something handsome, which will keep him comfortable in his old age. What the pay of Emperor William, of Germany may be, we don't know; but as King of Prussia he was paid only $52 10 per day, or $3,000 000 per year. Victor Emanuel, of Italy enjoys an income of about $4,000,000. Queen Victoria is a good manager, and keeps the pot a bilin' on about $2,000,000 per year. The Prince of Wales finds $625 000 unequal to his expenses. Some time ago a man named Neeidy left Queen Victoria $1,750,000, and Prince Albert left her $5 000 000. It is believed that she will "cut up" more richly than any other sovereign of Europe.

In contrast to these magnificent figures it may be interesting to know that the average income of nine millions of people in England and Wales is less than two shillings per day; eighteen millions live on a shilling per day. There are 109 Englishmen who return incomes of over $250,000 per year, and 7,371 who return $5,000 to $10,000.—*Am. Paper.*

The Fisherman Rescued from the Canadians---Great excitement in Gloucester.

GLOUCESTER, MASS., Oct. 17.—The excitement in this town over the reported attempt of Dominion gunboats to recapture the fugitive fishing schooner has in a great measure subsided, and many disbelieve that any such vessel has been seen in American waters at all. However, the story is quite generally credited, and three or four armed tug-boats are cruising to find the *Horton*, and protect her if necessary. The *Leyden*, under command of Captain Belknap, with thirty marines from the Ohio, and armed with two twelve-pound howitzers, came down from the navy yard this afternoon and relieved the *Fortune*, which will go direct to Norfolk. Nothing has been heard on the shore of the *Horton*, and there are many speculations as to the course she will take. Some say that it is not probable that she will come directly to Gloucester, but that she will make for some more southerly port. Some say that she will come in under cover of night, and others think that she will not hesitate to return boldly as soon as possible, and that she must have been delayed for want of wind. But there is really nothing to base judgment upon in regard to her movements. She may be in to-night, and she may not be heard from for a week. When she does come, however, there will be a sort of a demonstration of rejoicing among the fishermen here, and if at night the people will be awakened by the noise of a couple of small cannon which have been set up over in East Gloucester. Money has been raised by subscription, and if she returns safely a hundred dollars will be given to each of the six men who effected her escape. The *Horton* had on board when taken 150 barrels of mackerel. The statement is made that at the time she was captured off Cape George, near Pictou, the fishing schooner Otis T. Dana was fired into by English gunboats, one shot entering her hull and another carrying away her fore-rigging. The *Sweepstakes*, which captured the Horton, is said to be a decoy vessel, built like a fishing boat which hangs about the fisheries, lures American vessels beyond the bounds, and then pounces upon them. Within the year five Gloucester vessels have been taken. Their aggregate value was about $100,000. One of them was the *A. D. Wonson*, also owned by Mckenzie, Knowlton & Co., and valued at $10,000. She was bonded at $3000, and an appeal made to the home government. The Samuel Gilbert, and Franklin S. Schneck are the other vessels of this town which have been taken.

A CALM ACCOUNT OF THE WHOLE AFFAIR.

(From the Boston Advertiser.)

Let us see how the case stands. It is admitted that the Horton was seized for a violation of the Canadia fishery laws; that she was under examination for that offence; that she "broke jail," so to speak before judgment was pronounced, and is now at large. There is yet nothing to show that the British gunboat, or any foreign armed force has entered American waters. The schooner is pursued in neutral waters. The circumstances would seem to put the Horton in the same category with an individual charged with violating the laws of a foreign land. The Canadian Government had precisely the same right to make fishery laws for its convenience that we have to prohibit smuggling. If a Canadian smuggle books into Boston, or is suspected of doing so, he is dealt with under the laws of the United States. We may think the Canadian fishery laws are oppressive and absurd, and they may look upon our customs regulations in the same light; but if either presumed to act upon their belief they would be liable to the penalties of the laws they violated, in spite of their nationality.

So it seems that there are some things to be considered besides the catchwords which have made this tempest in a teapot seem so much larger than it is. The seizure of the Horton is allowed to have been perfectly regular, and until the case had been tried the Canadian Government was justified in keeping her in custody. Her escape was a fresh violation of law, of which her owners alone must take the responsibility. Of the circumstances of the pursuit, nothing at the time of writing was known; and of the designs of the commander of the British gunboat of course nothing was known. Assuming that the facts as reported are correct, and that the Horton escaped from custody in which she was lawfully held, and ventured again into American waters, it would be the duty of our government to a friendly power to deliver her up to the authorities which captured her.

The last accounts indicate that the British gunboat is a myth, and that the story of the Horton is another illustration of fleeing when no man pursueth.

Correspondence.

NOTES OF TRAVEL

From Wisconsin to P. E. Island, and back. Impressions of an Islander on our Schools, Streets and Railroad, and other things on which there is a difference of opinion.

