confirmed.

It is believed that fully five hundred lives were lost in the conflagration.

The United States Sub-Treasury contained two million dollars.

The City Records are all destroyed.

Every railroad depot is in ashes

A later despatch via St Louis dated 4 p. m., says another fire has broken out in that part of the city spared yesterday, and is spreading rapidly threatening to complete its utter destruction No further particulars are given.

Large sums of money and quantities of provisions and clothing are being contributed all over the country

A meeting in Faneuil Hall Boston, to-day, raised one hundred thousand dollars on the spot Gold 114 Stock and business depressed by the Chicago fire.

Per cable—consols 92½; corn 33s.

London, Oct. 9.

Advices from Australia say that the business portion of Sandhurst has been destroyed by fire. Loss estimated at half a million dollars; but small insurances effected

An early meeting is to be held to discuss the question of modifying the Commercial Treaty between England and France.

Dombrowski, leader of the Lyons mob against the Germans, has been fined and imprisoned

The Japanese Government has wiped out the position of the Daimois and annexed their territory to Government properties

The Examiner.

Ch'town, October 16, 1871.

THE RAILWAY CORRESPONDENCE.

III.

It is well known that most of the writers of history have so written as to make facts elucidate their preconceived theories, or to subserve their party or sectarian predilections Every student of history knows how differently Hume and Macauley have treated the facts of English history; and how Lingard draws conclusions, and states circumstances more truthfully than either. So falsely have some portions of history been written so foully have some great events been misrepresented, so outrageously have some illustrious characters been defamed that—in language which has been very generally accepted the distinguished philosopher, Count De Maistre says that, for the last three hundred years history had been a conspiracy against the truth. If men, writing about events of the past ages have permitted themselves to be controlled by party, national or religious feelings, or by their passions perhaps it is too much to expect that newspaper writers should describe present events in any other way than will subserve their party or personal interests. If these writers have been discarded office holders or are expectants of office or power, then they have strong inducements to gloss over the truth, to exaggerate circumstances, and to injure the reputation of their political opponents, whom they hope to displace.

In writing about the letting of the contract the writers in opposition to the Government in the *Patriot* and *Progress* try to show that there is a Ring, and assert that the Government dealt unfairly with Mr. O Brien and put the Colony to the loss of £30,000 in order to give the contract to some favorite, or member of the so called Ring. Before the tenders were given in, these papers had this for a hobby. It was their theory. The first definite statement given publicly, that the Government were in collusion with contractors to subserve their own purposes, was made by Mr. John Matheson, in his electioneering card when he opposed Hon. S. F Perry. The *Progress* endorsed the statement of Mr. Matheson, and the less prudent *Patriot* exclaimed that nine tenths of the people—itself of course included—believed Mr. Matheson Well, here is Mr. Matheson's statement: "*Our Government pertinaciously insist upon paying the maximum allowed by the Act namely, £5,000 (per mile) No such public swindle* ought to be permitted in a free country." We need scarcely say that the people of Tignish treated the slander with contempt and returned Mr. Perry with an overwhelming majority. nor need we take long to show that Mr Matheson and the papers to which we allude made a statement which time has proved to be false and calumnious. The Government did not '*pertinaciously insist*' upon paying £5000 per mile for building the road; they are getting it done for £4 267 10s—£732 10s. per mile less than the Act allowed, £5 000 per mile, a sum the anti-Railroad people prayed and predicted it could not be done for.

