surely not unreasonable to assume that there are in this House men of sufficient knowledge and business experience to frame a measure which will be satisfactory. I have listened to the remark often repeated that the Government is committing outrage and robbery in constructing this proposed railway, and that the country is opposed to it. I happen to have my residence as far removed from Charlottetown as almost any hon. member, and I deny that the inhabitants of my district are opposed to the scheme. On the contrary they are in favor of it, and it is the duty of their representatives to give effect to their wishes. It is not to be wondered at if people hearing all sorts of unfounded rumors about the cost and the inevitable ruin which the consequent taxation would cause, and the inevitable result in confederation, should in ignorance of the facts of the case, be alarmed at the prospects which designing parties hold up to their wondering gaze. The hon. member for Belfast has stated that we shall have to pay an annual interest amounting to £92,000. Now it has been admitted that the 108 miles from Shediac to Saint John runs for a considerable portion of the distance through a barren country and if with the costly broad gauge it has earned $525 per mile, and of that 60 per cent was absorbed in working expenses, and that its net earnings were 40 per cent, while the population was but 13 to the square mile when the road was built, I want no stronger argument than this to prove that we are justified in constructing through a settled country presenting no engineering difficulties, and having a population of 37 to the square mile the line proposed. The first railroad in New Brunswick was fifteen miles between Moncton and Shediac, and they now have $8,000,000 invested in those undertakings and a subsidy of $5,000 per mile is provided for new lines. An addition to the present tariff of 2½ per cent will be sufficient to meet the new liabilities consequent upon the railway policy of the Government. I will read to the committee a statement which I have prepared as elucidating my views on the financial aspect of the question, and I am prepared to justify the calculations if they shall be impugned.

The Government of P. E. I.

DR.		£	s.	d.
1871.	1st year, money spent, £100 000 at 6 per cent. interest, paid,	6,000	0	0
1872.	2d year, spent £200,000 at 6 per cent. interest, paid,	18,000	0	0
1873.	3d year, spent £200 000 at 6 per cent. interest, paid,	30,000	0	0
1874.	4th year, spent £190 000 at 6 per cent interest, required,	36,000	0	0
		£90,000	0	0

Railway.

CR.		£	s.	d.
1871.	By amount received from the Railway Tariff of 2½ per cent on £600,000,	15,000	0	0
	This year, 20 miles built. Earnings,	0	0	0
1872.	2d year, Railway Tariff,	15,000	0	0
	40 miles of road in operation. Earnings,	0	0	0
1873.	3d year, Railway Tariff,	15,000	0	0
	80 miles built and in operation. Earnings at the rate of £150 per mile, the lowest rate of any road in America,	12,000	0	0
1891.	Railway Tariff,	15,000	0	0
	Earnings of 120 miles Railway, at £150,	18,000	0	0
		£90,000	0	0

Now, Sir, I contend that the amendment of the hon. Leader of the Opposition (Hon. Mr. Wightman), has committed his party to the principle of constructing railroads and the only differance between that amendment and the resolution of the hon. Leader of the Government is, that the move prescribed by the amendment would, if adopted, entail far greater expenses on the country than the plan proposed by the Government. The opposition are willing to incur the costs of surveys, but under the Government scheme the expense of their surveys must be borne by the contractor. I cannot resume my seat without offering an observation on the singular want of taste manifested by the hon member from Belfast when he saw fit to characterize as the scum of the earth those hard working sons of toil the navvies. He claims for himself *par excellence* the title of liberal, but where was his liberality when he could denounce in such terms the men whose thews and sinews had left such impress upon this continent From various causes many of those men had been compelled to leave the old country and seek homes on this side the atlantic. But I ask what would the United States have been without those people? Whose labor has built the railroad, the canals, and other public works in the States and these Colonies. Instead of denouncing them as he has done, the hon. member ought to welcome them to our shores, and should assist in holding out inducements to them to become actual settlers and consumers of dutiable articles, thus adding to our population and increasing the revenue. Their money will be found in our Savings Banks, and they will prove a blessing instead of a curse. I for one am willing to extend a cordial welcome to all classes, and I deny the right of the hon. member to characterize as the *scum of creation* the men the results of whose labor are standing evidences of their worth in all parts of the globe.

H.

Select News Summary.

THE LATEST FROM THE VATICAN PIUS IX., POPE.

VENERABLE BRETHERN—Health and Apostolic Benediction!