As I have promised some of my friends on P. E. Island to write, on my return home to Wisconsin I ask your indulgence for a small space in your paper. Having purchased a return ticket in Milwaukee, over the Grand Trunk R. R., I proceeded on my journey to Boston, and after spending a few days in Boston, started for Charlottetown P. E. I., via St John's R. R. to Shediac. The trip from Boston, on board steamboat *New York*, was very pleasant, the weather being splendid and the sea calm. The country from St. John to Shediac for agricultural purposes, in my opinion is not good—more adapted for grass, and much of it uninhabited. Arriving at Shediac at noon I immediately went on board the boat *Princess of Wales* where a good dinner awaited us. I assure you we did it ample justice. The officers of the Princess of Wales are gentlemen who know the wants of their guests, and knowing them are well prepared to supply them, at very moderate charges. Calling at the city of Summerside, and disposing of our freight and passengers, we proceeded to Ch'town, arriving at 9 o'clock, p. m., where under the kind treatment of Miss Rankin, I was soon recruited. To Miss Rankin I return my sincere thanks. I found the Landlords and waiters in the Provinces more attentive to the wants of travelers than anywhere I have travelled, invariably pressing you to partake of more, while elsewhere you must press your claims or be minus. I was disappointed very much on visiting Ch'town, to see the condition of its streets and side-walks. A stranger must keep indoors after night, or be picked up by some policeman, as not knowing the ups and downs you were considered as having a bee in your bonnet. The Indies should call an indignation meeting and denounce somebody. Through the kindness of Very Rev. D. McDonald, I visited the Convent and Christian Brothers Schools which certainly deserve much praise, and I only wish I could do them that justice they so well deserve. Supported as they are by the liberal contribution of the faithful, and presided over by those excellent teachers so well known in all communities, the Sisters and Christian Brothers. The improvements in the suburbs are worthy of notice, as also a few business places. The Railroad once among you, will at once induce business men to extend their business, as at present you are behind the age. And as a place of summer resort P. E. Island stands unrivalled, as who can pass over the road from Ch'town via St Peter's Bay, East Point, and return by way of Souris, and not enjoy the trip. All hail to the advocates of Railroads! The city of Stevens Point, Wisconsin, of 5,000 inhabitants, has pledged itself to the amount of $200,000 for Railroads and $50,000 for a Normal School, (county included.) Having recruited in Ch'town I started for East Point, travelling by St. Peter's and North Shore, which must be seen to be appreciated. Having enjoyed myself for two weeks, among the kind friends of boyhood's days, and partaking of that genuine hospitality proverbial to the people of P. E. Island, and visiting Souris one of the best business places, in my judgment, on the Island, owing to its being the last harbor frozen and the first open in the spring, and a Railroad from Ch'town via St. Peter's Bay, will no doubt attract attention thereto. After spending a good time with my old friend James Moynagh, Esq., I started for my home in Wisconsin, spending a few days in Ch'town, and having bid adieu to the many kind friends I met there, I proceeded by steamboat to Pictou and with my friend Mr. Hughes of the EXAMINER, had a pleasant trip across the Gulf. On arriving at Pictou, we put up at the Revere House, where, awaiting the cars for Halifax, we partook of the good things plentifully supplied at the Revere. From the number of shipping in the harbor of Pictou, I should judge it to be a business point. Leaving Pictou at 2 o'clock, p. m., we proceeded on our journey to Halifax, but were surprised to see so few passengers on the cars. We passed through a very fine looking country, but on approaching Halifax, the country appeared broken, and unfit for cultivation, with many beautiful lakes in view, affording splendid scenery. Arriving at Halifax I put up at Acadia Gardens; being very dark and rainy I could do no better. During my trip I found many persons like myself who were visiting the country of their birth or to see their friends. All seemed inclined to return, thinking, as I do, the United States a better place. Remaining in Halifax a few days, and admiring many of its improvements, after an absence of thirty years, I thought much might be done by way of improvement, if annexed to the United States. Halifax has many advantages. It is surprising the street cars are not allowed to run on Sundays. It apparently is an annoyance to those good and pious souls who avoid Sunday recreation, yet the aristocrat may drive his carriage or carriages. Nevertheless, the public Garden, the Cemetery, and many other improvements are well worthy of attention. The Post Office seems much neglected. The country from Halifax to Windsor is apparently a barren country, though there are some very pretty lakes. From Windsor to Annapolis is a fine agricultural country. Arriving in St. John, by steamboat from Annapolis, I put up at Barnes Hotel, which is well worthy the attention of the travelling public. Left next morning for Boston on board the *New England* the weather being very fine, had a fine view of the coast, calling at Eastport and Portland. After a thorough search for contraband goods we were allowed to land. This searching of trunks tries the patience of some of the female passengers. Having spent a few days in Boston, and after viewing the city from the Bunker Hill Monument, as also from many other places of note, I started homeward, via the Vermont Central Railroad, to Odgensburg, passing through New Hampshire, Vermont and a portion of New York, distance 402 miles. This route affords the traveller an excellent view of the mountains and valleys of Vermont and New Hampshire, as it winds along the Merrimac River. Leaving Odgensburg, crossed the St. Lawrence to Prescott, thence by Rail to Toronto, and on to Port Sarnia. Distance to Toronto 210 miles, Port Sarnia 186 miles. Railroad runs close by the Lake until you leave Toronto. The Railroad through Canada passes through a very fine farming country, and the farmers seem to enjoy it, as there are many fine cities on the way and many fine farm dwellings. Crossed the River at Sarnia and by Rail to Detroit, 65 miles. Being at night, had no view of the country from Detroit to Grand Haven, 180 miles passing through some fine farming country, and at every station, of some eight or ten miles, you find a city of 5,000 to 10,000 inhabitants. After an hour's delay, I took the Boat for Milwaukee, (at night) distance 85 miles, thence without delay to Watertown, 45 miles. Distance from Boston to Watertown, Wisconsin, 1,173 miles; time three days and three nights; fare to Boston and back $41.50. On the whole it was a pleasant and agreeable trip, and one that I shall often remember, as I enjoyed it very much.

Hoping I have not trespassed too much on your good patience,

I remain, &c.,

D. COLLINS.

For the Examiner.

A TRIP TO THE TROPICS.

No I.

