I do not think that this breastwork at presen projects eastward beyond the line of the houses. The breastwork at the westward might be one foot and might be three feet from the line of the houses. I understood from the authorities that there was a dispute between Mr. Carvell and the Corporation on account of an obstruction on the street. I went and ranged the obstruction with the line of the houses and found it not in range [of] the street.

Mr. E. Palmer objected to witness giving testimony respecting negociations, and said that the alleged offers of negociation to Mr. Carvell or to all the Carvells in Christendom by the Mayor, does not affect this case.

Mr Hodgson said that he would be able to show his Lordship that this case had been prejudged in the lower Court.

His Lordship, Judge Hensley, decided that it was not a good objection.

Mr. Hodgson, to witness, at all events from the disturbance did you not understand that there was a dispute between Mr. Carvell and the Corporation about this piece of land? I do not know whether Mr. Purdy claimed the thoroughfare. I never received a notification from any one to keep off that land, that I remember.

Roderick McKinnon sworn. I reside at West River, Lot 65, I have been in the habit of coming to Charlottetown for many years For 55 years I have come into town, coming in on the ice I effect a landing on different streets generally on Cross street, in the west part of the town. As circumstances require we take the best place of landing we can find. We used to come to the end of Pownal Street or Purdy Street as it was called, because the landing was shallow. Occasionally I go out of town by that street. When I bring in loads, I would have to make two halves of my loads to make it easy to haul up hill. I know the time when Pownal Street Wharf was first erected. I think it was in the year 1844, ever since that I have been in the habit of landing on the west end of the wharf, I had never been interrupted in landing there all that time. It was an open thoroughfare and I have seen hundreds of people driving upon it. People were interrupted last winter, but I had no interruption myself for I had no occasion to travel it. Before I saw the obstruction it was partly taken down. The passage between it and the wharf appeared very narrow to me. The Eastern end of the breastwork from the western end of the wharf was five or six feet. There was not sufficient room for me to bring up a horse and sleigh. I could not bring up a horse with an empty sleigh, nor a horse without a sleigh. I went down there merely to see what was going on, it was about the beginning of March. We frequently land there with boats in summer time for safety. At the time I examined the wharf there was an obstruction there extending in upon the road ten or twelve feet. It was an entire impediment to the passage for it crossed the road. There was no landing on the east end of the wharf, and therefore I used to haul the boat up the west end of the wharf. There is a saw mill on the east side of the wharf.

Cross-examined by Mr. Charles Palmer. The spring hole in the vicinity of the breastwork is about two or three hundred feet from ordinary high water mark and to avoid it we had to keep towards the breastwork. When I got down on the ice I would take the best way I could get towards home. I think Mr. Purdy came there after the wharf was built some few years, and held it up to his death. I don't remember that Mr. Purdy put a grid iron there for boats to be hauled upon for repairs. I heard say that Mr. Carvell claimed the ground. I was not in the Police Court at the trial on the case. I eyed the breastwork to see whether it was on a straight line with the street just to satisfy my curiosity. I do not know whether it was private property or not. I ranged the breastwork with the warehouse and Neil Rankin's house—cannot tell whether it went over west of them two inches or not—but it went some over the range of those buildings. There would not be room enough for a sleigh to pass in the space there was between the range of the warehouse and the end of the wharf. The end of the wharf was a little to the east, say a foot or two from the range of Purdy's warehouse.

Mr. Stewart of Lot 48, sworn. Examined by Attorney General.—I generally land at Queen's wharf, sometimes we land at Pownal wharf at the west side. I land there with bricks and produce. There was a well worn track there. Purdy's warehouse is built on a little breastwork. I did not use that right of way for travelling on last winter, but I was down there last spring, and I should say that this breastwork does interfere with landing there as formerly. The first time I observed the obstruction was some time before the ice went away. I did not sight it to see whether it was on a line with the street We landed in summer on the wharf inside of where the breastwork is now. I should think that the space is ten or twelve feet between the end of the breastwork and the wharf, and the depth of water is about 6 feet. I do not think that there is a safe right of way there now for the public in winter on account of the obstruction.

Cross-examined by Mr. Hodgson. There is a bad spring hole there. When we got on the ice we went whatever way we wished to go. Perhaps the track would not be in the same place every winter. The ice always used to break up first here, and then over towards the spring hole afterwards. On this account it was not as good a landing place as Queen's Street, and was used only on a pinch. As soon as a teamster got clear of the factory he would strike off to the right, and sometimes straight ahead. The track was always to the west of the line of the street.

Re-examined by Atty. General. Those who were bound to the westward struck off the right, and those from Belfast and the East kept more towards the wharf.

Mr. Hyde sworn. Examined by Mr. E. Palmer. I live up the West River, and have been in the habit of visiting Charlottetown over thirty years. I have come into town with loads and sleighs with horses. I generally land the nearest place as business suits, at all the landings both east and west as well as at the end of Pownal Street, and go out the same way in winter, and never met with any impediment in the way. I saw part of the obstruction after the ice broke up, and saw some men taking down a portion of it. The eastern end of the breastwork approached within less than four feet of the wharf. In coming to town I have passed over where the obstruction was being removed from On going down the bank, those acquainted with the ice would keep close to the wharf or straight out in the safest place, and those not acquainted, kept to the west. I used to go straight ahead. I could not travel straight ahead when I saw the obstruction last spring. I have not examined it since it was re-built. I have also landed there in the summer time in a boat on the west side of the wharf with turnips, potatoes and grain. We used to come inside the breastwork far enough to turn a horse and cart. I mean the breastwork where the warehouse is now built.