Many times, venerable brethern, during this long Pontificate, have we had occasion to turn towards you and manifest with how much gratitude we receive the expression of your affection and devotion; for we know that in you and the faithful confided to your care we have a great means of securing God's mercy towards ourselves and the Holy Sea. And, indeed, when the enemies of God begin to invade the civil rights of the Church, striving to prevail finally, were it possibly, against Jesus Christ and the Church which is "His body and His fullness," you, venerable brothers, and the people of Christ did not cease to entreat God "whom the winds and the sea obey," that He might calm the storm; nor did you desist from repeating the testimonies of your love, or from employing every means in your power to console us in our tribulation. But since we have been despoiled of this city itself—the head of the whole Catholic world—and left to the power of those who have oppressed our rights, yet you together with the greater part of your dioceses, redouble your prayers, and with frequent exortations confirm the sacred rights of religion and justice which have been trodden down with incredible effrontery. On the occasion of that event after St Petere, a fact never heard of in the long series of Roman Pontiffs, when we reached the twenty-sixth year of our apostolic ministry in the Sea of Rome, you cordially and universally united in our jubilee in celebrating that signal benefit conferred on our unworthyness, thereby clearly typifying the most florid vigour which everywhere prevails among the Christian family, by which we are profoundly moved, and by uniting with yours our vows and supplications we shall attain strength to await with greater confidence the full and absolute triumph of the church. Here were most gratefully received those numerous bands of supplicants at our venerated temples, and toward whom also the whole concourse of the faithful throughout the world expressed their gratitude, who, together with their pastor returned thanks to God, through public prayers and approaching the sacraments for the benefit conferred upon us; and at that time you earnestly besought Him to grant the victory of the church. We felt besides, not only relieved from our afflictions and anxiety, but felt them change into joys by your congratulations, your filial devotion, and fervent vows expressed in your letters; by the presence of great numbers of the faithful, who gathered from every quarter, among whom were many of noble birth and those honored by ecclesiastical and civil dignities, but far more great and noble by the richness and purity of their faith, all of whom joined together in heart and deed with the greater portion of the citizens of Rome and the occupied provinces whither many hastened from far off regions and desired to face the same dangers and contumely to which we have been exposed that they might openly bear testimony of their sentiments and those of their countrymen toward us; and to bear us volumes of the names of the hundreds of thousands of the faithful in every nation who strongly condemned the invasion of our principality and ardently demanded a restitution which is implored by religion and morality, and demanded by justice and civilization. On that occasion you contributed abundantly with your means, poor and rich almost vying one with the other to serve us in an hour of tribulation; rich gifts came from every quarter, nearly all bearing designs representing the union of our spiritual with our civil power, granted to us by God, and a magnificent case of vestments and utensils, which relieved the poverty of many of our churches. It is, indeed, a wonderful spectacle of Catholic unity, and shows evidently the universal Church, although scattered over the whole world and composed of people different in custom, and education, to be informed by the Spirit of God, and the more prodigious and furious are its persecutions and wars made upon it, so much the more crafty are attempts made to deprive it of every human hope. If, therefore, you render unto the Most High your highest praises for His unceasing help to the Church, and unite your prayers with those manifestations of your virtue and faith which you send us, relieve your minds by the hope of an undoubted triumph. But while we recognize from the Giver of every good the gifts wherewith He has bountifully supplied us, let us not be unmindful of the most grateful thanks we owe to those who, making themselves the instruments of Divine Providence, have given us every possible testimonial of their rediness to assist us under any circumstances, of their fidelity—testimonials full of comfort, obedience, devotion and love. Then raise up to Heaven your hands and hearts, all you who are our children, in the name of God. We offer you to Him, beseeching Him with ardour and solicitude to accept your wishes for the liberty of the Holy See, for the victory of the Church, for the peace of the world, and that He may bountifully grant to all those the celestial and terrestrial blessings which are not in our power to bestow. It is certainly our desire to manifest particularly to each individual benefactor our heart-felt gratitude, and personally attest our very prompt and earnest recognition of their acts; but the great abundance of demonstrations made to us and favours transmitted from every part hinder the pleasure of affording each a particular response. In order to pursue in some measures the bent of our desires, we pray you, venerable brethren, to whom we direct the principle part of these our sentiments, to announce and make them distinctly manifest to your clergy and people. Exhort all to persevere with you in prayer and with souls full of faith, because if the assiduous prayer of the just man penetrate the cloud, do not cease yours until they reach the heart of the Almighty; and Christ promised that He would be in the midst of two joined together in His name and animated by a spirit of prayer, and that His Heavenly Father would grant all that they asked in His name. So much more certainly can the Universal Church with its perpetual and unanimous prayers, obtain after Divine justice is appeased the destruction of all the earthly allies of hell, the overthrow and annihilation of the inventions of human malice, and the restoration of peace and justice on earth. As to that which regards yourselves, venerable brothers, to that turn your thoughts especially. Let your power grow continually stronger, until like a compact phalanx you can face the enemies of God, who, with artifice and strength ever new, assail the Church, which no force can ever destroy, you may be enabled to resist their blows with greater efficiency and disperse their armies. These things which we eagerly desire and ardently invoke we also wish for you and the whole Catholic family. In the meanwhile the Director of that most warmly anticipated event and the Dispenser of all blessings believing in our benevolence and gratitude towards you, from the bottom of our heart we most effectionately impart the apostolic benediction to each of you, venerable brothers, and to the clergy and to the people confined to the care of such.

Given in Rome, at St. Peter's, the 5th day of August, the feast of the Assumption of Our Blessed Lady in the year of our Lord MDCCCLXXI., and of our Pontificate the twenty-sixth.

PIO P. P. IX.

NARROW GAGE NONSENSE.

Scarcely any engineering topic of the time has had more nonsense said and written about it than the subject of 'Narrow Gage Railways.' We have had it hashed and re-hashed, and served in season and out of season. The daily papers found out that the engineering papers were discussing it, and cooked it all over again, reproducing it in still less palatable shape than before Much sound and little sense seems to be the result of all effort to make people believe there is essentially a great gain in the use of narrow gages.

Among this class of articles, however, we cannot rank one which appears in the *Railroad Gazette* of August 23d, which clearly shows in a tabulated statement, the fallacy of the faith which sustains the advocates of narrow gages. We shall present this statement in the present article, and call our readers' attention to it as worthy of the most careful study before coming to any conclusion regarding the policy of adopting generally, or even partially, the narrow gage system; for it is purely a question of policy, as we have shown in previous article.