I am a seaman. I have just returned from a voyage to Barbadoes and Demerara, and as these are rather out of the way parts of the world, some remarks on what I saw, may not be uninteresting to the general reader. I shall pass over the incidents of the passage out and back; they would occupy more time and space than I can conveniently devote to them. I would have to commence with a few well turned periods on the surpassing loveliness of our Island shores, and my regret at leaving them, even for a season. Then the high and rugged lands of Nova Scotia and Cape Breton, which we passed, would claim some passing remarks. The various animals, of sea and land, which entertained us on the way, could not, with any degree of propriety, be left out. The Gulf stream, and life at sea, would each demand a lengthy paragraph; and the bugs—well, in any case, I should write nothing about the bugs. To do justice to the magnitude of this infernal plague, under the developing influences of a tropical climate, would require a whole sheet of foolscap. No, I will give these matters the go-by for the present and say a few words respecting the above named places.

The cry of "land ho!" is welcome tidings to us after an absence of three weeks from land. Gradually the green hills of Barbadoes become more and more distinct, and at length we are skirting the shores of this beautiful Island. It is really pleasant, after being tossed about on a boisterous ocean, to sail under the lee of a green, fertile island, with a fresh breeze and smooth water. The land is low near the coast, but rises in gentle slopes and becomes hilly towards the centre. On every hill-top there is a wind-mill—you see them everywhere, and all at work—for crushing the juice out of the sugar cane. They answer the purpose well, here, where hill tops are so numerous and the wind blows constantly from the one direction. These, with their conspicious arms or wind-sails; green fields; scattered clumps of trees, with leaves out of all proportion large; numerous white houses, and whitish roads winding through the hills, gladden the eyes weary from long looking on a monotonous ocean. We sailed through a fleet of fishing boats, marvels of ugliness, manned by half naked blacks catching the flying fish. These fish are so numerous here that they fly before the vessel's prow like a drove of grasshoppers, and are dipped up by a sort of scoopnet. In due time we come to anchor off Bridgetown, the only town worthy of the name in Barbadoes. It stands on a slight bend of the sea, called Carlisle Bay, to leward and westward of the Island; in this Bay vessels are discharged and loaded by means of *lighters*,—ugly hulks of barges—propelled by niggar muscle operating on long sweeps. Sugar and molasses are hauled and hoisted by the same motive power; the darkies lighten their labor by singing, as Mungo Park found their ancestors to do in the wilds of Africa. They won't work satisfactorily unless to the sound of music; the odious doggerel they sing is led off by the best voice in the crowd, and the others join in chorus; such a melody of discordant sounds would put a congregation of bull-frogs to shame. This infliction has to be born more espeaially in cases where several work in concert, as in rowing, hoisting, warping and the like. Molasses casks are coopered on board after their contents are run off through hoes into empty ones stowed in the hold; the coopers work by the piece; indeed, all niggars prefer working by the job as they can work as they please, and when they please. Continuous hard labor under masters, they do not believe in. Cargoes are also stowed by these worthy discendents of Ham; in fact all the manuel labor is performed by them. The gloved, starched and delicate dandy wouldn't pick his cane up, if there was a black within hailing distance. Verily, these West Indies would be a worthless waste were it not for the darkies; the scorching heat of a tropical sun does not in the least affect them. Although they do not work steadily, yet when they do undertake a job they go at it with a will—work, sweat, talk and laugh uproarously, regardless of a swelling heat that would give a white man the sunstroke, while the latter is snugly esconsed under a verandah, an awning or white umbrella, looking complacently on at his black brother doing the work of the land.

The darkies are the noisiest lot of ruffians outside of Bedlam and the most forward and intrusive. As soon as we anchored we were surrounded by them, male and female, young and old. They kept aloof till the harbor master had come and departed; that functionary, whose power is great, not allowing them on board till he has left. Then, amazent! they swarmed on the deck, every one making all the noise he could, going wherever he could see an opening, and requesting something; contrary to my expectations they left without making a clean sweep of the portable articles. What a Babal our vessel was while taking in cargo! and the coopers were the worst of the lot; there was a continual row amongst them, every one trying to get the cask most easy coopered, and ample room to work in. The space was small, and they were forever in one anothers way; such a war of angry words, looks and gestures, but no blows. Sambo never allows a dispute to interfere with his work, never has resort to fisticuffs to settle an altercation, when paid by the job. On this occasion the excitement seemed rather to add strength to their arms and celerity to their movements in the performance of their labor. Casks went end over end or whizzed around on their chimes; sable forms glided around and about them with surprising alacrity, hand-hammers came down with the force of sledges, while every cooper looked and spoke daggers at every other cooper, and brandished an adze or a clinched fist in his face, with apparently the most deadly intent. What with the jaw, jabber and boisterous laughter of twenty-one genuine niggars besides comers and goers, the ship was in a state of the most uproarous confusion for three long days.

This scene is enacted on shore every day though on a much larger scale and embraces all sexes, ages, colors and conditions. To give an idea I may say all the produce of the Island is shipped from, and all importations landed on a sort of pier or breastwork in front of the town narrower than the narrowest wharf ever you saw. The cargoes of fifty to a hundred ships, some of them over a thousand tons burthen, are being daily taken from this breastwork, or landed on it. Think of the number of men necessarily employed in this work. Then there are crowds of wenches selling bread and fruit, which they carry on their heads in broad shallow dishes. Numberless carriages, drawn by mules, oxen horses, jackasses and negroes, and groups of idlers and passers by; these, with huge collections of goods and produce, leave precious little spare room, I can assure you. Everyone is in a hurry to get his work done; such running and jostling and jamming and collisions! Add to all this the loud and angry outbursts of interrupted laborers; the brawls of the boys; the riotous laughter of the loafers; the shrill, continuous cry of the wenches advertising their edibles; the interference of the police; the officious vaporings of clerks and business men; the yelping of lean dogs; the horrible braying of donkeys, and the pitiful bleating of stray goats, and you have a scene, compared with which, Bedlam let loose would be quite a tame and orderly demonstration.

JACK GUITAR.

Late Telegraphic News.

