The Examiner.

Charlottetown, April 19, 1875.

"COBWEBS CLEARED."

THE Leader of the Opposition was not, probably, aware that he circulated a gross misrepresentation, when, in his place in the House of Assembly, on Tuesday evening last, he declared that the EXAMINER had spread through the length and breadth of the land a report to the effect that the railway was ready for traffic previous to Mr. Swinyard's appointment. His mind was, doubtless, impressed with the idea by the *Patriot* or *Herald*. The idea is a false one.

In the EXAMINER of the 13th April, 1874, we pointed out that—

"Not a single railway official has been appointed; not a yard of telegraph wire has been obtained; not a single telegraph post has been sunk along the line. Everything is just as it was last fall. Yet we are within three weeks of the time when the railway should be opened."

But we never stated that the road was ready. We never went further than the *Progress*, which on the 4th of May, 1874, contained the following words, in reference to the railway:—

'*The road appears to be in excellent order.*'

It may be imagined that the representations of the *Progress* influenced the Dominion Government to appoint Mr. Swinyard; but Mr. Swinyard's instructions—as defined in his letter of the 6th August—prove that the credit of awakening the McKenzie Administration from its lethargy in respect to our railway, belongs to the EXAMINER. Mr. Swinyard says: "The Government of the Dominion, being anxious that no undue delay should take place in the opening of the P. E. Island railway, have directed me to revisit the Island *for the purpose of orangizing the staff and making arrangements to receive over the railway.*" We asked the Dominion Government to take measures for the organization of the railway staff, and the opening of the line for public traffic as soon as the contract was completed; and this request—precisely this—the Dominion Government, after some delay, granted. The measures were, however, not taken. The staff was not organized; the telegraph posts were not procured. The influence of the EXAMINER on the Dominion Government was, unfortunately, neutralized by the influence of the local Opposition on Mr. Swinyard. The engineers of the Government and the contractors were insulted. Professional and political animosities were aroused. Messrs. Boyd and Gregory maintained their rights. Objections to the interference of a third party were raised. The idea of opening the section of railway between Charlottetown and Summerside had to be abandoned. That it might have been opened early last summer is proved on the testimony of Mr. Schreiber. In a letter to the Leader of the Local Government, dated 26th May, 1874, he wrote:—

"We believe the section of road in question will be in a conditian for transfer in ample time to enable you to make the necessary preparations for opening the road for traffic on the 1st uly next."

Had the Hon J. C. Pope been at the head of our Island affairs, instead of the amiable and well-meaning gentleman who occupied the high position, and had Mr. Swinyard not been unduly influenced by the bitter opponents of the railway policy, the efforts of the EXAMINER would not, we believe, have been only partially successful,—an arrangement would have been entered into under which the people of the Province would have enjoyed the advantages of railway communication as soon as the most sanguine among them anticipated.

During the same debate, the Hon Mr. Haviland made a statement which, at the time and under the circumstances, was calculated to throw discredit upon the EXAMINER. He repudiated the assertion that the EXAMINER was, at any time, an organ of the present Government. We have, indeed, more than once given public proof of our independence. When, after Mr. Stewart had depicted to the Legislature, in apt and forcible language, the small, filthy, underground, prison like cells of the Lunatic Asylum, and described the horrible treatment which the maniacs were compelled to endure, the Honorable Senator Provincial-Secretary rose in his place and declared that no reform would be instituted, because the control and management of that institution was in the hands of trustees—and the Government, with startling inhumanity, agreed to abide by the declaration—we protested against that policy with all the ability we could command. Had our advice on the occasion been adopted, the developments which made the Island notorious throughout the world, which brought upon our Government the censure of all good men, which called forth a scathing rebuke from Lord Carnarvon, would never have been made. Again, when the Honorable Senator-Provincial Secretary, with glaring inconsistency, submitted a Bill by which dual representation would have been made illegal, and at the same time declared that he would continue to hold a seat in the Local Legislature until his term of service had expired, we felt compelled to enter a protest against his action. Dual representation, the Senator-Provincial-Secretary declared, is calculated to interfere with the independence of Parliament. Dual representation, the Senator Provincial-Secretary knows—no man on the Island knows better—is inconsistent with a cardinal principle of the Constitution under which we live—is inconsistent with that perfect independence and that entire freedom (within their sphere) from the influence of the General Government, which is guaranteed the Confederated Provinces by the British North America Act, and which it is specially desirable should be maintained in its integrity in this the smallest and weakest Province of the Dominion. We may, we feel sure, be excused if we have not at all times been strictly loyal to a Government, a leading member of which is a man who holds the extraordinary, the anomalous, the invidious position of the Hon. Senator-Provincial Secretary; who, moreover, holds that position in defiance—we write advisedly—of the wishes of a large majority of the people of this Island.