We have also shown that the narrow gage system is not new, that it cannot by any posibility make the difference in the first cost of railways claimed for it; and, although we admit that running expenses would be less than those of our present system of heavy rolling stock for passenger traffic and heavy loads of freight, we hold that to make *such a comparison is foreign to the question* at issue, which is between narrow and wide gages *per se*, not between narrow gages worked with light loads, light rolling, and low speed, and wide gages worked with heavy rolling stock, heavy loads and locomotives, and high speed.

Because a gage is what is called wide, it does not follow that cars and locomotives must be heavy, that loads which would crush down or break light rails need be carried, or that trains should move at a speed of forty miles an hour

We have shown that, so far as permanent way is concerned, there would be no saving by narrow gage practice for a given amount of traffic except perhaps a slight one in cost of ties, and in the ballasting, which will vary with the length of the cross ties.

The *Railroad Gazette* now not only agrees with us on these points, but shows clearly that the saving in rolling stock, constructed to do a given amount of traffic, will not be worth naming, and point out, as the "leading fallacy of the narrow gage *reasoning*," the nonsensical notion that cars and engines cannot be made as light for wide gages as for narrow, with the exception of axles which will require about nine dollars more expense per car for the 4 feet 8½ inch gage than for the 3 feet gage.

In summing up the relative cost of items in construction, the paper referred to does not vouch for the full accuracy of the prices given, but as they are the same for both cases, the relation of cost is the same, whether the prices named are correct or not.

Estimate of Cost per Mile of 3 Feet and 4 Feet 8½ Inch Gage Railroads:

	3 feet	4 feet 8½ in
Land and land damage	$500	$500
Grading	3,500	3,710
47¼ tons of rails, 30 pounds per yard, at $70	3,325	3,325
494 rail splices	247	247
3 520 pounds spikes, at 4½ cents	150	150
3,520 cross ties, 6 feet long, 5x6 inches at 37½ cents	1,320	...
3,520 cross ties 7 feet 8½ in, long, 5x6 in at 37½ cents	....	1,581
1 000 cubic yds ballast at 50 cents	500	...
1,300 cubic yds ballast at 50 cents	...	650
Laying track	300	300
Sidings	300	325
Bridges	1,000	1,000
Masonry	500	500
Fencing	500	500
Freight or materials	150	165
Freight and passenger houses	600	600
Engine houses, repair shops, and water works	400	400
Miscellaneous buildings	100	100
Engineering, salaries and office expenses	1,000	1,000
	$14 392	$15,056

Equipment for, say, 25 Miles of Road.

	3 feet	4 feet 8½ in.		
5 locomotives	$30 000	$30,000		
10 passenger cars	20 000	20,180		
4 mail and baggage cars	2,400	2,436		
100 freight cars	17 500	18,400		
	$69 9000	$71,016		
Per mile	$2,796	$2,840	2 796	2,840
Total			$17,188	$17,890

It will be noticed that certain items here are put down as equel in cost; and it has been, and can be shown, that they will be the same in both cases, provided everything else — comfort, conquenience safely, etc—is maintained on an equal footing.

The publication of this statement will do much towards the collapse of the narrow gage bubble. A large number of engineers and manufacturers have *found it to their interest* to advocate the system, but although the probabilities are that through their efforts a period of narrow gage railroading has been inaugurated, *we do not believe that it promises long duration*. The people will clamor for wide cars and comfort, and the gage will gradually be widened, while light stock will be used, so that light railways for light traffic, not narrow gages will be the phase railroad engineering will assume in the future

Correspondence.

To the Editor of the Examiner.

Dear Sir,

I regret to perceive that so many of your brother journalists have during the last week, allowed themselves to publish such violent philippics against the Government. The editors of the HERALD, PATRIOT, and Summerside PROGRESS seem to vie with each other in heaping upon the powers that be all the abuse their pens can wield I am glad to see that you take as yet, a more dispassionate view of matters I see, in the above sentences, that I have rushed into my subject almost too abruptly; but as these few lines are only intended for the eyes of those who are thoroughly acquainted with the political situation I will neither apologise nor digress. This Railway contract,—that's the trouble, or at least that is the ostensible ground for all the exception taken by the HERALD to the Government. I thus particularize the HERALD on account of its having been heretofore, such a strong supporter of the present administration, and having been supposed to especially reflect the views of one or more influential members of the Executive Council. I have not the least intention, here, of impugning the personal or political independence of the editors of the HERALD; but merely of stating a simple fact. I have, of course, read, and I assure you with the greatest care, the Correspondence published in last Saturday's ROYAL GAZETTE, and fail to see any prima facie evidence still less proof, of any collusion between the accepted Railway Contractor and any one or more members of our Local Government. I do not consider, Sir, that the editors of either the PATRIOT or Summerside PROGRESS can be expected to give an entirely unprejudiced opinion on the Government's integrity and spotlessness of character, for any slip that they,—the Government—may, or may even appear to make, brings political grist to their mill. I have not the slightest intention of presuming to take on myself the character of apologist for the Government,—if I even thought they needed one—but I deem it unjust, ungenerous and unpatriotic to decry our leading public men, members of the Executive, as "criminal swindlers," on the strength of certain foregone conclusions, and to which conclusions a portion of the public mind has been too effectually drawn by partizan writers and political adventurers Let any honest stranger read the published Railway Correspondence carefully and, from its internal evidence, deduce his own conclusions in reference to the action of the Government and I firmly believe he must bear them harmless from any apparent collusion with the accepted contractor. I am not going to over load your pages with any extracts from the Correspondence; it is before the public, and for them to judge. Unless some evidence can be adduced of our Government, or any one or more of its members being directly concerned, as such, in any Railway Ring, I trust, for the speedy advancement of the Colony, that they will be sustained in their present course, and that Mr. Schrieber will break ground forthwith. I am not inclined to believe for a moment that it is so easy as some people seem to imagine for any body of thieves public or private, to agree among themselves for long. If our Executive are the gang of "swindlers" and thieves the editors of the HERALD deem them, the sooner their public existence is terminated the better; if not, let every loyal well-wisher to the Colony support them by voice and pen, and scorn to join the leaders of the rabble, who, may be, out of office or pocket, or both, having announced that the Lieutenant Governor and his constitutional advisers have stood in the attitude of culprits at the bar of public opinion for a fortnight, would condemn them without trial and execute them without mercy I have no fear but what common reason and sound sense will reassert their sway next week, to a certain extent, and that we shall be favored in the public press, on this vexed Railway Question, with some attempt at arguments, and with a marked absence of wholesale abuse and detraction.