London Oct. 23. In the Manchester Chamber of Commerce resolutions were unanimously adopted condemning the proposed protectionists modifications in the French commercial treaty.

There is a great scarcity of money in Paris and the crisis is daily increasing in intensity.

The Bank of France has commenced the issue of 35,000,000 francs in currency of small denominations.

New York, Oct. 21.—Fifth series of yacht races for the American Cub took place yesterday between the "Livonia" and "Sappho" the latter winning by twenty-five minutes and twenty-seven seconds, corrected time.

Late advices state that revolutionary movements in Venezuela continue and the active preparations for the coming campaign are said to indicate a close struggle.

New York, Oct. 24.—Exchange quiet; sixty day bills 108 3-4.

Great fires are raging in the woods of Northern New York and Canada.

The city of Montreal has voted $50,000 for the relief of sufferers at Chicago and nearly $50,000 more have been contributed by private individuals.

London, Oct. 24. Consols 39.

Wheat 11 6—Yarns and fabrics at Manchester dull.

The London "Times" suggests the appointment of an impartial commission to settle any difficulty which may grow out of the cutting out of the schooner "Horton." The "Times" believe that the complications could be thus compromised promptly and on an equitable basis.

Halifax, October 24. John Campbell, a clerk in the Post Office, has confessed to purloining seventeen hundred dollars, sent from Chatham to the Bank of Montreal here, and acknowledge extensive abstractions from mails previously. A searching investigation brought the robbery home to Campbell, who made a clean breast of it and surrendered his house and furniture.

New York, Oct. 23. Henry Hamond, English Agent at Washington has been instructed not to present claims of British subjects on the United States until the claimant has filed the formal statement required at the office of the Commissioners under the Washington Treaty.

The Red River expedition of 300 men sailed from Collingwood on Saturday afternoon for Thunder Bay.

The "Sappho" defeated the "Livonia" in the 4th race, on Saturday, winning by 30 min. 14 seconds.

The Presidential party, reached Washington on Saturday night.

The Salt Lake jury in the Hawkins polygamy case has rendered a verdict of guilty. This is a test case.

The United States Marshal in South Carolina is carrying on a vigorous war against the Ku Klux, and many arrests have been made.

The fire in Cameron Missouri Friday, destroyed business houses and private residences to the value of $132,000.

New York, Oct. 28. Gold 115 1-2.

Sight Exchange 9 3-4.

The latest from the yacht race this afternoon reports "Sappho" half a mile a head of the "Livonia" and probably victor.

Per cable—Consols 93.

Liverpool markets steady.

Barque "Woodland" of St. John, N. B., for New York, put into Falmouth leaky.

Sir Roderick Murchison, President of the Geological and Geographical Societies died yesterday, aged 79.

The Liverpool subscriptions for Chicago amount to £16,000 and Nottingham £1,000.

The steamer "Russia" on Saturday took a large consignment of clothing and blankets for the victims of the late Western fires.

The National Choral Society numbering one thousand, will perform the "Messiah" at Albert Hall for the benefit of Chicago.

London, Oct. 25.—Advices from Madrid announce that the advent of a young heir to the Spanish Crown is hourly expected.

A despatch from Paris says the Emperor of Brazil has appointed the Brazilian Minister to France Senor Itubija the fifth member of the Board of Arbitrators on the Alabama Claims under the arrangements of the Treaty of Washington.

The Count of Paris is dangerously ill with bronchitis.

Prince Napoleon made a violent speech in the Corsican Legislature.

The London "Morning Post" denies the truthfulness of a rumor which has been in circulation to the effect that a Regency was contemplated on account of the Queen's continued illness.

New York Oct. 25. A body of Ku Kluxes have encamped in a swamp in Robeson County, South Carolina, have resolved to fight the national forces to the bitter end.

Advices from the city of Mexico show the revolution in Mexico in full blast. The revolutionists had succeeded in taking prisoners a regiment of Gens d'armes. The government troops had, however managed to re-capture the regiment. In the conflict the government troops lost one hundred and seventy; the rebels two hundred killed and wounded, and four hundred taken prisoners.

The country between Monterey and Saltillo a distance of eighty miles has been the scene of several contests, in which the successes have been about equally divided between the contestants.

Despatches from Salt Lake City say that the Mormon leaders threaten an immediate exodus from the territory of Utah should convictions for bigamy continue to be made by the Judge and Jury.

London, Oct. 26. The London "Times" this morning urges upon its readers the duty of aiding the sufferers by the great fires in Michigan and Wisconsin.

Count Von Beust is preparing another letter addressed to the other Government of Europe, on the subject of the Internationals.

The Prussian Government is drafting a law dealing with the same body and it will when finished be presented to the Chambers of Representatives.

Chicago Oct. 26. The Chicago "Times" publishes a letter which contains a confession that Chicago was deliberately fired by the Internationals, and that the same danger threatens other cities. The details as given are presented in a very plausible way.

New York, Oct. 26. The Russian Ambassador M. Catacazy, is nervous over the prolonged absence of the Prussian fleet with Duke Alexis. The fleet is now over due.

O'Connor Council of the citizens, announces the probable recovery of three millions of dollars from 'Boss' Tweed by civil process.

London Oct 25. A despatch from Ajaccio reports a stormy session of the Council General of Corsica. The partizans of Prince Napoleon protest that the election was not fairly conducted.

The Emperor of Austria is undecided what course to pursue regarding the demands of the Bohemien Diet. Hohenwart Ministry and the Czech leaders object to Count Androssig's compromise.