But if we have differed from the Government on its weak and foolish policy respecting the Lunatic Asylum and Dual Representation, we have been one of the warmest supporters of its general policy, and, above all, of its railway policy; and we did feel somewhat surprised when the Hon. Mr. Haviland, speaking for the Government, not only publicly repudiated us, but did so in such a manner that the people who thronged the floors and galleries could not but receive the impression that the EXAMINER had circulated a false and ridiculous report. Under the circumstances we feel that we are justified in pronouncing the act almost as flagrant a breach of faith as their ignominious desertion of the Hon. J. C. Pope on Wednesday evening last.

HOUSE OF ASSEMBLY.

MONDAY April 12.

NEW LUNATIC ASYLUM.

House in Committee of the Whole—Mr. Rowe in the chair—agreed to a bill relating to the Lunatic Asylum—with certain amendments. The bill provides that $80,000 shall be expended on the erection of the Asylum—the money, if the Government deem expedient, to be raised by debentures, bearing not more than 6 per cent interest, and payable at the end of twenty years. It also provides that the Medical Superintendent of the institution shall be paid $1250 per annum, and receive board and lodging free. Five Trustees of the Asylum are to receive the aggregate sum of $250 per year—to be divided in proportion to the number of visits made by each trustee. Supposing that the institution be visited once a week by one trustee, each visit will cost about $3.75. When the Speaker had resumed the Chair, Mr. Welsh moved that the bill be referred back to committee for the purpose of striking out the clause relating to the issuing of debentures. The House divided on the motion as follows—

For—L. H. Davies, B. Davies, Callbeck, Rowe, Beer Welsh, Conroy, McLean, McNeill, Pope, Jenkins.

Against—Owen, Haviland, Brecken, Yeo, Richards, Arsenault, A. J. McDonald, Sullivan, J. A. McDonald, Holland, J. E. McDonald, McEachen, McIsaac, Kelly.

SOUTHPORT FERRY.

Hon. A. J. McDonald submitted a resolution setting forth that it is expedient to introduce a bill relating to Hillsborough Ferry. The bill, it was explained, will provide for the running of two boats, to be owned and controlled by the Government—the fares to vary as might be found most expedient.

Mr. Beer agreed that it would be well to have the fares vary; but he should like to know if the fares would be lowered. The bill must provide for a reduction of fares before the people would be satisfied. The travelling public should not be required to pay for more than the working expenses of the ferry.

Hon. Mr Owen said the Government would endeavor to meet the wishes of the people. He feared, however, that they could not come quite down to the scale of rates submitted by the deputation which had waited upon the Administration.

Mr. Beer said that if the running of two boats would cause the fares to be kept up; he felt persuaded that the people would rather have only one for some time.

Mr. Welsh thought the people of Belfast, Murray Harbor, etc., had a good right to cheap ferry accommodation at low rates, whether the ferry is self-sustaining or not. He wanted two boats and the fares reduced to two cents per head. Further discussion ensued. The resolution passed, and Hon. A. J. McDonald submitted a bill in accordance therewith.

TUESDAY, April 13.

OUR FINANCES AND PUBLIC WORKS.

House in Committee of Supply—J. E. McDonald in the chair. On motion to grant allowances of Auditors of Public Accounts ($325),

Mr. Stewart said he questioned whether the auditors were worth the money. In the Public Accounts he had discovered an error of $807. The balance in favor of the Province was $807 more than it should be. The auditors had been grossly careless. The system under which the Finances of the country are managed, is disgraceful. No one appears to be responsible. A Financial Secretary, who would be responsible to the Legislature and the people, should be appointed.

Mr. L. H. Davies said that the way in which the public monies were accounted for, was simply monstrous. The auditors never do their work. He hoped the Government would introduce a reform before the session ended.

Hon. Mr Owen said the mistake complained of had been made last year—not this year. Last year the accounts had been terribly bungled. They had given him a great deal of annoyance.

Mr. Welsh thought there would be no improvement until a Financial Secretary is appointed.

Mr. Pope thought it impossible to get respectable men to go into the accounts and audit them properly for the small pittance afforded by the Legislature. But there should, undoubtedly, be a Financial Secretary. Such an officer, if competent, would save his salary three times over. He thought the Government should go to work right away, and provide for the appointment of a Financial Secretary before the session ends. He referred to the grant of $650 to the Lieutenant Governor. The amount, he thought, should never have been asked. When the Act was passed which provided for a retiring allowance to Sir Robert Hodgson, it was not contemplated that he should ever be Governor. As, Governor, he is really paid by the people of the Island; for it was made up from the general revenues of the country—towards which the people of the Island paid their share. He thought it beneath the dignity of a Governor to come down on the Legislature and ask for such a petty sum; and he hoped the good sense of His Honor would show him that it would be more graceful not to accept the allowance. With regard to the Board of Works he was of opinion that it should be abolished, and that a Commissioner or Minister of Public Works should take its place. The charge of the Public Works of the Province was too great to be placed in the hands of any Board. There might be a good deal of log rolling between the members of the Board and their friends; and, besides, the Opposition had no chance to obtain information respecting the Department. A Commissioner should be appointed whose duty it would be to lay out and superintend the Public Works, to see that they were done well, and lay before the Legislature every year, a detailed statement of the works in progress; and a clear exhibit of the accounts in connection therewith. He thought this a matter which both sides of the House should consider well. A wrong system prevails, and it should be reformed. The office of Financial and Provincial Secretary might, he thought, be combined.