I remain, Dear Sir.
Yours truly.

Ch'town, Sept. 23, 1871. LIBERAL.

To the Editor of the Examiner.

Sir,

I regret exceedingly that you have found it "difficult to answer our questions candidly." We had confidently indulged the hope of getting substantial information, to dispel the somewhat cloudy thoughts that arose in our mind on reading the EXAMINER editorial of the 14th ult. But, instead of yielding information on the subject, you adroitly seek to draw information from us. We surmise it to be more honorable and intelligable to use definite and precise terms than "generalities," especially so in the discussion of a question affording so ample a scope as our school institution, with which all classes are familiar, and feel a deep interest. It may not be inaptly termed a domestic, as well as a public institution; and we are at a loss to know why it may not be spoken of in terms that are intimate and easily understood; that carries a distinct and clear meaning of the idea intended to be conveyed, and desired to be comprehended; when the terms used are tolerant, and the manner respectful there ought to be no "estrangement."

You have clearly made a charge of "injustice" against some persons—a "class of people"—and find it "difficult to say candidly" who it is that does the 'injustice." We think if you were *conscious that an injustice is being* done, you would be able, in appropriate words to point out the injustice, the manner in which it is being done, and who it is that does the injustice. If you do not show up the injustice, and who commits it, you must see that the accusation is needlessly made, and ought to be withdrawn, otherwise you will subject yourself to the imputation of want of moral courage in the discharge of duty, or giving publication to an imaginary wrong.

We feel to a moral certainty, that there is no "class of people" in this community who wish *to commit an injustice upon another "class,"* whether they be a majority or a minority; whatever be their nationality, their creed, or political association. If conscientious religious convictions should clash, we are of opinion, upon an open, fair and honorable discussion of the matter, a general willingness would manifest itself to arrange matters amicably. Should any class show an opposite spirit, the foundation would be laid for the imputation of exclusive "bigotry," though upon this point we feel convinced that the safest and surest way to avoid collision, is to exclude altogether from our public or political chessboard all religious questions. As a community we are not governed in religious matters by "majorities" But, in the administration of political affairs, we submit to be ruled by majorities; and sometimes it so happens the minority may feel they do not enjoy equal advantages. This rather results from the imperfection of all worldly things, than a design of the ruling parties.

We presume very few persons think our "school law perfect" in a secular point of view. If you think that a portion of the "public funds of the Colony should be devoted to religious purposes," and that it would make the 'school law perfect" let you, by all means, give a full and "free expression of your opinions," in the most lucid language you can command, and show the public that it will meet "the wants and wishes of the great majority of the people, and that it will do no great injustice even to a respectable minority.' If you can succeed in this, you will gain laurels of no mean order, and we assure you we will ungrudgingly contribute our mite of commendation.

Mr Rowe objects to your assumptions, because he thinks they are fallible. Mr. Rowe is no "representative" man, having no authority to speak for any person other than himself. It is a part of Mr. Rowe's religious, as well as "part of his political belief, that there should be no connection between Church and State." Mr. Rowe is convinced that the "class" who thinks our schools is adapted for the present and all coming time, is a very small class; therefore it cannot truthfully be said they "make a large class of people pay for the Government schools against their will!" Neither do we think it correct "to assume that all those who have gone to the expense, and are contemplating the building of other schools are, as a class, conscientiously opposed to the schools already established by law.

I remain, respectfully,
MANOAH ROWE.

Montague Bridge, Sept. 12, 1871.

Charlottetown, Sept. 14, 1871.

To the Hon. J. C Pope, P. E. C.

SIR;

After fully considering the facts and circumstances connected with Mr. Collingwood Schrieber's obtaining the Railway contract, which entails upon the Colony the unnecessary expenditure of £13,500, I deem it my duty to inform you that I can no longer support your government.

I have the honor to be, Sir,
Your obedient servant,
EDWARD REILLY M. P. P.

Charlottetown, 18th September, 1871.