DUBLIN A HUNDRED YEARS AGO.—Just at this period, when the French visitors to Dublin have had to acknowledge the enthusiastic hospitality of the Irish people, it is interesting to revert to the testimony of a French author as to the state of society in Dublin a century ago, when Ireland had still its "Home Rule." Jean Rocque, in his preface to an index to the plan of Dublin, published in 1756, remarks:—But what contributes yet more than either nature or art to the embellishment of Dublin is the temper of the inhabitants, obliging, gentle and courteous. The Irish keep up the most amiable society, are frank, polite, affable, make it their pleasure to live much with each other, and their honour to treat strangers with politeness and civility. They are particularly remarkable for the lenity and mildness with which justice is executed, almost unknown except in this country and in England. They endeavour rather to discharge a prisoner and to soften his punishment than to condemn him. I am extremely surprised that the author of the System of Europe has given so different a character of this nation. He is ill-informed, not to say any more, and his articles on Dublin and the Irish are entirely false, and can make no other impression upon the mind of the reader than of the impertinence and boldness in venturing to forge a description without foundation and without probability. For my part, I have had the pleasure of being in Dublin above two years, and have had all that time to be acquainted with the genius and temper of the people, and in the picture I have drawn of them I have only expressed the sentiments of my heart, and paid to virtue the tribute that is her due.

The Examiner.

Ch'town, October 30, 1871.

THE FORT AUGUSTUS MEETING.

THE Meeting at Fort Augustus on Wednesday 18th was an out door gathering in front of the residence of Mr. Webster who sells liquor and sundry other articles. A few yards distant were two other taverns. It is necessary to mention these facts because whilst the proceedings of the meeting were going on, some people were passing to and from the public houses. There were not more than one hundred persons around the speakers stand; some twenty others being in the places referred to or on the move. The reader must not infer that the people were under the influence of liquor; on the contrary—with a very few exceptions the people were attentive and seemed to be disposed to hear both sides. It was the most orderly out door political meeting that we have seen on this Island and far better than the meetings on nomination days in Charlottetown.

Hon. Mr Haythorne first addressed the meeting. As we had not the pleasure of hearing him we give his remarks as reported by a correspondent of the *Patriot*. He said: 'That he had advocated the Railway system from a conviction that if judiciously and economically carried out, it would prove of great benefit to the country and because there was pressing necessity that some great and general improvement in our road system should be made; and if macadamizing were adopted it would be believed occupy 25 years and cost £200,000, and be after all a thing behind the age, as it would probably be superseded when finished, if not before by the railway system. He disapproved how ever, entirely, of the course pursued by the Government. Their own supporters in two caucus meetings had objected to the introduction of the measure in the late session. He had been invited to attend one of those meetings; there advised that a survey, with plans and estimates, should be prepared and laid before the Legislature before any attempt were made to pass a bill. He also advised a vigorous and united effort to settle the Land Question first. He condemned the unseemly haste with which the measure was pressed upon the Legislature; referred to the subsequent action of the Government with regard to the tenders; thought the Messrs Walker's demand with reference to the issue of the debentures not unreasonable, and gave Mr. O'Brien's view of that gentleman's dealings with the Government showing that he had offered personal security in the first instance which was declined and that as respects the alleged loss of time he had offered to perform the whole work in two years. As to the future Mr. Haythorne said it was difficult to offer an opinion. If another Government was formed and the engineer in chief directed to make a complete survey and measurement, and the cost was found to be far below Mr Shreiber's tender, it would in his judgment warrant the Government in recommending Parliament to repeal the bill of last session, but such action, if taken at all, should be taken prompty; otherwise the progress of the work would be too considerable to permit it. Mr. Haythorne said that for himself he did not covet office. He had served the country faithfully before at much personal inconvenience and some pecuniary sacrifice, and he would do so again if required; but if his opinions or votes at any time gave dissatisfaction to the majority of his constituents, he would resign into their hands the trust they had reposed in him.' A letter from Hon. George Beer, who was unable to be present, was read; and at the close Mr. Haythorne proposed three cheers and which were given for Mr Beer.

Hon. Francis Kelly next addressed the meeting. He said: Gentlemen, I do not know who called this meeting to day but as I am at all times glad to meet my constituents. I shall explain my stewardship. I voted for the Railway Bill after consulting a large number of my friends in this district and because I believed it would prove of great benefit to the whole Island. If I have lost your confidence by doing so I shall abide willingly the issue. I believe how ever, that a large majority of my constituents are in my favor and I shall do as a majority of them desire. I know, gentlemen, that I have been faithful in attending to the local interest of this District and that I have done my very best to serve you. I introduced the Land Bill last session which will be of much service to a great many tenants. After I had seen an account of the Irish Land Bill which I had seen in the Dublin *Freeman*, I resolved to have a similar Bill here.

Hon Mr. Haythorne I gave you a copy of the *Times* that had it.

Hon. Mr Kelly.—Mr. Haythorne assisted me and so did others; but I repeat after I had read an account of the Bill in the Dublin paper, I thought a similar Bill would do good here. The despatch then came, and forty eight hours after it was tabled, I had the Tenants Compensation Bill brought in as a government measure. I think we ought to get credit for that Bill which I know will be a great blessing to the tenants. The downfall of the government may be wished by those anxious to take their place, but I can not see gentlemen, that any government the Opposition would form, would be of any greater service to you. (Hear! hear!).