Hon. Mr. Haviland said there was a saying that, 'an old smuggler makes the best exciseman." He presumed that the hon. member from Summerside knew about the log rolling and the shortcomings of the Board of Works from experience; for he was at one time Chairman of the Board. For himself, he thought it would be more economical, and contribute more to the efficiency of the service of the Public Works were placed under the control of a minister. But he was surprised that Mr. Pope had not thought of the reform before. With regard to the appointment of a Financial Secretary, he (Mr. Haviland) was for years in favor of it. But with respect to the union of the office with that of the Provincial Secretary, he was not so well satisfied. The duties of the Provincial Secretary are, he said, much more onerous than before Confederation. There is three times as much correspondence with Ottawa as there was with Downing Street. He would suggest that the offices of Financial Secretary and Provincial Treasurer be combined. The work of the latter official is much less now than before the union.

Mr. Pope said he had made no reflection against the present Board of Works. His remarks were directed against the system. He was not aware that the duties of the Provincial Secretary had increased since Confederation. He was glad to have some explanation for the raise of the Provincial Secretary's salary. He contended that the office of Financial Secretary should be added to that of Provincial Secretary, and that a clerk should be added to the office if necessary.

Mr. L. H. Davies said he was pleased to hear the members of both Independent and the Ministerial branches coming round to the views of the Opposition. He trusted the Government would make no further delay. The present system is, evidently, not conducive to the interests of the Colony. Let the Government prepare a Bill now. Now is a favorable time. There are not many important measures in hand. The need for a Financial Secretary and a Minister of Public Works is very pressing.

After some further discussion the resolution was agreed to.

MISCELLANEOUS.

House in Committee of the Whole—Mr. Rowe in the Chair—agreed to the Bill respecting Wharves and Bridges.

Hon. Mr. Owen laid on the table reports concerning new roads and repairs of old roads.

Mr. Conroy asked for a detailed account of the state of Prince of Wales College; and Hon. Mr. Owen laid a report, signed by by Professor Anderson upon the table.

Hon A. J. McDonald, from the Committee on Private Bills, reported a bill to incorporate the minister and trustees of Zion Church Charlottetown.

THE RAILWAY.

In the evening, Hon. J. C. Pope rose to move an address to His Excellency the Governor General, representing that the people of Prince Edward Island have been grossly wronged by the Government of the Dominion neglecting to open the railroad for public traffic in violation of the public faith of the Dominion, and praying that His Excellency, as Representative of the Sovereign, may be pleased to use his influence, in order that the compact entered into between the Dominion and this Island, upon which the Island entered the Dominion, may, without delay, be fulfilled, and the railroad opened for public traffic.

After briefly reviewing the address, he said that when the Island negotiated terms of Confederation, the people of Prince Edward Island felt satisfied that every accomodation would be afforded by the railway, which would have been afforded, had the Province remained out of the Union. On this condition they consented to surrender their independence and become a part of the Dominion of Canada. As the contract for constructing the railway had been entered into by the Government of the Province, it was considered expedient—merely for convenience sake—that the Local Government should see that it was finished according to specification. The railway, he would remind the House, was built at the cost of the people of this Province. It was built with their money; it was theirs. On the arrival of Mr. Swinyard in May last, he had no letter of introduction to the Lieutenant Governor; he presented no authority whatever from the Dominion Government. He, however, addressed himself to the Leader of the Local Administration as follows:—

CHARLOTTETOWN, P. E. I.,
May 26, 1874.

SIR,—I have the honor to inform you that in pursuance of instructions from the Minister of Public Works of the Dominion of Canada I have arrived here for the purpose of placing myself in communication with you in order to ascertain the intentions of your Government with respect to the opening of the Prince Edward Island Railway, a portion of which it has been reported to the Dominion Government is completed and ready to be taken possession of.

I have also received instructions to make myself generally acquainted, for the information of the Dominion Government, with the present condition of the entire railway and its appurtenances.

I beg therefore humbly to request that you will be pleased to appoint an hour at which I may have the honor of waiting upon you.

I have, &c.,
THO. SWINYARD.

The Honorable
Lemuel C. Owen,
President Executive Council.

Now these are the instructions he says he received. The first question which arises is, who reported to the Dominion Government that the road was ready? No action should have been taken until the Local Government had forwarded an intimation to the Dominion Government that the work was done. It would then have been time enough to send down and take possession of the road. However, after some correspondence with the Leader of the Government, Mr. Swinyard felt justified in sending the following telegram to Ottawa:—

CH'TOWN, P. E. ISLAND,
June 8, 1874.