SIR,—I have the honor to acknowledge the receipt of your letter of the 14th instant, in which you inform me that you can no longer support the present Government, after fully considering the circumstances connected with Mr Collingwood Schrieber's obtaining the Railway Contract which you say entails upon the Colony an unnecessary expenditure of £13.500.

I regret that any member of the Legislature should withdraw his support from the Government. At the same time, it is gratifying to me to feel that the conduct of the Government—of which you complain—in letting the Railway Contract to Mr Schrieber, was straightforward and honest, and such as every good and true supporter of the Government should approve. All the facts and circumstances connected with it are published, and I feel confident that in this matter the Government will be sustained, not only by the Legislature, but by the country.

The sum for which the Contract is let is quite as low as the work can be done for. The Contractor and his associates are men of known honor and integrity, who will, in my opinion, perform their Contract honestly and expeditiously, and I feel it is a matter of congratulation that Mr. Schreiber, backed by the very best personal security that can be had in the Provinces, has agreed to build the road at so low a price.

I have the honor to be, Sir,
Your obedient servant,
JAMES C. POPE, P. E. C.

Edward Reilly, Esq., M. P. P.

Charlottetown, Sept 14, 1871.

SIR,—I deem it my duty to inform your Honor that, from the manner in which the contract for building a Railway in this Island has been awarded to Mr. Collingwood Schrieber, entailing as it does, the unnecessary expenditure of £13,500 your constitutional advisers have forfeited my confidence. I shall therefore consider myself bound, as soon as the Legislature is called together, to oppose the administration by all constitutional means.

Referring your Honor to a Memorial submitted to you some weeks since, praying for an early call of the Legislature, to take into consideration, amongst other things, the tenders for the proposed Railway, signed by fourteen members of the House of Assembly I beg your Honor to consider my name as added to that number in so far as its addition may imply a want of confidence in your executive. Under ordinary circumstances, it might be thought unnecessary for a member of the House of Assembly to inform your Honor that he had ceased to have any confidence in your Executive, but as my determination to oppose the Government will leave them without a majority of members of the House of Assembly, I have thought it both my privilege and my duty to bring the change to your Honor's notice, in the hope that the prerogative vested in your Honor, as Her Majesty's Representative in this Colony, will be exercised for the protection of her people.

I have already informed the Leader of the Government of the course I intended to pursue.

I have the honor to be,
Your Honor's obedient servant,
EDWARD REILLY, M. P. P.

To His Honor Lieut. Governor Robinson,
&c., &c., &c.

No. 99. Government House,
16th Sept., 1871.

SIR;

I have the honor to acknowledge the receipt of your letter of the 14th instant, informing me that, for the reasons therein stated, you have determined to withdraw your support from the existing administration.

2. I observe that you have already informed the *Leader of the Government of the course which* you intend to pursue, and I concur with you that, but for the existence of circumstances rendering it, in your opinion, advisable and proper that you should advise me of your secession from the party in power, any similar notification to myself would have been unnecessary.

I have the honor to be, Sir,
Your most ob'dt. servant,
WILLIAM ROBINSON,
Lieut, Governor

Edward Reilly, Esq., M. P. P.

Late Telegraphic News.

New York, Sept. 19th.

Six persons were killed and twenty-nine injured by the powder explosion at Pioche, Nevada, and the damage exceeds a quarter of a million.

Twenty nine convicts escaped from the Nevada State prison, and in doing so six men were wounded including the Lieutenant Governor.

Cable advices state there are hopes the strike in Manchester *may come to an end, as the employers* show signs of wishing to compromise.

The small pox is disappearing from Weymouth, England.

The Mount Cenis tunnel was formally opened yesterday in presence of the representatives of France and Italy.

The failure of the New Customs Treaty between France and Germany is imminent. The German Plenipotentiaries object to the alteration of the text made by the Assembly.

New York, Sept 9.

Gold 114¾; Exchange unsettled—light 8¾.
Consols 9¾; Flour 24s a 26s.; Corn 32s 8d.
Virulence of Cholera increases at Konigsburg, and the rate of deaths has advanced to 70 and even 80 per cent. Deaths during week ending 17th, 300.

George Alexander Hamilton is permanent Secretary of Treasury under Government.

Earl Derby died yesterday at Balbriggan, in the County of Dublin

The Postal Money Order system between the United States and England, will go into operation on the 2nd of October.

The German army is to be placed upon a peace footing immediately, and reduced to an effective strength of 400,000 men.

New York, Sept. 20.

Gold and Exchange steady.
Virginia City, Nebraska, was devastated by fire yesterday, the loss amounting to three quarters of a million dollars.

Len Sweet, a noted gambler, was beaten to death last night in Portland, Me, by Simon Lovett, whom he had swindled.

New York, Sept. 21.

In the four-oared race, five Quebec crews and the Renforth crew started at two o'clock yesterday; the Renforth crew winning by two minutes In the single scull race Kelly came in first, Chambers second, and Percy third

Eight men were killed yesterday in Indianapolis by the caving in of a sewer which was being repaired.

Two cases of Asiatic cholera have appeared at Perth Amboy, N. J., the victims being recently landed immigrants from Germany.

The cable announces an explosion yesterday in the Wigan coal mine, by which five miners were blown to pieces.

The strike among the workmen in different parts of England continue.

London, Sept. 20.