In this instance the theorists were wrong and we all remember what a collapse they were in, when the offer of the contract was given to the Messrs. Walker. They took fresh hope when it was ascertained that Messrs. Walker would not accept the contract and then the *Patriot* intimated that Messrs. O Brien, Howlan and Kelly were the Railway Ring. When it was found that Mr O Brien was likely not to get proper securities, then they said some persons else were the ring. We have reason to suspect that the opposition papers are not half so well satisfied that some of those whom they have named as being the Ring did not get the contract instead of Mr. Schreiber. The *Progress*, in July last ironically asked us why we did not interview Mr. Shreiber.—giving the public to infer that he was not one of the Ring. We now take Mr. Shreiber's word, when he states that he had no collusion with the Government nor with any person either off or on the Island, and that no one had any interest in the contract until after it was signed by him. We have heard that Mr O'Brien intends bringing an action against the Government for damages We do hope that he will; then the whole negotiations about the contract will be thoroughly sifted before an impartial Judge and jury. If Mr. O Brien should not think well of doing this, then we advise the Legislature to have a Committee to take sworn evidence of the dealings of the Government with the Contractors. We believe that there are many facts that will come out in no other way, and we have reason to believe moreover, that these facts will prove that the greater part of the charges brought against the Government are mere factious assertions. So far as we can ascertain, the facts of the case are as follows: On August 9th, Mr. O Brien was told that his tender would be accepted, "provided terms and conditions of contract and requirements of law be complied with, *without delay*" Without delay, remember On the 12th he said he would "lodge in any Bank at Halifax say $250 000, stock of the Halifax City Railroad Company and the balance of the sum required in bonds, which have regularly paid and are paying six per cent interest." On the 14th Aug the Colonial Secretary, in reply, on behalf of the Government, said that they were "prepared to accept a transfer of the whole of the Stock of the Halifax City Railroad Company, *unencumbered*, for £60 000, and approved personal security for £40 000 as security for the construction of the Rail road." Hon J C. Pope on the same day August 14th, wrote to him as follows:—

"The season is passing rapidly, and the Government is most anxious that the contract should be signed, and the work proceeded with *with as little delay as possible* It is therefore desirable that you should name a time when you will be prepared to perfect the security sign the contract, and commence the work"

To this Mr. O'Brien replied on August 16th, "Am arranging securities—expect to be ready in a week;" that would be on Wednesday, 23d August. Many of the people especially Westward, were pressing Members of Government to have the contract completed so we have been informed. On the Tuesday previously to the date named by Mr. O Brien he was reminded that he was expected to complete his securities according to agreement. He did not come—was not up to time—and hence, if the Government were in collusion with other contractors here was an opportunity to end their negotiations with him Did they do so? No Members of the Government say they were still anxious that he should get the contract and the evidence does not disprove it. On August 24th, Mr. O Brien telegraphed that he was delayed getting securities by "absence of City Railroad bond holders." On the same day Mr. O Brien was notified by the Colonial Secretary that unless he were in Charlottetown on Saturday 26th August prepared to give the required securities and sign the contract, the party making the next highest offer would be written to. Saturday 26th came, and again he was not up to time

Here was another opportunity for the Government to stop any further negotiations with him, but they did not do so He asked till the following Wednesday, Aug 30. Hon A A. McDonald telegraphed him saying:

"Council will accede to your request, and extend time till Wednesday *but no longer Securities must* be perfected then."

In the meantime Hon Mr. Haviland went to Halifax and Mr O Brien said he was ready to "complete the Railroad contract" But,

"Owing to absence of parties holding City Railroad Bonds, I have procured Moir & Co as securities for that incumberance £50 000, which with $25 000 the whole stock, will, I trust, be satisfactory for the first part For the personal, I offer David Starr & Sons and T A. DeWolf & Son and if necessary can find others. I beg to refer you to Sir E. Kenny for the solvency of the parties"

Mr. Haviland replied, that he was of opinion that

"The Government, of which he was a member would not consider the securities named in his note a sufficient guarantee for the due performance of the contemplated Railway Contract"

The question here comes up what grounds had Mr. Haviland for forming that opinion. He will give them before the Legislature probably, and until he is there called upon to give them, it is but fair to assume that he received such authentic information as justified him in entertaining the opinion

Mr O Brien's excuse, that he could not remove the Mortgage on the Railway owing to the Bond holders being absent, may be an excuse but we have heard some business men say that it is a very flimsy one as the person holding the Bonds, would probably have an agent present in Halifax, who could act for him, or if not he could be reached by Telegraphic message. It appears evident, however, that Mr O Brien had not the $50 000 himself as he could only, at the first offer Moir & Co. for that amount. His statement in his letter of the 29th Aug. that "the urgency with which he had been required to complete these surities, has under the circumstances, tended to paralize his ability by confining his attentions solely to Halifax" shows that he had doubts as to his success in obtaining surities in Halifax, or gives the reader to infer as much The "urgency" he alludes to, was not what he represents, as he had from the 9th until the 29th, and it is not surprising that the Government came to the conclusion that if a person could not wipe out a small mortgage on a Horse Railroad represented to be worth $250 000, it was about time to entertain doubts that he had the means to build a Railroad in Prince Edward Island, which was to cost £500 000 or a larger amount. Another part of the letter says, that he would build the Railroad in two years and would "allow every day to count in as part of that period which has elapsed since its award to him," looks very fair, but the chief point in letting the Contract, was to close before the other Contractors made new arrangements. This point we fully explained in a previous article, and shewed that the Government owed it to the interests of the Colony to let no further time pass without closing with some contractor.