Cross-examined by Mr. L H. Davies. I dealt with Mr Purdy sometime before he died. I did not notice any gridiron there. The spring hole is over towards the west side of the wharf, rather to the south end. There was a crack in the ice showing which way the spring ran, and was always open after a heavy storm. The crack on opening from the spring inclined towards the wharf. I would not run the risk of going across the track made by the spring The rise and fall of the tide cracks and sheives the ice into cakes along the shore and wharf. If the cakes were large enough the horse could travel across the cracks leading from the spring, and I have risked it in the spring of the year. I remember that Mr. Purdy has been in possession of that place for thirty years, I cannot remember the last time I was over in that direction. I will not swear that I came up there at all for the last four years. I have seen more ice there in the spring of the year than on the streets. I have seen a boat in the gap, but did not know whose boat it was, or that Mr. Purdy had a boat. When there was better hauling I came up that way. I can swear that I frequently came up that way in the spring of the year, but Cut Street was the generel way I came into town

Mr. D. McDonald of Lot 30, examined by Mr. E. Palmer.—I have been in the habit of coming into town over 25 years. I have come in by Pownal Wharf and gone out that way too. I have brought in logs and loads of wood in the winter time. The usual track would be 20 feet from the wharf. About trice a month I have seen teams come in that way, and trucks used to haul out scantling. I have often laid scantling there and got it surveyed, and have seen lighters discharged on the wharf. If the breastwork had been there several years ago, I could not have passed up and down, and discharged loads as I have done, for the breastwork lays across the common winter track coming in and going out of the city. If the obstruction is there next winter, and I had a load of hay or straw, and had to come up that way with it, I could not get along. I have been in the habit of coming to the wharf with rafts for twenty years. I have been to the wharf since the ice went away, and noticed the space between the wharf and breastwork—a lighter could not get through it, though, there is plenty of water inside. I know the right of way there to be a great convenience to the public.

Cross-examined by Mr. McLeod—I have come up and down there 25 years ago, and laid rafts there. The first time ever I saw the bank 25 years ago I took a horse up it with a load of salt, bought from Mr. Brenan. Perhaps it might be eight years after hauling that load of salt before I hauled another load up there. As to other loads I cannot give an answer, because I did not keep an account. The last time I hauled a load that way was last winter—cannot say that I took a load this winter before—but I hauled a load of some five years ago. I frequently went up Cut Street or any place that was good hauling. The winter road is not always in the same spot—cannot tell whether I always kept the same distance from the wharf, or that the main winter track is always the same distance from it, as that would depend upon the glare ice. I would not like to put a horse in so narrow a place as between the breastwork and the wharf A horse might come up by squeezing him. I suppose the space is seven or eight feet wide. I never passed it since the breastwork was put up. I don't know whose the scantling is which is there now.

Patrick Doolan sworn. Examined by Mr. Longworth. I have lived at the South Shore about 35 years, and I recollect that length of time. I am now 54 or 55 years of age, I have been in the habit of visiting Charlottetown three or four times a day, hauling wood into town. I usually came into town by way of Truck Street, but when there was any difficulty in landing at that street, we used to come up Pownal Street at the west side, with loads of wood and grain. I can clearly recollect bringing up loads that street 30 years at least. *Brought up wood, potatoes and oats on my way to Mr. Wright's.* I followed up that practice until last winter, when I found the right of way blockaded with brush. I had on a load of grain, consisting of oats and wheat, and I was stopped there on the ice. I had to wait considerable time, and had to go back to Cut Street and wait there until the tide fell before I could get up. I think this was sometime in the month of March. I noticed the embarkment as far as I recollect—I think it was within 2½ or 3 feet from the wharf—it was as much as a man could pass through the first time I noticed it. I have seen it since, but it is not so close now as then. I saw it this morning and took particular notice, and think it is seven or eight feet between the end of the present embankment and the wharf, and I would not like to take my horse through it yet, for fear he might get hurt. The ice there is liable to be broken up by the action of the tide. We used to keep off the wharf 8 or 10 feet on account of the falling ice. Outside that there was a spring that used to run to some distance, and we used to go between the spring and the wharf. There were tracks all along so we never kept the one track—my neighbors used to travel the same way. There was Lannan and Murphy, and 30 or 40 others of my neighbors that would be tedious to mention, besides 150 from Belfast and the South who travelled there in winter for the last thirty years. I followed a lighter for 12 years and used to bring in brick and stone and land them exactly where the wharf is now on the shore. We used to land bricks on the wharf, and the stone we threw overboard. We also used to put in there for shelter when the tide was rough. I have dropped the trade pretty much, and it is two or three years since I brought any in—the last was a load of stones. I could not get in with a lighter now filled with stone or grain the same as I used to, on account of the obstruction of brush

Cross-examined by Mr Hodgson. I had nothing to do with building Mr Purdy's breastwork, but I had with building the buttments under the building. I was employed by R. MacDonald, and Purdy paid me. This was 22 years ago. The abuttments were made of heavy pieces of hemlock which we canted in under the building. I mind old Mr. Hutchinson coming along and saying, don't encroach on the street I am not positive whether it was he, or the gentleman with him, that used those words. I cannot say that we encroached on the street, but as we were directed we went