Consols steady.
The Asiatic cholera has appeared at Constantinople and Smyrna.
The health of the Queen has not been improved by her residence in the Highlands.
An attempt has been made to assassinate the Chief Justice of India. He was stabbed twice with a dagger, by a native, and lies in a very precarious state.
The anniversary of the occupation of Rome by the Italian troops is being celebrated to-day with the utmost euthusiasm in that city.

London, Sept. 21.

Conso's 93 1-8.
Bullion in the Bank of England has decreased £659,000 since last week. There is now in the vault £23,499,138
Flour 23s a 26s.; corn 23s. 6d.
The English holders of Confederate Cotton Bonds are organizing to present their claims to the Commission of Arbitration at Washington.
The procession in Rome yesterday in honor of Italian unity was imposing Patriarchs of the Armenian Church joined it. The illumination at night was very general Not the slightest disturbance of public order occurred during the day and evening.

We would not recommend the frequent or constant use of any medicine. It is important to take even a good article judiciously *Parson's Purgative Pills*, are safe, promp, and reliable as a laxative or cathartic.

Base Ball is undoubtedly good exercise and capital punishment, but often occasions bunged eyes, broken shins and blistered hands. We can *tell you* that in such cases if Johnson's Anodyne Liniment is resorted to, it will reduce the swelling and stop the pain.

When the nervous system loses its tone and vigor the whole body suffers more than the rest. Hence the origin of Heart Diseases, Consumption, Softening of the Brain &c. The most direct method of cure lies in restoring the vital principle to the nerves, which most easily accomplished by using *Fellows' Compound Syrup of Hypophosphites.*

The *Patriot* doubts the power of Flagg's Relief to cure Government head aches, and advises them to try Radways. For a doctor whose advice is so very disinterested, he should not indulge so much in bitters.

The Examiner.

Ch'town, September 25, 1871.

A NEW SENSATION.

OUR CITY SCHOOLS.

The Report of the School Visitor, which we publish to day, will bring the School Question—so far as the city is concerned—to a crisis. Only that the statements made therein are given officially they could scarcely be believed. With all the boasting about our Free School System—with all the expense—£22,000 per annum, gobbling up about one-fourth of our whole revenue; and under the eyes of the ruling powers,—in the very capital where we should expect the system to work better that in remote districts; what do we find? a state of things that is positively shocking.

The Report states that the number of children in attendance at the schools receiving government pay is only 672. The number receiving education in the schools not receiving government pay is 853. The private schools thus do more work without pay, than the government schools which cost £1,168 per annum.

Yet in these enlightened days, when every one is supposed to feel the advantages of education—there are actually scores of children who never attend school, and who "are growing up in ignorance," and consequently will become vicious and worthless members of the community.

With the exception of the five larger of the private educational establishments, which "might well serve as models of convenience and comfort;" there is not proper school accomodation for the children in attendance at the *government schools* not to speak of the scores who never enter a school-room.

For teacher and pupil the most of the public school rooms are like a pest-house. The strongest constitution in such small, over-crowded, unventilated places, must necessarily become infected with disease. Then the temptations to immorality are almost too revolting to describe. The revelations which were made some few weeks ago in the Police Court, can not be named in a respectable press. Mr. McPhail in his report says that in one school he found the poor "children closely packed in double rows and the out-house in a bad state;' in another, the children have to go up two flights of rickety stairs and "there is no out-house for the use of the children so they are obliged to go to those of private parties or wherever they can find access" This is certainly bad enough, but other places in which schools are kept are in a still worse condition. A school attended by males and females is thus spoken of officially, remember "the exposed *corner* of a back passage which is used is SHOCKING and DISGRACEFUL." Another schoolplace is thus alluded to:—"The out house here, which serves for all the families around, is in a PESTILENTIAL STATE and utterly BEYOND DESCRIPTION."

The Board of Education have done all in their power to remedy this shameful state of affairs; we now call upon the Board of Health to do *their* duty.

We must not be understood as casting any imputation upon the city teachers. Some of them we know to be ladies and gentlemen of ability and zeal in their professions. They could not get better places in which to teach, and they deserve the public sympathy at being thrown out of employment, as they must be unless suitable school-houses are immediately provided.

But will the public of the whole Island permit the Government to incur the expense of erecting suitable school houses in the city, when country districts have to build their own school-houses? If they do not, will the people of the city, or even a bare majority of them, tax themselves to build other school houses with the "five large establishments" in the fore ground, and the Presbyterian Female Seminary and the Episcopal Academy looming up in the distance! A short time will tell.

We believe that some sweeping reforms in the school system are absolutely required. It did good in its day and all honor to those who established it. But it has ceased to satisfy the increased demand for a "higher female education" and the altered circumstances of the times and general wants of the community. What is good in it let us retain with gratitude to the memory of the dead, and respect for the living whose wisdom and zeal for the people's interests gave us the Free Education Act. Let us not shut our eyes to the defects that time reveals in all human institutions. Granted that improvements are required what do we propose is the next question. We believe that the following reforms would be advantageous and settle the question satisfactorily.

1. Let there be a minister of public instruction, who would be responsible to the Legislature for the working of the Educational System. He should devote his whole time to the duties of his office and should be well paid. He should be a man thoroughly acquainted with the teachers, and the educational wants of the country. He should be free from party influence and sectarian prejudice, giving out equal-handed justice to all. In the Island there is one such man in whom all would have confidence—we need scarcely name John MacNeill, Esq.