(Telegram)

After careful examination and enquiry, Local Government have concluded that Contractors are not yet in a position to hand over to them any portion of the railway; that much work remains to be accomplished; that Contractors require continued use of line at unfixed hours and cannot give up sufficient rolling stock for proper train service; that complete telegraphic communication is necessary along railway, and that having the general welfare of the public in view, it is neither expedient nor safe to open the railway for traffic before September. Contractors time is not up till month of September. I return to Ottawa on Thursday.

THO. SWINYARD.

Hon. Alex. Mackenzie,
Minister Public Works,
Ottawa.

There all communication with Mr. Swinyard should have ended. It was quite competent in the Dominion Government, to send an agent here to inspect the line; but the course which should have been pursued by the Local Government was to have had no official correspondence with him. He should have reported to the Dominion Government, and the Dominion Government should have communicated his objections, if any, to the Lieutenant Governor in Council. If the Local Govenment did not see the contract, performed according to the requirements of the agent, then the Dominion Government could interfere, discharge Mr. Boyd, and finish the road themselves. When Mr. Swinyard came here he was accompanied by a Mr. Waugh; but who do you think the Dominion Government appointed as Secretary to Mr. Swinyard? No other than the notorious Norris—the man who had violated the trust of his employer, Mr. Abbott, and sold the Allan Correspondence to Huntington. On the 6th August, Mr. Swinyard, having returned, addressed the following letter to the Leader of the Government:

Charlottetown, P.E. Island,
August 6th, 1874.

SIR,—I called at your office yesterday, but had not the pleasure of finding you in. The Government of the Dominion, being anxious that no undue delay should take place in the opening of the P. E. Island Railway, have directed me to revisit the Island *for the purpose of organizing the staff*, and making arrangements to receive over the railway on their behalf, from the Local Government. I shall, therefore, be much obliged if you shall take the subject into consideration, and notify me, at the earliest possible moment, when your Government will be prepared to tender the railway, or any portion of it, for the acceptance of the Dominion Government, when I will immediately proceed to make the final inspection of the line on its behalf.

In the meantime, perhaps you will kindly request your engineer to place himself in communication with me, in order, as far as possible to facilitate matters

I have, &c.,
THO. SWINYARD.

Hon L. C. Owen,
President Executive Council,
P. E. I.

Mr. Owen replied:

Executive Council, P. E. Island.
August 7th, 1874.

SIR,—I have the honor to acknowledge the receipt of your communication of yesterday's date, and in reply to state, that the Government of this Province are very anxious that the railroad shall be opened for traffic at as early a day as possible; but as the Contractors, for the building of the road, do not intend handing over any part of it until their contract is completed, the Government cannot interfere with them in any way, other than seeing that the road is built in all parts in accordance with the specification and arrangements made for its construction.

I have, &c.,
L. C. OWEN,
President Executive Council.

Thos. Swinyard, Esq.,
&c., &c.