John Inglis sworn. Examined by Mr. E. Palmer. I have resided in Charlottetown for over thirty years. It was after I came here that Pownal Street Wharf was built. When it was nearly finished, I worked with Mr. Purdy before he purchased his property. He put up that breastwork about the time the wharf was finished. I recollect after the wharf was built people came along that way from all parts in winter season. Mr. Purdy levelled the slope down between his breastwork and the wharf, so that sleighs could get up and down. It seemed like a little fair to see all the people that passed that way from Mount Stewart, Belfast and elsewhere, bringing in geese, produce, oats, pork and other traffic. As they came from off the ice, they turned towards the wharf and kept pretty handy to it, up to the slope or gap where they got on the street. I have noticed this kind of travelling going on every winter. I have seen the breastwork, but never took any notice of it. I have not been down near it this winter. I have hauled up stone there in summer time as well as seen others do the same. People discharge brick and loads of scantling on the wharf, and haul their lighter after unloading, on the embankment This occured mostly every summer, and loaded lighters could go within 20 feet of the warehouse building. Mr. Purdy had a boom right along side of the warehouse. He fastened the end of the boom to the wharf and blockaded up the right of way. But the truckmen made a row and he had to ship it off, and never boomed it again after that. They threatened to cut the boom if he placed it there any more and ever since that it has been free, summer and winter. Mr. Purdy had been there then 15 or 16 years before he put the boom across. He kept the bank or entrance free for hauling up sea weed, and never prevented any one else from doing the same. I think people could bring an empty cart up and down before Mr. Purdy cut down the embankment.

Cross-Examined by Mr. L. H. Davies The bank all along where it has not been cut down is over 12 feet perpendicular height. That was about the height before Mr. Purdy built there at all Before that people were trying to make a thorough fare there for themselves. Mr Purdy filled up the right of way leading to his lumber yard, but he always kept a passage clear to the end of the warehouse stored with salt. I was employed there digging a drain to the cellar-kitchen, right where this road is now Mr Purdy fastened the boom to the wharf, but the truckmen made him take it away, and then he fastened it to his own breastwork The boom he extended from the end of the wharehouse, south for 20 or 30 yards, and laid claim to no other property there except the boom It was large enough to hold 60 vessels. I never took particular notice but I think a schooner could lie between the gridiron and the wharf. I think it is 8 or 10 years ago since the gridiron was there. I will not swear that the gridiron did not lay right up against the wharf. I do not know how it was fastened, or whether it floated. I always thought it was a stage for tarring vessels on.

To be Continued in our next.

Correspondence.

BACHELORS TAX.

TO THE EDITOR OF THE EXAMINER.

Sir,

The Railroad man for Rollo Bay, is most unreasonable in giving countenance to any scheme for imposing a Special Tax on Bachelors. The pockets of this worthy class of citizens are already drained sufficiently. The Railroad man's letter abounds with clap-trap about Bachelors, that he should be ashamed of. This self denying branch of the population, should rather be paid a bounty. What makes so much poverty, so many bare feet and hungry stomachs abound in the land? *Early Improvident Marriages.* The man who leads a single life to acquire a competence for himself, and fights with the difficulties of doing so imposed upon him by his neighbours' beggarly children, and the donations exacted by the misery and want of ill-considered marriages, ought rather to be held up as an example to be imitated, than made the butt of the ignorant reflections of people who are too stupid to appreciate the dignity of a comfortable livelihood, and too profligate to practise the virtues of economy, or self denial. Your correspondent says there are fifty Bachelors between Rollo Bay and East Point In that same fifty you will find Educated Clergymen, Members of Parliament, and good honest fellows who will not hesitate to share their bed and board with men who are struggling with poverty entailed upon them by early marriages and large families. Between Rollo Bay and East Point you will meet hundreds of poor children, who were brought into a life of poverty and hardship, by parents who had not sense enough to calculate whether they were in a position to rear and educate children,—in that area is daily shed many a bitter tear, and heaved many a heavy sigh, caused by poverty resulting solely from improvident and precipitate marriages. Yet there are found in the community, people so callous as not to bestow a thought upon all this misery and its causes, who will waste their time in writing letters reflecting upon a worthy class of citizens, who have sense enough to mind their own business, whose charity is exhausted in helping other peoples children, and who every day see many reasons to confirm them in the wholesome resolution of living comfortably as Bachelors, rather than plunge into the countless miseries, from which many a victim of Wedlock, when too late, would wish to escape.

Yours.

A BACH.

Ch'town, May 8, 1871.

Indignation Meeting at Crapaud

Pursuant to notice, a Meeting was convened at Crapaud Hall, on Wednesday, the 26th inst., to take into consideration the action of the Government relative to the passage of the Railroad Bill.

The Meeting was organized by appointing Mr. Thomas Rogerson Chairman, and the undersigned Secretary.

The Chairman stated the object of the meeting, after which Mr. Geo. Howat read a communication received by him from the Chairman of a Committee appointed at a meeting in New London, (which has been published) requesting the people in this end of the District to call a similar meeting in Crapaud, a report of which I am now giving.

Mr. Geo Palmer then rose and presented the following Resolution, which was read by the Secretary.

Whereas, The Government of this Island has passed a Bill authorizing the construction of a Trunk Line of Railroad from Alberton to Georgetown, with Branch Lines to Souris and Tignish, and whereas, no provision has been made in said Bill for the construction of a Branch Line through the southern section of this District, and as this is one of the most flourishing agricultural parts of the Island, and the inadequate means of shipment for the large quantities of produce which are annually exported, proves a source of great inconvenience to Farmers and Merchants residing in this section of the Island.

Therefore, Resolved, That as this section of the country will be called upon to bear their portion of said Railroad in the shape of taxes and duties, that the Government be called upon to take into consideration our wants, hoping they will immediately place a dredge boat in our harbor to deepen it sufficiently to admit vessels of large draughts of water to come to our wharves, in order that farmers and merchants may obtain prices for their produce equal to the ports of Charlottetown or Summerside.

After the reading of the above resolution, a very spirited and lengthy discussion took place, in which it was defended by D. W. Palmer, Esq., and Mr. Geo Palmer, and Mr Alfred Beers, Teacher, and opposed by Messrs Geo, Howat, Geo. Leard and Geo. Lowther, and John Sherren. It was then moved by Mr. Geo. Palmer, and seconded by Mr. A. C. Leard, that the said resolution be put to the meeting. It was then put and lost. There appeared five of a majority against it.