2 There should be a Board of Education and a Model School in each of the counties.

3. The School Fund should be apportioned to each and every educational establishment, in proportion to the number of children in daily attendance. The average number of pupils to be neither less nor more than the Board should deem proper.

4. Make the attendance of children at some school, during certain days and hours and under certain age compulsory.

The Tea and Entertainment of the Morning Star Juvenile Lodge had a very pleasant time on Wednesday last, in Scott's Hall. Mr. C. Full occupied the chair, and the interest of the meeting was well kept up. Messrs. McGowan and Pope Fletcher enlived the proceedings with several peices of Violin and Organ Music. Some of the recitations, and all the songs and duets were carefully rendered. J. H. Fletcher, Esq., made a good speech on the Temperance Question which contained advice very suitable to his youthful auditors. The proceedings closed with the National Anthem.

CHARACTER.

THE character of men must be taken into account when they are charged with offences, be they small or great. The motives, too, of their opponents can not be overlooked. Some of our contemporaries have gone a little further, in their papers, than they will likely do in the Legislature. It is very easy to whisper away the character of public men at street corners, or in the columns of a violent paper. That does not require much ability nor much courage. Many a fellow who is as brave as Ajax in his sanctum, with a quill in his fist becomes wonderous tame when face to face with his opponent. The community, in self defence, should be aware of certain desperate fellows, that seem to have no business or labor to occupy their time, who may be seen loafing around shops and standing in the Market place and street corners, talking about better and honester men than they ever will be reputed. Indeed, the man of sterling character never runs down another. He is only to glad to hear his neighbor well spoken of; and regrets that even the slightest suspicion should be entertained against him. Appearances may not seem well; he is but a careless reader who can not remember that many a good man has been ruined by the false testimony of others, or the evidence of certain circumstances How a combination of circumstances were nearly destroying the character of a gentleman, unjustly, we find thus described in one of our exchanges:—

"At a table d hote at Ludwigsberg one of the company was showing a very rare gold coin which passed round the table on a plate and gave rise to many suppositions as to its age, country, value &c. The conversation then gradually branched off to other subjects till the coin was forgotten, and the owner asked for it back, to the surprise of all, it was not to be found. A gentleman at the foot of the table was observed to be in much agitation: and his embarrassment seeming to increase with the continuence of the search, the company were about to propose a very disagreeable measure, when suddenly a waiter entered the room, saying, 'Here is the coin; the cook has just found it in one of the finger glasses.' The relief to all was manifest and now the suspected stranger spoke as follows:—"Gentlemen none of you can rejoice more than myself at the recovery of that coin; for picture to yourself my painful situation. By a singular coincidence I have a duplicate of the very same coin in my purse! (Here showing it to the company). The idea that on the personal search which would probably be proposed I would be taken for the purloiner of the coin, added to the fact that I am a stranger here with no one to vouch for my integrity had almost driven me distracted Providence and the honesty of the cook has saved my honour.' The friendly congratulations of the company soon effaced the remembrance of their unjust suspicions'

Now, most of the testimony brought against the government is only circumstantial, and the most of it hearsay. The question now between the Government and—we will not say the opposition, because we know many of them to be gentlemen and christians—but some of their enemies, is one of character. We must remember that His Honor Governor Robinson, and Honbls. J. C. Pope, T. H. Haviland G. W. Howlan, Lemuel Owen F. Brecken A. A. McDonald, William Richards, James Duncan and Emanuel McEachen, are *sworn* to protect the best interests of the people of this Island. We must remember, too, that most of them are self-made men, who have attained by hard work, a fair share of this world's goods. We must remember, further, that they are men whose *word* would be taken anywhere in business transactions. We must remember, moreover, that ten men never yet engaged in a swindle and held all together, without some one of them divulging it. If all is said were true, it would be a public calamity for the whole Island that the name of our respected Governor, and so many of our leading business men, should go down to disgrace as perjured criminal swindlers. The only persons who would rejoice are a small gang of annexationists and a few desperate fellows who have the stamp of desperadoes in some of their actions.

THE RAILWAY CORRESPONDENCE.

I.

THIS week we give our readers, in an extra the Railway Correspondence between the Government and the Contractors, and with the aid of such accurate information as we have been able to gain, we shall review the whole proceedings in a series of articles. We shall strive, whatever the consequences may be to write with the calmness and with all the freedom from bias that we can master, as certainly such a serious subject demands. Before we can come to a proper understanding of the matter we must consider first whether or not the way in which the Government gave out the tenders was a good plan for the country; secondly, were they serving the best interests of the country in exacting £100,000 unquestionably good security; and, thirdly, were they justified and acting properly in giving so much time, or not giving more time, to the Contractors to close the contract.