Although Mr. Haviland gave Mr. O Brien to understand that the security, such as he offered would not do; yet, on the 29th he telegraphed to Hon A. A MacDonald that his securities were ready Well! in his estimation they were ready, but what were they? the Horse Railroad still mortgaged, and surety of Moir & Co, as indemnity for the amount of mortgage. For the personal security for the £40 000, he offered T. A DeWolfe & Son and David Starr & Son The Government could not receive the security, and the Attorney General Aug 31 wrote him as follows:—

"I have to state that the Government are not prepared to depart from the proposition contained in the Colonial Secretary's Letter of the 14th inst., wherein he states that the Halifax City Railroad must be unencumbered and that they cannot accept Moir & Co as an indemnity against the mortgage at present a charge on the said Railroad

With respect to the security offered by you for the balance viz £40 000 the Government do not consider it sufficient."

That the Government were justified in so writing, we believe, that they have evidence in their possession to amply prove, and which will be forthcoming before the Legislature when the matter comes up for discussion.

However, up to this time, it is generally acknowledged that the Government acted properly; it is the subsequent negotiations that are called in question Some of these happened in fall under our observation but as this article is sufficiently lengthy we must defer our concluding remarks for another number.

THE EXHIBITION

Was opened on Wednesday at 12 o'clock by His Honor the Lieut Governor, accompanied by Admiral Fanshawe and suite. Judge Hensley made a suitable address, to which the Lieut Governor replied. The articles exhibited though not so numerous as on previous years yet were highly creditable and show that the Industries of the Island are making steady progress. Amongst the most noticeable articles exhibited we may enumerate the Hand Loom of Mr. Wells, which was in operation all day, and which attracted crowds of persons. Mr. Wells we understand is the maker and sells the Loom for £35, cy It is capable of weaving any quality of cloth, or woollen stuff, and is spoken of as one of the best hand looms invented Mr Millner's Seed Drill was also on exhibition, and was the subject of enquiry and attention The display of Sleighs and Wagons was not so large as it should have been, but those exhibited were very creditable to the makers Mr. A McDougald Mr Hewson, and Messrs McPhail & Hunter. The sett of Ash Furniture of Mr Newson, and the Walnut sett, of Mr George L. Dogherty were elegantly finished and fully as good and better than could be imported for the same money as these can be sold for. The Hats and Caps manufactured by Mr. Hobbs also deserve honorable mention. The Silk Hats were very fine, and he can sell as good a quality of Hat for 22s as the imported one for 28s Mr Hobbs deserves the patronage of the public and should be enabled to work up a large trade. The Cloth and Fur Caps, Muffs and Tippets manufactured by Mr. A B. Smith, were all that could be desired in this line of goods. The Tweeds of the Charlottetown Woollen Factory were such as to establish the reputation of the Factory. Some of the Cloths were very much admired and when we consider that an excellent quality of Tweed all wool—can be sold for $1 per yd, the Factory will confer great advantages upon the country. Several orders were given on the day of Exhibition for pieces of Tweed by some of our merchants. Mrs Ferguson of East River, also exhibited a handsome piece of Tweed, and Mr. Matheson, of Rustico had a fine piece of gentleman's Plaid, for which he got the first prize The Woolens, Berlin Mats and Hearth Rugs, were numerous, and were very beautiful in design; the dressed Furs were also very handsome. The Barrels, Measures, Ploughs, and other agricultural implements were of good quality as were also two fine setts of Harness made by Mr. John Stumbles