Henry Beer Esq, next spoke. He said: Gentlemen as I am troubled with a severe cold, I must necessarily be very brief in my remarks. It is not long since the last General Election, and I have to say that during my short career as your representative I have done my duty equally for the interests of all parts of the District—for those who voted for me as well as those who voted against me. At the formation of the new Government which had for its pledge not to interfere with the common School system nor the Confederation question, I supported them. They were supported by nearly every Catholic member in the Legislature and gentlemen of the other side. There is a great deal of ability in the party, and even in the first session many measures of great importance have been passed. The Ferry Boat nuisance has been remedied and I hope soon to see a new Boat put on. (Hear! hear!). They also made some beneficial changes in the Stock Farm. We also voted money for additional imported stock of horses from Canada which will materially improve and keep up a good stock so desirable to farmers. The Tenants Compensation Bill, to which Mr Kelly referred will also produce good results. The Railway scheme I did not approve of. I could not support the measure without consulting the people. We held a caucus and I thought it was agreed to let it rest. There was another caucus and as the party were not unanimous it was settled to let the matter remain for that session. To my surprise the Bill was brought down, and I felt it my duty to oppose it. I was sick at the time, and would not have been in the House only that I felt it to be my duty to be there and vote against the Bill. I thought the Government did wrong in pressing on the measure and could not support them in doing so. Personally I am in favor of a Railroad in this Island, and I am of opinion, as I told them in the House, that if the people had time to consider the matter a large majority of them would be in favor of the Railroad. The political horizon, gentlemen looks very dark, and you will excuse me if I can not see through it, as it would take a much older politician than I am to do so. (Cheers)

Hon J. C. Pope was then called on by the Chairman. He said: Gentlemen, this is the first time I have had the opportunity of visiting this part of the country (cries of welcome)—I thank you gentleman and I shall be very happy to address you as soon as I have heard the resolutions which I have heard have been prepared in Charlottetown, at Major McGill's. I am prepared to justify our actions and to refute the charges which I understand are to be brought against us. So far, I have heard no charges, and should I hear any, I will with your permission, reply to them. (Hear! hear!)

Louis H Davies Esq having been called upon commenced his speech by referring to the Land Question, and other matters of a personal nature foreign to the question for which the meeting was called. When he came to the Railway question he said: 'The grand climax of fraud and deception is to be seen in the Railway scheme which I must say is one of the most dishonest, disgraceful, and disreputable transactions that has ever been perpetrated in any country. You have heard Mr Beer's statement, gentlemen, and it is no wonder that the honest men of his party shrunk back from forcing such a gigantic measure upon the country. His constituents asked him not to pass the Bill but he treated their wishes with contempt. This immense undertaking involving as it must, a heavy taxation, and placing a mortgage upon every man's farm without the consent of the people was destructive to the principles of Responsible Government. Responsible Government is a farce, and we will never have it whilst a Pope rules. The next step was in keeping with the first; the tenders were given out without a survey. There was no line located, no accurate information given to contractors no proper specifications. A gentlemen who came here to tender—I will give you his name—Mr George Sutherland, in conversation with me in my office, in speaking of the manner of letting out the tenders said it was a——swindle. It is said there is no proof of a Ring. I believe there is and that there are strong prospects of evil. When the tenders were opened, and Walkers being the lowest, was taken what a cry of exultation went up from the friends of the Government. But hold. Walker would not accept it. The Government should have called the Legislature together, to make provisions to accept Walker's tender and save the country £30,000. But after they got rid of Walker, who came along next? O'Brien, the Irish hero! He is a man well qualified for the work. First he offered to grade thirty miles of the road before asking pay. Then he offered the Horse Railroad and personal security. He offered security for the Mortgage, they would not take that. He then said he would plank down the money they would not take that. In the correspondence which bears the impress of a strong partizian hand, I read this statement:—

On Friday the 8th the contract was prepared; and at 4 o'clock in the afternoon was signed by the Lieutenant Governor and Mr. Shreiber.

The same afternoon the Colonial Secretary arrived home from Halifax, and Mr O'Brien also came in the same steamer. The Colonial Secretary brought with him a Letter of guarantee from Duffus & Co., which he had received from Mr. O'Brien about 4 o'clock that afternoon on board the steamer "Princess of Wales," between Pictou and Charlottetown. The Letter is as follows:—

Halifax, September 6th, 1871.

Hon. T. H Haviland,

Colonial Secretary Charlottetown P. E. I.

SIR—We beg to inform you that we are prepared to become security to the Government of Prince Edward Island for the sum of £100,000 (one hundred thousand pounds Island currency) on behalf of W. D. O'Brien Esq. on his obtaining the contract to build the P. E. I. Railroad, as per tender already submitted to your Government.

DUFFUS & CO.

Here is a plain statement, gentlemen giving the suriety of Duffus & Co. Did they give O'Brien fair play? No with indecent haste they passed him over and gave the contract to who gentleman? I tell you gentleman they gave it to Shreiber, yes Shreiber as Mr Bowers here describes him the son of an Episcopalian clergyman. And Mr Brecken demeaned his position by running to New Brunswick to get his securities. No sooner does Shreiber get it than the name of Burpee is heralded as his partner, and we find Rainnee here as an employee of theirs. Then as a proof of the existence of a ring, what better proof could we have, than the way in which Mr Fraser was dealt with? I happened to be on my way from Halifax, and met him coming here. He asked me if there was a ring. I told him there was but as I was a bitter opponent of the Government he had better find out for himself. He had his lawyer with him and appeared to be eager for the contract. But when he got to Charlottetown, he was met on the wharf by Hon. Peter Michell, and spirited away somewhere. He left the following morning. He was probably closeted with Admiral Mitchell, for I see by the *Morning Chronicle* that Mr. James Fraser has been awarded a piece of the Intercolonial Railway to build. That was the price of his service to the Ring.

What is their defence, gentlemen? In their organ, the *Islander*, we are told that the fathers of Thomas Owen and A. A. MacDonald were honest men. That is their chief defence. Well let them have the benefit of it. They are going to political execution and let them say in the hackneyed style, "We were born of poor but honest parents." Gentlemen, this Railway is a scheme to get us into Confederation. I need not tell you of the miseries that union has inflicted upon you. I need not remind you of its bitter effects to caution you against Confederation. I give Mr. Pope credit for being a hard working man; but this Railroad means taxation for you, and riches for the Popes. Was it not a most disgraceful piece of bribery to lengthen the road, so as to buy the votes of Arsenault and McDonald? There is no chance of fair play. It is your duty to tell Mr. Kelly not to support the Government. If he does not, then this Railroad jobbery and bribery cannot be stopped.