1. The manner in which the Tenders were let, without an accurate survey being made was much censured at the time, and many people thought that it was an unusual and unwise proceeding Then, it was strongly urged that the time allowed was not sufficient for Contractors at a distance, to compete for the work. It was said, on the other hand that there was ample time given, and that the information afforded to the Contractors was sufficient to enable those that understood engineering and the railway business to make such calculations as warranted them in competing for the construction of the Railroad. The correspondence before us proves that sufficient time was given, because we find the names of parties as tenderers for the contract from Nova Scotia, New Brunswick, Canada, the United States, and England. That the plan was a good one, must now be admitted, because we find that a large number of persons were willing to build our railroad for a less sum than such a railroad was ever before offered to be built for in the history of Railroads. The Specifications for the Island Railroad gave the Contractors to understand that they should bear the expenses of Survey, should build fences and wharves, and station houses, and should provide first class cars and locomotives. In fact our railroad is to be a first-class Road differing only in the width of gauge from the railroads that cost from $30,000 to $50,000 a mile in other countries. There were twenty contractors for the whole line of railroad. The total amount of all their tenders is £95 110 cy. per mile, making an average of £4 755 per mile. The average of all the tenders being £4 755, we have secured the building of the Road for even less, namely, £4,267 10s. per mile. This, we say positively, is less than ever any other railroad of the same class was built for. In another column we give an article from the *Scientific American* and the *Railroad Gazette*, two of the best authorities on the subject, this side the Atlantic, in which the cost of a Three Feet Gauge is given. The writer shows that the cost of a Three Feet Gauge is $13,726 per mile, and that the Rolling Stock costs at the rate of $2,726 per mile, in all, $16 618 per mile. At the sum at which the Contract has been closed, namely, £4267 10s cy., at 4s. 8d. to the dollar - equal to $15,061 U. S. cy. We get our Three Feet Six Railroad built for $1,557 less per mile than the *Scientific American* says it costs to build a Three Feet Gauge Railroad. This makes it evident that the way the tenders were offered has really proved of great saving to the country over any other plan that might be adopted.

2. We come now to the second proposition for discussion; namely, did the Government act wisely in having a clause in the Railway Bill demanding such a large amount of security as £100,000. The clause reads as follows;—

The contract to be entered into, shall be guarded by such securities and containing such provisions for retaining a portion of the contract moneys, to be held as a reserve fund, for such periods of time and on such conditions as may appear necessary for the protection of the public, and securing the due performance of the contract

The security to be required to be equal in amount to at least one hundred thousand pounds currency, and to consist of such description and kind of security as the Lieut. Governor in Council may deem satisfactory.

Inasmuch as the work is to be paid for month by month, at the valuation, not of the Contractor, but of the Chief Engineer, we, at first thought, considered the security as being too high. But when we reflect that if the Contractor built ten or fifteen miles of the railroad, he should say, I cannot go on with the work at such a low price, you must give me more, the probable result would be most ruinous to the Colony. We would have a piece of a railroad, connecting nowhere, and earning not a cent. The interest would go on, and the Government would have to abandon the work with a debt upon the Colony, or would have to issue new tenders. The Government would then be sweated with a vengeance. We would have to get the road completed and if a lot of contractors clubbed together, they could have their own price. We have an instance of the loss a country may come to by not having proper guarantees for doing public works, in the building of the Intercolonial. It was calculated to be built for, and should have cost only, $25,000,000; but instead of that, by contractors breaking down, it will cost $40,000,000. Besides, the clause to which we refer was not disapproved of by a single Member of the Legislature. Indeed, the more we study the matter, the stronger becomes our conviction that it was a prudent clause to have in the Railway Act, and reflects credit upon the wisdom of all parties who enacted it.

If then it is admitted, on all hands, that the Railway Act in this particular contains a proper safeguard for the protection of the public, the Government are solemnly bound to see it properly enforced. Nay, more, they are sworn to see that no injury can come to the Colony, so far as human wisdom can enable them to prevent it. They could not do otherwise than have good security; and if, in their negotiations with any contractor, they found out that he had made false representations they should have nothing further to do with him, even though he were backed subsequently by the Rothschilds It is a universal rule amongst business men that if they are deceived once, they forfeit all confidence in the person whom they discovered to have made false representations, and will have no further business transactions with him, no matter what the prospects of future gain in dealing with him might be. Now, the question which at present engrosses the public mind is this: Were the Government too exacting with Mr. O Brien and were they justified in giving the Contract to Mr. Shrieber in preference to him, though he offered to do the work for £14,000 less.

Mr. O Brien represented that his Horse Railroad, in Halifax, was worth $250,000, and further, that there was a mortgage of $50 000 upon it, and that the principal party holding the mortgage was in England. Now if it came to the knowledge of the Government, even at the eleventh hour, that instead of $50,000 there was a mortgage of $100,000 on the Horse Railroad, and that the person holding it was not in England, but in New York, would they be acting as prudent business men if they paid any further attention to him or would they be doing their duty towards the country, if they gave such an important work to him? We let our readers draw their own conclusions, merely stating that we have been shown a copy of the Mortgage on the Halifax Horse Railroad and that the amount of the Mortgage due thereon is $100 000, and that the Mortgagee is a resident of New York!

As this article is already longer than our space permits, we will resume the subject fully next week.

REPLY TO MR. ROWE.

IF we hitherto did not answer Mr. Rowe as fully as he wishes he must excuse us on the grounds that we have to devote some of our space and time to others beside himself. Oftentimes, as during the past fortnight, we have to carry on a controversy with half-a dozen people at the same time, and still some of our contemporaries are not satisfied that we do not "pitch into them" more than we do. Mr. Rowe should have given the whole of the first sentence he cites. We said we found it difficult to answer some of his questions without being personal—that is, using the names of gentlemen some of whom are not now in public life. The first articles we ever wrote for this journal years ago, were on the school question, and we hold the same opinions now, as then, namely: that the school system as established by law inflicts an injustice upon a large class of people. So we do not fear any imputation of not having moral courage to discuss the question, or any other.