Now, Mr. Swinyard says he comes down for the purpose of organizing a staff. His duty was to get the telegraph posts put down. To do this, he had from May to the beginning of the winter; and yet only a few men procured. His duty was to provide workshops; but none were provided. Why was he not employed in getting the railway ready, instead of dancing attendance in a small political faction in Charlottetown. When he came down here, in August, the first thing he did, was to order Hotel accomodation in the cars. I wonder if this was calculated to forward the work of organization? At this time a number of engine drivers came down from Canada, to drive the capable men, brought here by the contractors, out of the country; but it was found expedient to send them back again. The bounds of official etiquette were then overstepped by Mr. Swinyard, in the publication of the correspondence, going on between himself and the Local Government; and then he returns to Ottawa—before he had made the first step in the organization of the road. By and bye he returns accompanied by Mr. Ridout, and makes some objections to the road. Now I may say, that in my opinion, Mr. Boyd is an engineer of much better standing than Mr. Ridout. In Nova Scotia and New Brunswick Mr. Boyd achieved a reputation, not to be in comparison with the man sent down here to criticise his work. But this apart, a gross insult was offered Mr. Boyd. The Dominion Government, it is true, had power to dismiss him; but, so long as he held the position of Chief Engineer of the Road, it was their duty to be guided by his advice. The act of bringing Mr. Ridout here to oversee his work was virtually a declaration of war. Deficiencies in the work were of course found; and the loss figured up to a nicety. Clearing is put down at $800. Then there is fencing, $3,000; grading at stations $2,500; ties or sleepers $8,760; ballast, $15,000; sidings, including iron, $65,000; station dwellings, $4,500; Rolling stock, $1,007—altogether $100,000, and odd dollars. He had actually the presumption to find fault with the length of the railway. Was he sent down here for this purpose? Was the road built at the expense of the government, of which he pretended to be agent? Will not all amounts, outside of the contract, would have to be paid by the people of this Island? Now, more than half of the $100,000 of alleged deficiency is absorbed by the item of "sidings." In the original contract it was specified that the "sidings" should not exceed ten per cent. of the length of the road. Mr. Boyd certified that the per centage of sidings is greater than on any other railroad in the Maritime Provinces. And yet we find the Leader of the Opposition in this House—the Liberal Leader—doing all he can to take out of the pockets of the people of this Island $15,000 for alleged deficiency of 'siding;' for he was Mr. Swinyard's legal and political counsel. What next do we find? An arrangement was made to carry grain last fall for the accommodation of merchants; and we are told by the Leader of the Opposition that for this arrangement we are indebted to the exertions of the hon. member for Strathalbyn. Good heavens! have we come to this? Has Mr. Stewart then more influence than all the other merchants of the Island? If so, I for one would like to live out of it. Now, let us come to matter bearing more immediately upon the question before the House. The road was taken possession of by Mr. Swinyard on the 28th or 29th December; and an attempt was made to open it. What did the attempt amount to? Was there a workshop? Was there a trackmaster? Was there an organized staff? Was there a telegraph? No, nothing of the kind. And why was there no trackmaster? Mr. Swinyard could have obtained the services of a competent man; but because he had no power to say who should or should not be section men—because the appointments were filled out of the ranks of a faction, without regard to the fitness of those who received them for the work—that man would have nothing to do with the road. And there was absolutely no preparation made to open it. In Alberton, the hon. President of the Legislative Council acted the part of station master; in Summerside the figure head—Mr. Muirhead—did service; and in Georgetown Mr. Munroe did duty at the station. But there were no others. Great efforts were, however, put forth on the Monday and Tuesday after the road was taken over; but they failed of course, for there was no organization. Nothing was ready; and the snowstorms were heavy. After Mr. Swinyard had put forth all his exertions, I went to him and offered if he would give me a snow plow and two engines, I would raise the blockade to Georgetown; and get the grain stored at Mount Stewart to the ships. I told him I did this because Mr. Rannie, the Contractors' Superintendent, had, in view of the strait to which the merchants were driven, volunteered to carry the offer into execution. The offer was not, however, accepted. Instead of trying to get to Georgetown, to benefit the merchants, nearly all their efforts were directed towards reaching Summerside. No less than seven engines were in the country between Wiltshire and Hunter River. In his report Mr. Swinyard says:

"About twenty miles east of Alberton there is a splendid bed of gravel. It is the only real gravel bed that has yet been discovered along the course of the railway. It will be used for the western section. It is unfortunate, and I think very much to be regretted, that no arrangement has yet been made by the Local Government with the owners of this land for its purchase. It would have been wise to have done this before a line had been laid in and the pit worked. Judging from past experience the most exaggerated claims are likely now to be made, and will assuredly be given by the Appraisers, from whose decision there is an appeal. While upon this subject I may state that I enquired of Mr. Boyd whether the Government had made any permanent provision for ballast pits at any other places, and was informed by him that no lands whatever for that purpose had been purchased."

What right had Mr. Swinyard to reflect on the character of the Appraisers by saying that the most exaggerated claims will most assuredly be given by them? What right had he to attack men just as good as himself? He was not sent here to insult, but to superintend. Then there is the Summerside station. Of it he says 'a worse location could scarcely be conceived.' This is what I stated myself in 1872; and yet the late Government unjustifiably put the country to $40,000 extra expense to get it put in that location.

Mr. L. H. Davies asked if the price paid for Lefurgy's shipyard was justifiable. What did Mr. Pope think of that?

Mr. Pope said he believed the amount paid for Lefurgy's shipyard was larger than it should have been; but it was not so large in proportion as the amount (40,000) awarded by Appraisers, of whom the hon. Alexander Laird was chief, for a little bit of land on the property of Mr. Cahoun. Yet nothing was said by the Leader of the Opposition about it. Next in order (in Mr. Swinyard's report) is the wharf at Summerside. Of it he says:

"The depth of water along the wharf is not sufficient to allow of the ordinary vessels trading with the place to run alongside, at low water, to load and unload, and considerable dredging will have to be done."

Now this is a complete misrepresentation. There is plenty of water at Summerside. At low water there is 15 feet, at high water 23 feet. Next Mr. Swinyard finds fault with the stations:—

"None of the stations throughout the entire line have been provided with Dwelling-rooms, and are not therefore in accordance with the requirements of the original contract, an alteration having subsequently been made, it was stated by Order in Council, by which they were reduced to simple booking, waiting and freight rooms. This is much to be regretted. At Charlottetown, at Summerside, at the terminal stations of Tignish, Georgetown, and Souris, and at each station where an Operator will have to be placed there ought to be house accommodation at once provided. In several instances there are no houses near at hand, and it is indispensable that the Operators, who will act as station agents, should always be in car of their instruments."