Mr. Geo. Howat then presented the following Resolution, which was also read after its being moved by Mr. George Leard, seconded by Mr. Lowther, it was carried by four of a majority.

Whereas, The Legislature has passed a Bill for the Bilding of a railroad through this Island without our consent, and against our wishes. and whereas, we have lost confidence in the Government.

Therefore, Resolved, That a committee be appointed to draw up petitions to the Government to dissolve the House of Assembly, and order a new Election

A committee was then appointed to carry out the views contained in the last resolution, it being then resolved that the proceedings of this meeting be forwarded to all the Island papers for publication. A vote of thanks was then given to the Chairman, and the meeting dispersed

GEO. W. WARREN,

Crapaud, April 27, 1871. Sec'y.

Port Hill Debating Society.

On Wednesday, the 26th April, inst. at the regular meeting of the above society, the following resolution was passed by a large majority of the members present.

Moved by Mr. Hugh A. Ramsay, and seconded by Mr. John Bell.

Whereas, At the last meeting of this, the Port Hill Debating Society, a resolution was passed, congratulating the Hons. J. C. Pope and G. W Howlan, on their success in carrying the Railway Bill, *and thereby tending to censure those gentlemen* who so sincerely and conscientiously opposed the said measure—among whom is a worthy and respected representative of this District, who is also a member and the President of this Society.

Resolved. Therefore, That we, a large majority of the members of the Port Hill Debating Society, repudiate the said resolution, and deny its right to represent the sentiments of this Society, or to emanate from it.

And further Resolved, That we, as a Debating Society disclaim having any connection or correspondence whatever with any political party.

Mr. Editor—I have been authorized to send you the above resolution for insertion in your widely circulated journal. It is hoped that it may correct any false impressions or misrepresentations that may have been conveyed by the appearance in the public newspapers of a resolution passed at a meeting held on the 12th April, inst., by a few of the members of the Port Hill Debating Society. At that meeting, some of the members being jubilant at the passing of the Railway Bill, wished to congratulate their political friends on their success, and therefore, endeavored to make the society subserve a purpose contrary to its avowed object The principles of the Society are non-political, and a majority of its members are opposed to what will prove inimical to its interests, and took exception to the resolution congratulating the Hon. Messrs. Pope and Howlan. I may remark that many of the members strongly disapprove of the hasty manner in which the Railway Bill was forced through the Legislature

It is unnecessary to offer any remarks respecting the decision on the question of the "Press." The absurdity of reporting such a decision to the public newspapers, from a country Debating Society, betrays a weakness somewhere. For any mistake they have committed on this important question I trust the Port Hill Debating Society will, at some future time, render ample reparation.

Apologizing for occupying so much of your valuable space,

I remain, &c., &c.,

JOHN K. RAMSAY,

Secretary, pro tem.

Port Hill, April 29, 1871.

The Examiner.

Charlottetown, May 15, 1871.

THE PUBLIC CREDIT.

THE intentions of the Editor of the *Islander* may be good enough, but the effect of some of his recent articles are most damaging to the Government, and injurious to the public credit. They furnish an apt illustration of the old adage, "save me from my friends, I can take care of my enemies." Were the *Islander* in the same position as the rest of its Contemporaries, then it might speak of our debentures as it pleased, and the public would not be alarmed. But being the "government organ," and the Editor a near relative to the Premier, the people suppose that it reflects the views and intentions of the Government. Hence, in the present state of the public mind, nothing could do more than the articles of the *Islander*, in reference to the depreciation of the value of the debentures, to confirm the muffled rumors and arouse more fully the suspicions of the distrustful, that there is an intention on the part of the Government to tamper with the Railway, so as to line the pockets of themselves and their friends by foul means, if they cannot do so by fair means. It is boldly stated by the opponents of the Government, and is feared by many of their friends, that the object of the Editor of the *Islander* is to decry the Public Credit so that certain parties may have no competition, and that they can get the building of the Railroad upon their own terms. That—to be plain—there is jobbery and corruption going on, and as the means to come at a large margin in their own favor, it is necessary to make the public believe that the debentures are not worth their face by $2,-000 off every $16,000, or the amount of $320,000 for building the Railroad. Whew! That's paying for the whistle with a vengence! If the *Islander* is right, then we must bide our time, till the credit of the Colony is in a position to float its debentures without such an enormous loss. Does the *Islander* mean that we shall build the road at such a discount of our debentures? We have to tell the Editor of the *Islander* that we gave the Railroad project a trustful, generous support, and now we say that if we thought the Government inspired the views to which he has given utterance, we would in the name of our readers, and in justice to the country, give them our most strenuous opposition. But we have reason to believe that the Editor of the *Islander* is alone responsible for the political blunder which he has made. He has harnessed himself in the same team as the *Patriot* to decry the Public Credit. The position is certainly ludicrous. The pair are dragging the Car of State amongst ruts and rocks, and whilst so doing are bitterly cursing and kicking each other. The *Patriot* is less blamable, than the *Islander.* One is an open, unrelenting, uncompromising foe, the other is their well paid much trusted friend Are the Government to be held responsible for the utterances of the *Islander*? We will see. They will be held so until they repudiate its statement, and the sooner they do so the better. Is there reason to suppose that our debentures will not bring the amount for which they were issued We believe there are not sufficient grounds for making such assertions. Last week about four thousand pounds worth of Government debentures brought a premium. The whole amount required to build the Railroad is not needed at once, and the fact that the Hon. Mr. Hensley, on the part of the Government, could not get money at par in 1867 is no reason why we could not get it now. At that time Colonial Securities were not so good as they are to-day.