(A voice from the crowd.—Will the Opposition stop the Railroad?)

Mr. Davies—Yes if the people wish them.

(A voice.—Can the contract be broken?)

Mr. Davies.—Yes.

(Voice.—Wouldn't we have to pay damages?)

Mr. Davies.—Yes, there would be a question of damages; but the Bill could be repealed, and the contract annulled, as it will if you instruct Mr. Kelly to support the Opposition. (Cheers.)

Hon. J. C. Pope next addressed the meeting as follows: Gentlemen, Mr. Davies has told you that he is a young man, and a bitter opponent of the Government. He is a young man, and a very impertinent young man, but he forgot to tell you why he is a bitter opponent of the Government. He was pitch-forked into the office of Solicitor General, for which he received £250 a year, and his father was Colonial Secretary, at a salary of £350 a year. The loss of the £600 a year no doubt makes him a very bitter opponent of the Government, and a very reckless one at that.

The remainder of Mr. Pope's speech we unavoidably did not hear, but we learn that he explained the introduction of the Railway Bill in accordance with the desire of the large majority of the supporters of the Government. He believed that a Railroad was necessary for the wants and interests of this country, and he had as much to lose as any of the opponents of the Railway, should it not prove, as he firmly believed it would, a success. He then explained fully the negotiations with Mr O'Brien, and the leniency which the Government showed him in giving him more than sufficient time to get his securities. He showed that when Mr. O'Brien left here he did not notify the Government that he intended to look after the securities the Government asked, and, therefore, when Mr Schreiber was offered the contract, they were held legally to the contract, and could not give it to Mr. O'Brien when he came at the last hour with Duffus & Co's. guarantee. He said the charges against the Government were the result of the evil-minded imaginations of suspicious characters. He had no knowledge of a Ring and did not expect to benefit from the Railroad, except as it benefitted the whole country. Any riches he would gain would be the result of hard labor. He had above a hundred men in his employ and worked early and late in attending to his business; whilst some of his bitter opponents seemed to be wholly employed in slandering and maligning him.

Hon F. Brecken next addressed the meeting. Gentlemen, said he, I had not the pleasure of hearing the speech of Hon. Mr. Haythorne, but I presume it was characterised with that spirit of fair play and gentlemanly courtesy for which the Hon. Member for Marshfield is always remarkable. I presume he showed you the great advantages of Railroads, and the blessings they would bring upon yourselves and your children. I will reciprocate the compliment of Mr. Davies, and say he is a social, nice sort of fellow, and whilst we were once travelling together in company we could not but mutually express the feeling that Railroads were a great convenience. He has used a strong argument in favor of them in his allusion to the Land Question. If the Railroad will enhance the value of lands, that will be of great advantage to the people of this Island. Two thirds of the land is owned by Freeholders, and if their property is improved, so much the better for them, and the large majority of us. Although Mr. Haythorne is now fighting against the Railway policy I do say that his speeches first converted me to that policy. I know, as Hon. Joseph Howe said, that the smaller the pit is, the fiercer the rats will fight, and perhaps we should not complain of the course of the opposition, but I beleive that Hon Robert Poore Haythorne is still a Railway man. Hon. D. Davies is a Railway man. Hon. Benjamin Davies is a Railway man, and your respected representative, Henry Beer, Esq., is a Railway man. I listened to the speech of Mr. Louis H. Davies, and certainly it contained nothing but a rehash of the groundless and profless assertions of "bitter opponents," as he acknowledges himself to be. If we are the public traitors, swindlers and all we are said by them to be, surely in accordance with the ordinary principles of justice, we should not be condemned on flimsy, prejudiced evidence. I ask no favoritism. I ask to be judged by my own actions, and do not seek to be protected by the honest names of our fathers, whose kindred dust we must some day join. Let us stand or fall upon our own merits. You would suppose from all that is said of dishonesty, that our Bank accounts have already become enormously swelled by this Railroad Contract, yet, gentlemen, we have not gained, and probably will not be enriched by it to the extent of a single sixpence. It is easy to call names, but let any honest, conscientious man take up this Correspondence, and he must come to the conclusion that we do not deserve to be denounced as swindlers. The tenders were given out, and if that were not a fair way, how is it that some twenty persons tendered? Messrs Walkers' tender was the lowest, and he was offered the Contract. Mr. Peters, on their behalf, wanted a large amount of the debentures to be paid or handed to an agent. This, as law adviser to the Government, I showed them was not in accordance with the law. The result of the sale of the debentures at 99½ per cent,—£99 10s. to the £100—shows that the grounds upon which Messrs. Walker rested their claims invalid. Even if they were good, I believe that it would have been a most unwise proceeding to have given out our debentures before the work is done. In the commercial crashes that frequently come on, Banks might fail, and lose us a large amount of money, without anything to show for it. Such a result is not at all improbable, and would have been most disastrous to the well-being of this country. After the Messrs. Walker had backed down, then Mr. O'Brien came. Gentlemen, I ask you as reasonable men, if we were the hypocrites that some persons represent us, would we have offered to take a Horse Railway of some eight or nine miles, as a security for £60,000? We were anxious that he should get the contract. It was our duty to make some enquiries. We took his representations as to the value of the Railroad but on asking him what interest it paid, I thought it not business-like when he answered, that it was such a good thing, that he did not want to say anything about it. We told him that we would take the Railway for $250,000, but that it should be unencumbered. We gave him first a fortnight; then, at his request, a week longer; still he was not ready. We showed no desire to bluff him off. The fact is, Mr. O'Brien played with us, and did not act like a man of business. On the second of September he wrote asking us what security we would take, and saying that he was in a position to give the names of residents of Charlottetown for a large amount. We could not have anything to do with the Horse Railroad with a Mortgage upon it, and in reply to his letter, we told him that we would take the surety of such men as Peake Bros. & Co., Hon. Daniel Brenan, Owen Connolly, Esqr., or Murdoch & Sons, or Duffus & Co. He received that letter on Monday, and left here on Tuesday and never sent us either a verbal or written reply. We believed that he had given up hopes of getting security, or that he would have written. On Wednesday, we offered the Contract to Mr. Shrieber, and we could not draw back when Mr. O'Brien sent us Duffus & Co, on Thursday, as his security. Mr. Davies says that I demeaned my position by going to New Brunswick to look after Shrieber's securities. Of course that is the representation of a "bitter opponent" of the Government. But I tell you, gentlemen, that Mr. Pope said to me I must hold myself in readiness to go to Halifax to attend to Mr O'Brien's securities when he had them ready. And instead of being demeaning, I think you will agree with me that the first law officer of the Crown could not be better employed than in looking after, and seeing that the securities were perfected, and that your interests were protected in the due performance of a work that is to cost the country such a large amount of money. Mr. Shrieber gave the names of some of the leading men of New Brunswick. I got their securities legally and properly secured; and I will say, gentlemen, that I feel ashamed of the conduct of a portion of the press of this Island, in speaking as they do of men who stand so high in the neighboring Province. Mr. Burpee has recently completed a contract and I have heard that he settled up with the company in two hours. I have also heard the first business men in New Brunswick say that they would give him any contract without security, so high is their opinion of his character for ability and honesty. Yet, in this Island, some papers are so shameless as to represent him as being allied with rogues and swindlers. In regard to the assertion of there being a Ring, I have to reply that I know nothing of one. Mr. Fraser, to whom Mr. Davies referred, I never saw, nor did I know he was here. Like Topsy in Uncle Tom's Cabin, he seemed to be tossed here, like a child of circumstance, in company with Mr. Davies, and went away leaving only a trace in the imagination of such "bitter opponents" of the Government that there was a Railway Ring. Let me say in conclusion, gentlemen, and thanking you for your attentive hearing, that if we can not afford a Railroad, at the expense of £4 267 per mile, in this country, teeming as it is with fertility, then it is not the place for you nor I to pass our days, nor to devote our labors in, when other countries afford us greater facilities and rewards for our industry. (Cheers.)