In my opinion these station houses are not necessary. In many parts of Canada, they are considered a nuisance. At the junction, and at one or two other places, it is, of course, necessary the Station Master should live in the station; but generally resident Station Masters are not required. Mr. Swinyard, however, says:

"There was every disposition manifested by Mr. Schreiber and his Engineer, Mr. Gregory, to have the work completed in the manner provided by the contract, *except where the same has been changed by Order in Council, or by instructions from the Engineer which they regard as binding.*

Mr. Swinyard remarks, "there are six bridges between Charlottetown and Summerside." The fact is, there are eleven. Then, about the location of the road, Mr. Swinyard says:

"Although the line is *very circuitous* it is undoubtedly well laid out to serve the general interests of the country. Its course is generally central running midway between the waters. It embraces all the principal ports, which are Charlottetown, Summerside, Cascumpec, (Alberton), Georgetown and Souris."

If so, what right has Mr. Swinyard afterwards, to comment "on the unnecessary length of the line." He estimates the receipts of the road at the same amount as Mr. Boyd, and, after working expenses are paid, calculates that there will be $600 over. Here is testimony to bear out my assertion, that the road will pay. For my part, I believe the gross receipts of the road will be much greater than the estimates of either Mr. Boyd or Swinyard, and if properly worked, it will pay 50 per cent more. But it will not pay under the high tariff to be imposed; nor if the offices are filled with incapable men. At present it seems to be a refuge for the destitute—those who are too lazy to work and to proud to beg. If this is continued it will not pay working expenses. The Dominion Government is pledged to run the road on the interests of the country. Mr. Swinyard suggests that second class cars be done away with. Every one knows, that many people in the country are not able to pay 3 cents per mile, even with the privilege of setting in a first class car; and those people would virtually be shut out from the benefits of the railroad, if second class cars are abolished. The Dominion Government is also bound to open the road, if possible. No exertions were made to open it throughout the entire winter. The same thing may occur again. It is the duty of every may in the country to insist on our rights. The gross neglect of the Dominion Government, in respect to our railway, has been represented in the newspapers; and at public meetings, in Charlottetown and Summerside, it has been protested against. There is no reason why the road should remain closed—no excuse for the flagrant breach of faith on the part of the Dominion Government; the House should unanimously join in the very moderate request of the address that the road be put in running order without delay.

Dr. Jenkins rose for the purpose of seconding the resolution. After the able speech of the hon. member for Summerside he felt that there was very little for him to say. The resolution is pretty strongly worded. It could not possibly be more strongly worded, but strong as it was, it was not half strong enough to sstisfy him. The people should have had the benefit of the road in March; but the neglect of the Dominion Government to open it was not the worst feature. He looked upon the high tariff as simply ruinous. He believed the people would not take advantage of the line. They would rather put themselves to inconvenience than do so. There is no reason why the rates should be the same as those of the Intercolonial. The road did not cost one third as much. He felt most grieveously disappointed with the way in which the line had been managed.

Mr. L. H. Davies remarked that he might fairly say that the speech of the hon. member from Summerside was lengthy and labored. Nor could he congratulate him upon the moderation of the language in the address he had submitted; for it was so insulting that it could not meet with the approval of the House. Neither was the way in which he argued his case so logical or so inconsistent with his high position as might have been anticipated. He had brought bills of indictment against Mr. Swinyard, Mr. Ridout and Norris. He had even brought in poor McLeod. Is this the proper way to bring an important subject before the House? One would suppose from this speech that he knows everything. He talks about the railway being a refuge for the destitute; but if he was in power to-day the offices would be filled with men to whom he had promised situations. Hundreds of his creatures would find a refuge in the offices of the railway.

Mr. Pope said the statement was false—and there was a sensation.

Mr. Davies continued. He contended that Mr. Swinyard had a right to find fault with the undue length and deficiencies of the road; for every penny of the money, thereby, put into the pockets of the contractors would be taken out of the pockets of the people of this Province, and if Mr. Swinyard had not done his best to make the contractors perform the work according to specification, he would have been false to his duty to the Government he represented here. If the curvature of the road is so great that travelling upon it will be dangerous, who will suffer for it? The people of the Island. And the curves on our railway are without a parallel. The hon. member had asked why Mr Swinyard come down here in the first place. Was it not known to the hon. member that the newspaper organs of the Government had been spreading the report, throughout the length and breadth of the land, that the railway was ready?

Hon. Mr. Haviland asked what organs were referred to.

Mr. L. H. Davies said the EXAMINER and the *New Era*.

Hon. Mr. Haviland said the EXAMINER was not, nor had it been, an organ of the present Government. As for the *New Era*, it had circulated no such report at the time referred to.