For instance the paper of Tasmania was in the market while Mr. Hensley was in England, and was only worth £91 for the £100. P. E Island paper at the same time would bring £92 or £93 to £100. At the present time we understand from reliable authority, that Tasmania paper brings 1 per cent premium. Our paper at the same rate ought to be worth 3 per cent premium, because we are in a far better financial position now than we were then. The omission to provide a sinking fund, can be remedied next Session of the Legislature, and the Government can give Contractors a guarantee that the Legislature will do so. The Editor of the *Islander* should know these statements, and should not play into the hands of the *Patriot* by crying out from the house-tops even more lustily than he, Wolf! wolf! when there is yet no danger. The Railroad will be undertaken, we presume. It is the duty of one and all to help to have it built cheaply, and economically, and we have no reason to suppose, yet that the Government will not do their part faithfully. The Editor of the *Islander*, therefore, and we regret to have to say it, is proving himself the evil genius of the country. He has abused the privileges of his position, and unless the Government immediately take proper steps to prevent his doing so again, they will prove a striking example of the truth of the maxim, —whom the gods would destroy they first make mad.

REPORT OF THE JOINT HIGH COMMISSION.

Below we give the Treaty as telegraphed from Washington. It will be well to reserve passing an opinion upon it, until such time as we have the full text. We presume that there will be an immediate call of our Legislature to take the provisions regarding the Island into consideration. If the Treaty gives nothing better to us, in return for our fisheries, than is intimated in the Despatch, we believe it will not be acceptable to the people of Prince Edward Island.

(Special Despatch to Globe.)

WASHINGTON, May 8, 1871.

The following is an authoritative official statement of the result of the labors of the Joint High Commission:—The Treaty is to be known as "The Treaty of Washington, for the adjustment of claims of injury alleged by the United States on account of the escape of Confederate cruisers from British ports, and depredations committed by these vessels during the late rebellion in this country."

A tribunal of arbitration is constituted, to consist of five arbitrators, one appointed by the United States, one by Great Britain, and the other three, each, by a designated sovereign of Europe, or America. The treaty establishes special rules of National duty, and obligation, in addition to the generally received public law which, although not admitted by the British Commissioners to have been in force at the time, are yet, it is agreed, to retract and to govern the decisions of the tribunal.

The arbitration of this tribunal may either award damages in the detail, or in the gross, at its discretion, or it may refer this duty to a board of assessors sitting in the United States, who shall report from time to time, the payment to be accordingly.

The British Government frankly expresses its regret, for the occurrence of the incidents complained of by the United States.

For the adjudication of all other claims of citizens of the United States against Great Britain, or of the subjects of Great Britain against the United States, during the same period, that is, from the 13th of April, 1861, to the 9th of April, 1865, an ordinary mixed Commission is provided, to sit at Washington, with an umpire, to be appointed, if necessary, by a designated, friendly power.

This limitation of time is material in substance, for it confines reclamation against the United States, to incidents of the actual war. It is accompanied also with a declaration on the part of the British Commissioners, to the effect of excluding claims, on account of the slave property.

Great Britain does not recognise the claims of her subjects for the seizure of cotton, in cases where they took up their abode in the South, as they became subject to the contingencies of war.

In regard to the Fishery Question, in addition to the liberty already secured to them by the treaty of 1818, the fishermen of the United States shall have the liberty to take sea-fish on the sea-coasts, and shores, and in the bays, harbors and creeks, of the Provinces of Quebec, Nova Scotia and New Brunswick, and the Colony of Prince Edward Island, and the Islands adjacent, without being restricted to any distance from the shore, with permission to land upon such coasts, shores and Islands, and also, upon the Magdalene Islands, for the purpose of drying their nets, and curing their fish; subject, of course, in this respect, to the local rights of private property; and the same liberty is granted to British subjects on the Eastern coasts, and shores of the United States, north of the thirty-ninth parallel of lattitude.

This liberty is not to include, on either side, shell-fish or salmon, or the shad fisheries, or other fisheries, in rivers, and at the mouths of rivers.

It is also agreed further, that fish-oil, and fish of all kinds, except of the inland lakes, and their rivers, and except fish preserved in oil, the product of the fisheries of the United States, or the Dominion of Canada, or Prince Edward Island, shall be admitted into each country, respectively, free of duty.

The privileges thus conceded to the United States, are obviously, most important ones.

It is asserted by the British Government, but not admitted by the United States, that the privileges accorded to the United States are of greater value than those accorded to the subjects of Great Britain; and to prevent and avoid controversy on this point, it is agreed that a mixed Commission, with an umpire, appointed by a designated friendly power, shall determine whether there shall be any compensation for such alleged excess of privileges, and, if so, how much ought to be paid by the United States.

Next comes the various questions of Navigation, and Commercial Transit, which are disposed of by declaring the Navigation of the Rivers St. Laurence, Yucan, Porcupine and Stillerie, forever free and open to the citizens or subjects of both countries, by providing for the equal use of the Welland, St. Laurence, and other Canals in the Dominion, on the one hand, and Lake Michigan, and the St. Clair flats Canal on the other, by providing for the free transit of merchandize, to and from, as well in the British possessions as in the United States, and abolishing the provisional export duty on American lumber on the river St John.

All the provisions concerning the fisheries and commercial transit are, of course, made contingent upon their being approved by the Congress of the United States the Parliaments of Great Britain and Canada, and the Legislature of Prince Edward Island.