The Agricultural products were in keeping with the reputation of our fruitful soil, and the knowledge of our Agriculturists. The advantage of farmers buying the best seeds, was illustrated in the Royal Swede Turnip which took the first prize. Mr. Wm McGill imported some of the seed here last spring and sold it at about cost and in so doing has benefited the farmers who, after the proof of the superior quality of the seed will probably use it very generally. The Potatoes were as fine as we have ever seen, and the Cabbages were the best. We must mention the large Squash, raised by Mr. J. Hewson. It measured six feet in circumference, and weighed 101 lbs. The Turban Squash was a curiosity, and, we hear, is much better for table use than the ordinary squash. Amongst the things that made the mouths of the little ones water was a splendid display of Candies, manufactured at the establishment of Mr. Kennedy.

There was only one Oil Painting at the Exhibition which was painted by Miss S. Longworth and did great credit to the fair artist. We hope that in future Exhibitions the Fine Arts will occupy a larger space in the Drill Shed. The Board of Commissioners who had charge of the Exhibition, performed their duty satisfactorily, and Mr. A. McNeill, as Secretary, left nothing undone to make the affair a success.

SINCE we made the statement that the Island Railway Debentures as issued by Act of Parliament, have realized 99¼ per cent, the opposition papers have not a word to say about Walker's tender. They should post their readers,

Her Majesty's Surveying Steamer *Gulnare*, Capt. McLeod arrived on Saturday morning last from Newfoundland.

QUEEN'S COUNTY CATTLE SHOW AND EXHIBITION.

THE weather was unusually fine on Tuesday and Wednesday last and a great many persons from town and country visited the Cattle Show and Exhibition, Some of the Stock was very fine, and brought higher prices than in previous years. Mr. Fairweather, from Sussex Vale, N. B, bought a large amount of Stock for the Agricultural Society of that place, and gentlemen from Nova Scotia also purchased largely. The following is the list of Prizes at the Cattle Show:—

LIVE STOCK—HORSES.

Best Carriage Stallion, imported or otherwise, having served not less than 25 mares on the Island during the present season—Jacob Dockendorf, North River, £3.
2nd best do do, 1st class certificate—George Clow New Bedeque Road.
3rd best do do, 2nd do do — R. Stevenson, Rustico.
Best Draft Stallion, imported or otherwise, having served not less than 25 mares on the Island during the present season—Wm. Cullen, Lot 49, £3.
Best Entire Draft Colt under 3 years old—David Mutch, Rustico, £2
2nd best do do, 1st class certificate—William Good, Winsloe Road
3rd best do do, 2nd do do—John McRae New Glasgow.
Best Carriage Mare and Foal—J. Dockendorf North River, 30s.
2nd best do do, 1st class certificate—George Davies, Ch'town.
3rd best do do, 2nd do do — John Kennedy, Brackley Point Road.
Best Cart Mare and Foal—Wm Good, Winsloe Road, 30s.
2nd best do do, 1st class certificate—Thomas Enman Clairaud.
3rd best do do, 2nd do do — John Lenoard Cornwall
Best Cart Filly under 3 years old—William Prowse B. P. Road, £2.
2nd best do do, 1st class certificate — James Miller, St Peter's Road.
3rd best do do, 2d do do—Arch'd McKinnon, North River.
Best Blood Filley under 3 years old—Francis Hyde, West River, £2.
2nd best do do. 1st class certificate — Robert Brackey, Lot 30.
3rd best do do, 2nd do do—John Walker, North River.

Judges—John Johnson, William Mutch, jun., and John McGregor, Esquires.

CATTLE.