Mr. L. H. Davies said at any rate the reports were circulated; and was it not an evidence of the extreme willingness of the Dominion Government to afford railway accommodation to the people of this Island that they so promptly despatched an agent to see whether or not the road was ready? Is this a reason why we should now send up this insulting address to the Governor General? With regard to the opening of the road in December last, he would read what Mr. Schreiber thought of it. In a letter to Mr. Swinyard, dated 19th Dec., he says—

"As you are aware, heavy snowstorms have prevailed the past week, completely blockading the traffic. The snow now upon many parts of the line, is from *eight to fifteen feet deep*. On Tuesday last I despatched two engines with a snow plough to the westward, to raise the blockade. After laboring the whole day, most diligently, they returned, having cleared the way for six miles only. On the following morning, I held conversation with our manager, Mr. Rainnie, when we decided to send out no more trains until the storm abated. Yesterday being a fine day, and feeling that if we left the road blockaded you might consider we had acted unhandsomely towards you, and shirked a responsibility, we concluded, very much against my better judgment, to dispatch a train both East and West, to make an effort to clear the road. Accordingly, three engines and a snow plough, left Charlottetown, Westward, at 8.30 a.m., and two engines and a snow plough started East about a half an hour later. The westward bound train returned about 7.30 p.m., yesterday, with one engine disabled, and another damaged; she reached North Wiltshire Station, to which point she ploughed through some hundreds of feet of snow three feet above the top of the snow plough.

"The eastern train I have had no tidings of since she left Charlottetown. This morning two engines were dispatched westward to take the place of the disabled machines. I have come to the full determination that if they succeed in reaching town to-night, (the 18th inst.,) I will house them believing it to be a far more prudent course than sending them out in the storm to be battered to pieces. In this it is quite possible and very probable you will differ with me. If so, I would say, then let the service be undertaken by those who are better able to bear the loss than we are. Our train expenses have been very heavy the past week, and the receipts *nil*. To expect us to continue to operate the road for another *week*, under the special arrangement, is, we maintain, unreasonable, as, within that week, it is possible, we might have to raise the snow blockade several times, and derive no benefit from it thereafter."

There is the opinion of Mr. Schreiber, a practical engineer; and his opinion will have some weight. Mr. Davies then quoted from the reports of Conductors Wood and Taylor respecting the depth of snow and the number of men employed, and contended that it was well nigh impossible, not to say imprudent, to open the road at that time. He said that the Contractors' engineers had placed every obstacle in the way of Mr. Swinyard, and that it was not till Mr. Schreiber arrived, and rebuked his subordinate, that Mr. Swinyard was permitted the use of the line for the purpose of getting posts for the telegraph along the track, and material with which to build machine shops. The Local Government had been only too eager to back up the contractors engineers. But there was, notwithstanding, quite sufficient organization for the running of the road if it had been possible. He censured the Government and Mr. Lefurgy for their conduct in the matter of damage for Mr. Lefurgy's Shipyard. He said there was this difference between the cases of Messrs. Lefurgy and Calhoun, that the one was a member of Government, and the other was not. He condemned the conduct of Mr. Boyd, Chief Engineer for the Government. He quoted from Mr. Swinyard's report—

"The extraordinary amount of curvature and extent of steep gradients, are much to be regretted, as the cost of working the traffic will be very much increased thereby, while in winter, with snow and ice upon the track, operating the line will be rendered very difficult and tedious."

He contended that for this state of things Mr. Boyd was greatly to blame. The station grounds have not been graded. Of Medgell Bridge, Mr. Swinyerd says:—

"The Medgill bridge is across the stream of that name, also emptying into St. Peter's Bay. It is of How truss of two spans, one of 50 feet and the other of 30 feet, with stone abutments and centre pier. This bridge is placed on a curve of a radius of 600 feet, and is approached from the east by a gradient of 58 feet per mile, or 1 in 91, and from the west by one of 66 feet per mile, or 1 in 80, thus forming a most dangerous feature in the railway. It will be necessary, for safety, to bring the trains to a stand before passing on to this structure in either direction."

On the item of sleepers $8.500 had been lost, because Mr. Boyd would not inspect them. It would cost the Island $15,000 more for ballasting, because the kid-gloved engineer did not do his duty. Because the sidings were not up to specification the people of the Island would lose $65,000. Instead of sidings being 10 per cent of the whole line, they were only 4 per cent. And the Contractors had pocketed the profit. The length of the line was 28 miles in excess of the original survey—26 miles of which were on the main trunk—twenty-eight miles taken up in curvature, which might have been avoided. The profits had fallen into the hands of Schreiber and Burpee, the people of the Island had to bear the loss; and Mr. Boyd was to blame. He (Mr. Davies) did not think the Colonial Secretary and several other members of the Government could give their adhesion to the address, tabled by the hon. member for Summerside. For his part, he would oppose it.

The House adjourned.

MISCELLANEOUS.

WEDNESDAY, April 14.

Mr Sullivan presented a petition from the Hon. Robert Mooney, for a balance of $10 due in account of salary as Registrar of Deeds.

Mr. Stewart submitted a bill to Incorporate the Masonic Temple Company.

Mr. Campbell suggested that in order to efficiency in the road service, higher salaries should be paid to Road Commissioners.

House in committee passed the Bill to Incorporate Zion Church.

Hon. Mr. Haviland presented a petition for Hon. D. Gordon, A.A. McDonald and others, for an Act to Incorporate the Steamboat Company of Georgetown, and submitted a bill in accordance there with.