After Mr. Brecken's speech, the Chairman read the Resolution. Hon A. A. McDonald claimed the right to be heard before the resolution was put to the meeting. Some wanted the Resolution put first. The Chairman decided that Mr. McDonald should be heard, but as it was nearly dark, he should only have a few minutes. Then Mr. MacDonald said, Gentlemen, the passing of this resolution without hearing my defence, would not be in accordance with the actions of reasonable men, who should listen calmly and coolly, when such grave charges are brought against us as individuals and as a Government. Such conduct would be more like mob rule than the actions of men who should be the guardians of the liberty of speech. If you refuse to hear me, I shall be heard by a respectable constituency in King's County, whom I have the honor to represent, and who never yet, and I believe never will, refuse me a hearing. This resolution deals wholly in suspicions, and originated, I have heard, in the shop of Mr. William McGill.

Chairman (excitedly) never a pen went on to this paper in Charlottetown.

Hon. A. A. McDonald, I have good reasons for stating so, but as I said it is one of the most suspicious resolutions of which I have ever heard. Had I time I would prove that its suspicions are most base and groundless. The Government have acted most honestly, honorably, and faithfully for the interests of the country in all these Railway negotiations, and had I time I could clearly prove my statement. Had the Legislature been called to consider Walkers' tender it would have cost the country far more per mile for the Railroad than we are now paying; and I am prepared to show that Mr. O'Brien received every fair play. He spoke of getting Mr. Kenny as a surity, yet Mr. Kenny never gave him authority to do so.

(At this stage of Mr. McDonald's remarks there was a good deal of noise, some parties asking for the resolution, as it was getting dark, and they wanted to go home.)

Hon. A. A. McDonald. Well, gentlemen, I will conclude my remarks, by saying that I am as strongly opposed to Confederation as any of you, and never thought for a moment of it in connection with a Railroad; because a Railroad, I am positive, will pay, and will advance the material wealth of this country. This movement of the opponents of the Government has solely for its object the breaking up of the coalition party, by the Proscriptionists, which if they accomplish, I feel certain that you will yet bitterly regret.

As a demonstration against the Government, the meeting was a decided failure, when we take into consideration that the opposition had a fortnight to drum up their forces. At the division upon the Resolution, which should have been submitted at the beginning and not at the dusk of the evening, there were for the Resolution—as correctly as in the confusion we could count—53, and against it 37. There were about 10 in the middle of both parties, good naturedly pulling each other from one side to the other.

The following Resolution was proposed, not by Mr. Owen Began, as the *Patriot* and *Herald* states, but by Mr. John Cummisky, and seconded by Mr. Patrick Mooney. Although the Chairman declared that "Never a pen went on that paper (shaking the resolution in his hand) in Charlottetown," it is more than probable that it was copied from one prepared in Charlottetown. We find the *Patriot* publishing the resolution, although the one below was handed us by the Chairman,—the *Patriot* people evidently kept the original. The copy submitted at about dusk in the evening is as follows:—

"*Whereas*, The hasty manner in which the Government forced the Railway Bill through the Legislature at its last session, without the sanction of the people and against their wishes, gave rise to strong suspicions of foul play being intended.

"And *Whereas*, the subsequent action of the Government in hurriedly calling for too