By these various stipulations all the privileges of fishery, navigation and transit accorded to the United States by the Treaty of 1854 are once more obtained, and in a better form and without the burdensome conditions of the treaty in the matter of reciprocal importations,

The balance of the treaty relates to North-Western boundary, which submits the question to the Emperor of Germany.

EXCHANGING.

The change of the Market days does not seem to be giving satisfaction. The Butchers having to be in Market three days of the week, have not time to go into the country to purchase stock. This is not a very valid objection, but when we have not the facilities of doing business that larger places have, we suppose the objection ought to be taken into account.

The argument that some people, very few we hope, stay late on Saturday and go home in a state of intoxication on the Sabbath day is a strong one, although it says little for the progress of temperance principles. This is the only argument that can be made to change the Market day from Saturday; it is certainly too bad that people in the city—many of whom find it a great convenience to purchase their fresh meat on Saturday—should be debarred this privilege because of the disgraceful conduct of others.

There is another argument in favor of altering the Market days which we find in the *Presbyterian* as follows:—

We fear our friends from Orwell, Belfast, and the surrounding districts, are to be shut out from our chief markets in town, by the uncalled for change of the day from Friday to Saturday. The Orwell steamer sails on Thursdays and Fridays. allowing our friends the opportunity of forming a market for themselves on Thursday, but depriving them of the two days which. if continued, are most likely to be the principal market days. We believe the change has been made inconsiderately, and we trust our City Fathers will be able to remedy the many evils which are likely to arise therefrom.

Since writing the above we see the following in the *Herald*.

A Petition from the Clergymen of Charlottetown has been sent in to the City Council, praying that the Saturday market be changed to Friday. The reasons advanced for the change are that many of the market people get drunk and neglect attending church on Sunday. The statement is, we believe, an exaggerated one, and reflects unduly upon the character of the country-people attending market At all events, the petitioners have not sustained their statements by instances which have come under their notice; and, until such is done the City Council would be very foolish to change the market days now established, and which are found to suit both towns-people and country-people. We *must* have three markets in the week, and we see no possible division that could be made, that will answer as well as Tuesday, Thursday, and Saturday The press should speak out on this subject without prejudice or nonsense.

Perhaps the time has arrived for having the Market House open on six days in the week. Why not? The tolls exacted will pay the expenses. Then let the citizens, and country people have all the advantage for which they are willing to pay.

We find the following in the St. John *Globe* which is one of the most courteous and most respectably conducted papers in the Lower Provinces. They understand what is right over there.

We decline correspondence commenting upon the course or conduct of newspaper reporters, and, in fact, we do not wish to receive communications criticising the acts of other journalists, no matter whether they are reporters or editors. For all that appears in a paper the editor is not responsible, and although he may not be responsible for a correspondent's opinions, he is for his language.

The following from the Toronto *Leader* will inspire a hope that at some future day, we may have daily communication during winter and summer, with the 'outside barbarians."

From time to time propositions are set afloat for a bridge or tunnelling the channel between France and England, and various schemes have been devised for overcoming the unpleasant sea voyage from Dover to Calais. The last proposition is to lay down a cast-iron tube through which railway trains might be run. The tube would be commenced at one side of the channel, and laid at the bottom of the sea, being built up inside a horizontal cylinder or bell, to be constantly pushed forward as the building of the tube proceeded. The line selected for the tube to be submerged is close to Dover, on the English side of the Channel, and would extend to Cape Grisnez on the French coast, the distance between the two points being twenty-two miles, and the average depth of water one hundred and ten feet. According to this plan the tube would be made large enough for the passage of railway carriages of ordinary construction, whilst the traffic could be worked by pneumatic pressure, thus securing a constant supply of pure air and at the same time precluding the possibility of a collision. It is estimated that a slow train will be able to accomplish the distance in one hour, six minutes but an express train in forty-six minutes. Five thousand passengers and ten thousand tons of goods could be conveyed through the tube daily. It is not likely that France will be able to give much assistance to a project of this kind for many years; but English capital and enterprise may carry it through.

THE POSITION OF P. E. ISLAND IN REGARD TO THE EMPIRE.

(*From the Montreal Gazette.*)

The Charlottetown *Examiner*, the leading paper of the Island, although opposed to the entry of the colony into the confederation yet supported the candidature of Mr. Daly, a confederate, in the county of Halifax. For this it was twitted by some of its contemporaries as being inconsistent. The following is its reply:—

"We may now say that as an Islander, we have always considered, and expressed the opinion that the Island is much better off by remaining as it is, and hence are opposed to this Island entering the confederacy. But we are a friend to all free Governments. In the dark hours of the American Republic we were its sympathiser, and know some writers here that were not its friends, who are now insidious Anexationists. They think they can carry on their designs by defaming the Dominion of Canada. The Dominion of Canada is a constitutional confederacy under an Imperial Act and is an integral part of the British Empire. The development of its recources, its social political, and commercial prosperity, and its national relations to the mother country, must be ardently desired by every liege subject of Great Britain. The enemies of the Dominion are our foes and would seek to subjugate us in British North America. The success of the Dominion, as it exists, under the powerful and parental ægis of Imperial Britain, is linked with the material and political interests of all loyal men. As this success must depend largely upon those who may be chosen to sit in the Councils of State, and direct its august future, we now do, and shall rejoice to find loyal men, and able and honest politicians and statesmen, entrusted with the power to work out the great destiny of the Dominion."

These are loyal words, fitly spoken. Our only regret is that our contemporary does not see that they lead inevitably to the importance of the union of the whole of British America. It cannot surely be in the interests of the Empire, it certainly is not in the interests of the Dominion, that the two Atlantic Colonies of Newfoundland and Prince Edward Island should alone remain separated from the rest of Her Majesty's possessions in North America.