Best Bull under 3 years old—John Howard, North River, £2.
2nd best do, 1st class certificate—John Walker, North River.
3rd best do, 2nd do — Wm. Rattray, B. P. Road.
Best Bull of any age or breed—James Mutch, Lot 48, £2.
2nd best do, 1st class certificate — John Kennedy, B. P. Road.
3rd best do, 2nd do — Edward Harrington, Nine Mile Creek.
Best Cow in milk—J. C. Pope, Royalty £2.
2nd best do, 1st class certificate — George Beer, sen., Ch'town.
3rd best do, 2nd class certificate—Richard M. Gidley, Royalty.
Best Heifer in Calf or milk, under 3 years old—Benj. Wright, Royalty £2
2nd best do do, 1st class certificate—Ewen McEwen, North River.
3rd best do do 2nd do—P. Blake, Ch'town.
Best Yearling Heifer—Benjamin Wright, Royalty, 30s.
2nd best do, 1st class certificate—John Kennedy B. P. Road.
3d best do 2nd do—George Lewis Royalty.
Best Bull Calf—J. C. Pope, Royalty 20s.
2nd best do, 1st class certificate—John Kennedy, B. P. Road
3rd best do, 2nd do—Stephen Swabey, Royalty.
Best Heifer Calf—John Longworth, Ch'town, 15s.
2nd best do, 1st class certificate—St. Dunstan's College.
3rd best do, 2nd do—Laurence Morris, North River.

Judges—H. Longworth, John T. Jenkins, Stephen Swabey, Charles Gardiner, and Wm. Bagnall, Esquires.

SHEEP.

(Owned in the Royalty.)

Best Ram of any age—H. Longworth, 30s.
2nd best do, 1st class certificate — Stephen Swabey.
3rd best do, 2nd do—John Holman.
Best Ram Lamb—Henry Longworth, 30s.
2nd best do, 1st class certificate—Benjamin Wright.
3rd best do, 2nd do—Henry Longworth.
Best Pen of four Ewes, having reared lambs this season—J Longworth, 30s
2nd best do, 1st class certificate—Benjamin Wright.
3rd best do, 2nd do—Henry Longworth.
Best Pen of four Yearling Ewes—Henry Longworth, 30s.
2nd best do, 1st class certificate—Benjamin Wright
3rd best do, 2nd do—Henry Longworth.
Best Pen of four Ewe Lambs—Henry Longworth, 30s.
2nd best do, 1st class certificate — Henry Longworth.
3rd best do, 2nd do—Benj Wright.

(Not owned in the Royalty)

Best Ram of any age—Joseph Tweedy, Gallas Point, 30s.
2nd best do, 1st class certificate — George Hattherly. New Bedeque Road.
3rd best do 2d do—James Hughes Tracadie.
Best Ram Lamb — William Rattray, B. P. Road 30s.
2nd best do 1st class certificate—Thomas Rodd, Union Road.
3rd best do. 2nd do—Albert Boswell, Lot 49.
Best Pen of four Ewes having reared lambs this season—Charles Haszard, Lot 48, 30s.
2nd best do, 1st class certificates—No competition.
3rd best do 2nd do—Do. do,
Best Pen of four Yearling Ewes—Charles Kennedy, B. P. Road, 30s.
2nd best do, 1st class certificate—Charles Haszard, Lot 48.
3rd best do, 2nd do—George Tweedy, Gallas Point,
Best Pen of four Ewe Lambs—Chas. Kennedy, B. P. Road, 30s.
2nd best do, 1st class certificate—Charles Haszard, Lot 48.
3rd best do, 2nd do—George Tweedy, Gallas Point

Judges—John Beer, Wm. Mutch (brick house) and John S McLeod, Esquires.

PIGS.

Best Boar Pig—W. Large, Little York.
2nd best do Wm. Bagnall, New Glasgow.
3rd best do—Albert Boswell. Lot 49
Best Breeding Sow—James Wood. Lot 48.
2nd best do—Henry Hardy, Little York.
Best Pen Pigs under six months old (Barrows excluded)—Wm. Prowse, B. P. Road.
2nd best do do do—John Holman Royalty.
Best Fat Pig—Wm. Wood, Lot 48.

Judges—Samuel Hyde, James Mutch and Cornelius Higgins, Esquires.

THE Letter of Mr. Howlan in this day's paper will be read with interest, as it makes some startling disclosures.

The *Progress* of this week is very low and scurrilous, poor fellow! he is hard up when he has to publish such filthy abuse.

THE storm of Thursday night was very severe; but up to the present there is not any report of much damage being done.

ONE of the papers speaking of the turning of the Railway Sod, says it believes that the first sod was turned by a son of Mr. Burpee The fact is that Mr Burpee has been married only two years and has no son yet, able to trundle a wheelbarrow. Such is the "stuff" some papers are made of.