In reference to the remarks of our respected contemporary, we will ere long give him a correct view of the position of the Island in regard to the Dominion.

THE SMALL POX.—The Bark *Moselle* arrived on Saturday last. There was one case of Small Pox on board, and as usual bad news soon spread, and was magnified. It was reported that there were fifteen cases. The Health Officer, Dr. Jenkins, and the Harbor Master, Mr. Henry Mutch, went on board almost immediately after her arrival, and found out that there was only one case, and that of no alarming nature. One of the hands, a Swede, was taken sick, shortly after the vessel left England, and at no time was dangerously ill during the voyage. He had been vaccinated, and the Small Pox affected him but slightly. He is now quite convalescent, but as a precaution, Dr. Jenkins had him sent to the Hospital. The *Bark* will be kept in Quarantine for a few days. She has been thoroughly fumigated, and the crew have had a new fit out sent them by the owners of the vessel,—the Messrs. Peake Bros. & Co. There was no possibility of the goods being affected, as they were almost hermetically sealed under hatches. The sick man was kept by himself, and the Captain showed good judgment in dealing with the difficult matter in his hands. The Goods will be landed in a short time, and there is not the least need of any fear of their being tainted with the Small Pox infection. The above statement we give on the authority of the Health Officer, having ascertained the facts directly from him, deeming that so doing, will prevent false rumors from spreading, which would only injure many, and not subserve the public interest.

SPECIAL DESPATCH TO "EXAMINER"

Georgetown. May 15, 1871.

The Brigantine "Athol" commanded by Captain Dauncey, and belonging to Hon. Daniel Gordon arrived in this port yester day. She has been 35 days coming from Liverpool, and on the voyage Thomas Bull, the Cook, took the Small Pox 19 days after leaving. He caught the disease by wearing some clothing which he purchased at a Pawn Shop, in Liverpool, immediately before the vessel sailed. He was sick during 11 days and his case proved fatal. He died, but there are no other cases on board. It is thought that there is not likely to be any more, as all others in the ship were recently vaccinated, or had the small pox at some time previously. The vessel is to remain on quarantine for one week and there is not much alarm in Georgetown. The Board of Health are taking every precaution, and there is no danger entertained of the Small Pox spreading.

A COMMISSIONER FOR THE SMALL DEBT COURT OF NEW GLASGOW.—Some time ago we called attention to the propriety of appointing some Acadian gentleman as one of the Commissioners for the Recovery of Small Debts at New Glasgow. There is a vacancy there at present, and we urge upon the Government the propriety of complying with our suggestion We are informed that there is a great deal of business brought before the small Debt Court at New Glasgow, and that in four-fifths of it French Acadians are directly concerned. Some of them not being acquainted with the English language, are unable to make themselves understood. An interpreter has had to be more than once employed and this is of much inconvenience to the Court. We do not believe that a man's religion or nationality should give him any claim to office, any more than that they should be the means of debarring him from his rights, but where such circumstances exist as we refer to, the ends of justice may be better served by making such an appointment as we suggest. The Acadians having business before the Court would have more confidence in one of their own, and he at least would be better able to understand them than others could be expected to do Let New Glasgow, then, have an Acadian Commissioner of Small Debts

OUR philosophic friend to the Westward, replies to our remarks upon the comparative advantages of a 3 feet 6 inch gauge and a 2 feet 9 inch, by producing an extract from Mr. George A. Parker. Mr. Parker speaks of 4 feet 8½ inch gauges contrasted with narrower ones, and his statement does not meet our argument, namely that a 3 ft. 6in. gauge is better adapted for this Island than a 2 ft. 9 in. We do not wonder at our friend being so facetious at supposing we would attempt to confront such an able disputant as he is, unbacked by authorities. We will produce them, and we expect, too, that the *Progress*, if as candid as we suppose, will admit that we are correct. Our contemporary finds fault with the zeal of the EXAMINER, and fears it will hurt the Railroad Ring. How careful he was of them last week! This week he hopes the "whole project will fizzle." Well, what next? Anyhow, we will go on in our way, and hope to convince our friend, who occasionally honors us with a lengthy notice, that a 3 ft. 6 in. gauge is best suited for the safety and convenience of stalwart Islanders.

We are at a loss to see the object of the *Islander's* lament, if it be not to discourage competition. It is exceedingly candid in him to inform Railway men abroad that a few years ago our Government attempted to borrow £50,000 in the London market, and were not able to do so on anything like reasonable terms, and that it would be impossible now to raise ten times the amount except at a cost altogether ruinous. This is information which the contractors would, no doubt, have gained for themselves, but it was hardly in the place of the organ of the Government to volunteer it, and thus decry its own paper, particularly at a time when it offers that paper in payment of a valuable public work Shrewd merchants, like many who form the Island Government, are not the men to cry "stinking fish," unless they have an object in doing so. In their capacity as a Government, they have a commodity to sell, namely, Debentures, and we are amazed to see their recognized mouthpiece proclaiming to the whole world that they are not valuable property.—*Progress.*

It appears to us that if the Government had any sinister designs, they would let the contractors be the first to undervalue the Debentures, or at least get some one else besides their organ to do so. We have heard the outrageous conduct of the Editor of the *Islander* accounted for on the grounds that he expected to be one of the Railway Commissioners, and that the Government will not give the appointment to him. There is also a probability of his not getting a monoply of the oyster beds in Squirrel Creek, and like a bear with a sore head he is dashing away at every thing within his reach.

A SNAKE STORY.—Mr. William Good, whilst procuring fence poles at Mr. Holl's, in a swamp near Malpeque Road, about three weeks ago, on removing one of the poles, discovered a nest of snakes. He killed nineteen, the largest being four feet and the smallest about two feet in length. Don't you think Mr. Good deserves the belt for being the champion snake killer?

OBITUARY.

Died, during last week, at Head of St. Peter's Bay, Mr. Emmanuel Wilson aged 23 years, son of Mr. John Wilson. He had been unwell in Boston, and returned home in time to see his friends. He is spoken of as a young gentleman of aimable disposition and of excellent qualities. He was generally beloved and esteemed by his friends He was attended on his way home by Mr. Reynolds, of Charlottetown, and his last words were in thankfulness to him and Captain Evans of the *St. Lawrence* for their unremitting kindness to him. Whilst in the States he kept a journal, and every alternate page was filled with loving references to his relatives, and anxious longings to see that home which he just reached, before going to that better land were sickness, tears, and sorrows shall be no more.

MIDNIGHT depredations are becoming so frequent of late in this City, and the perpetrators having, up to the present time, eluded the vigilence of the police force, we would suggest that the citizens, with the sanction and co-operation of the City authorities, take the matter in hand, and devise some means to apprehend and punish such offenders. Scarcely a night passes without a portion of our City being disturbed by gangs of riotous persons, breaking glass and otherwise destroying property. Not long since, very valuable property was being destroyed week, after week, and the course suggested by us now was resorted to—the householders in each Ward of the City formed Vigilence Committees for mutual protection These committees were composed of resolute men, determined to protect their homes, and they succeeded in doing so in a very short space of time. In the western part of the City, last Wednesday night, over 100 lads and young men were collected, and their conduct was not of the most orderly character.

We give the commencement of the important suit in reference to the right-of-way on Pownal Street, on our first page. We will give conclusion next week. It will be read with interest, we have no doubt. Judge Hensley gave a decision against the City Authorities—not upon technical law points, but upon the merits of the case. The expenses of the suit will be about £200. What steps the City will next take is a subject in which the citizens must feel deeply concerned, as it affects those tender points—the pockets. We have no doubt the City Fathers are doing the best they can for us, and are not disposed to find fault with them. The wharves, we have heard, have always been a loss and great trouble to the Corporation. Would it not be better to set them up to the highest bidder for a term of years, and have done with them?

To the question asked us by the *Patriot* last week, we answer: It does not matter which or any, to us, so long as a competent one is appointed. The theory of giving a man an office, or keeping him from it, simply because of his nationality or religion, is repulsive to common sense, and should be discarded as soon as possible. Does the *Patriot* agree with us, and will he advocate this idea?

Two and a half per cent. has been added to kerosene, tea, sole leather, molasses, sugar, cotton, and all other poor man's imported necessaries, while on brandy, wine, fruits, silks, velvet, jewelry, and the thousand luxuries of the rich no higher duty has been imposed.—*Progress.*

The last part of the above is a little obscure. There has been an additional 2½ per cent. placed upon wine, fruits, silks, &c., as well as upon tea, sole leather and molasses.

The May number of the *American Agriculturist* has been received. We would recommend our country friends to take advantage of our club price, and subscribe for the *Agriculturist* and EXAMINER—only 18s. a year for both, in advance.

Ship "Midas" arrived on Wednesday last from Liverpool, G. B., with goods for Messrs. James Duncan & Co., and others.

Barque "Lelia Alice" from Liverpool, G. B., and Barque "Moselle" from London, arrived on Saturday last; both vessels having full cargoes of Merchandize for Messrs. Peake Brothers & Co., and others.

WE regret to learn that SETH D. SHAW, Esq., a young gentleman much respected here, died in the *Alhambra* on his way from the United States, where he went last fall for the good of his health.

The Insolvent cases referred to last week, we are asked to state, were not heard by the Supreme Court, as the Insolvents compromised with the appellants.

ST. PETER'S CHURCH.

Thursday next being the Feast of the Ascension, the Services will be as follows;

7 a. m., [choral]
9.30 a m., [plain]
7·30 p. m., [choral] Sermon after Evensong.

Monday, Tuesday and Wednesday, of this week are Rogation Days. In addition to the usual daily Services, the Litany will be sung at 7.30 p. m, on each of these days

An examination of the Marie School, St, Peter's Bay, took place in the schoolhouse, on Thursday, the 27th ult. There were present, besides the Trustees, the Rev. H. Crawford, J P Sullivan, Esq, and Chas. Dingwell, Esq. Of the scholars thirty were in attendance. The examination conducted by Messrs. Crawford and Sullivan, was very satisfactory Mary Jane McEwen, Elizabeth Ann Webster, Howat McLean, and James A Webster, deserve honorable mention in reading, writing, arithmetic, geography, grammar, and history. Of the fourth class, William Mobbs and Kimble Webster acquitted themselves well in reading spelling and geography, and the rest of the pupils evinced considerable improvement in their several departments. The discipline is perfect, and the orderly conduct of the children highly creditable to the teacher, Mr. J. McDougald, whose conduct and attention are deserving of the thanks of the district. The results of the examination were very satisfactory, and met the approval of the examiners and trustees.—*Com. to Patriot.*

THE ENGLISH MARKETS.

By the mail that arrived last evening we have Gibbs, Bright & Co's Market Report of the 22nd April, as follows;

The Bank rate of discount was reduced on the 13th inst., to 2½ per cent.

Cotton—Market lower, middling American worth 7⅝ to 7½ per lb.

Grain.—Market dull.

Ships—We have no sales to report.

Freights—Outward rates quiet. Coal to Bombay 28s; Aden 27s. Rails from Bristol Channel to Mobile 25s.

Timber.—Only one cargo of St John spruce deals has arrived during the past week, and has not yet been sold.

Tuesday the 16th May, inst., will be F[...] tion day in Nova Scotia.