The bill relating to Hillsborough Ferry, passed in Committee.

THE LAND QUESTION.

In the afternoon Mr. Brecken submitted a bill to be entituled "The Land Purchase Act, 1875." He explained that under it, one arbitrator would be appointed by the Governor General, in Council; one by the Local Government, and one by the Propietors, or, if the proprietor refused, by the Supreme Court. The arbitrators appointed by the Dominion and Local Government would each be permanent: those of the proprieters only being temporary. To prevent delays of justice, complained of by proprietors, the Land Commissioner is to be made complainant in case of legal proceedings, and will be liable to attachments from the Court. These are the main features of the amendments to the Act passed last year.

THE RAILWAY.

Hon. Mr. Brecken renewed the debate on Mr. Pope's resolution. He said that probably no man on the Island was more deeply interested in the opening of the railway than Mr. Pope. The Leader of the Opposition should, he thought, have made his elaborate defence of Mr. Swinyard and his cruel and unmanly attack upon the character of Mr. Boyd at the bar of the House—arrayed in the insignia of an Advocate. Mr. Swinyard, it appeared, came down here accredited, not to the Leader of the Government, but to the Leader of the Opposition. He (Mr. Brecken) defended Mr. Boyd with the report of the New York Engineer. He criticised statements of the Leader of the Opposition at some length.

Mr. Stewart opposed Mr. Pope's resolution on the ground that it was acknowledged that to open the road in January was impossible or at least imprudent; that no material interest of the people had suffered because it was not opened in February or March, for as navigation was closed, trade was stopped; that with snowbanks ten, twelve, or fifteen feet in height, it would have cost a large amount of money to open the road, which would have been lost to the country at large. He said that it was easier to keep the railroad open in New Brunswick or Nova Scotia, because one of the engines on these roads was equal in strength to eight of ours. He failed to see that the resolution before the House was anything else than an electioneering dodge.

Mr. Richards was not posted up on the railway. He deeply regretted that it was not opened last fall; but he thought that after winter set in, to open it would have been next thing to impossible.

Mr. McNeill thought the railroad would never be of much service in winter; that it could not have been worked last winter; that the language of the address was unnecessarily harsh, and that the address itself was uncalled for.

Hon. Mr. Haviland defended Mr. Boyd against the attack of the Leader of the Opposition. He said that in his opinion the report of the New York Engineers exonerated Mr. Boyd from any improper conduct. He was not politically an admirer of the Dominion Government; but, independent of politics, he believed that that Government was prepared to do justice to this Province in the matter of the railway. He did not think the tariff should be as high as that of the Intercolonial, because its cost was not nearly so great. The address sets forth that our railway should have been opened in February or March. To do this would, he thought, have been a herculean task. He was a believer in pure constitutional and responsible Government, and he thought that under that Government we should not ignore the Cabinet—we should address the Governor General in Council. Again the Local Government had not petitioned the Dominion Government to open the road; nor had our representatives at Ottawa, as far as he knew, moved in the matter, and he thought the House would not be justified in sending the address proposed by the hon. member from Summerside. He would therefore move the following resolution in amendment:—

Resolved, that the Honorable Member from Summerside, has leave to withdraw his motion for an address to the Governor General, upon the subject of the opening of the Railroad of this Province for traffic, as this House is of opinion that the Dominion Government are now about to use the necessary exertions for the opening of the said railroad.

Hon. Mr. Yeo seconded the resolution. He knew that the hon. member for Summerside, as well as several gentlemen outside this House, had suffered serious pecuniary losses, because of the failure to open the railway. At the same time, he could not agree with the substance of the Address. Before the address would reach Ottawa, the railway would be opened. The high tariff should, he thought, be lowered.

Mr. Welsh reviewed the debate. He spoke on railway matters, generally, at some length.

Hon. Mr. Pope said that he felt he was in rather an awkward position. He hardly knew where or how to begin. Notice that he intended to bring forward his resolution, was placed in the order book on the first night he took a seat in the House. The address had been handed round among the members of the political party to which he had always been allied, and he had been led to believe that they approved of it, and would support it. He had submitted it to his honor the Provincial Secretary, who read it over, and suggested the addition of the word 'the;' and, as he offered no objection, he accepted the act as a token of approval. The full tenor of the address was known to every member of the House. And, although, he had reason to expect that the Opposition would oppose it, he had no intimation that it would be opposed by any member of the party to which he had, till this time, belonged. By every principle of honesty and fair dealing, the support of the Government should have been given him, or he should have been notified that it would not. And yet he would go outside the bar, accompanied only by his friend Dr. Jenkins. But he believed that they would be accompanied by the sympathy, and their action would be endorsed, of a large majority of the people of this Island. The Dominion Government, he contended, were bound to open the road, just as much as to keep trains on the Intercolonial railway running. The snow was no deeper here than in Nova Scotia and New Brunswick. But no matter what the cost, it was the bounden duty of the Government to run the road for the accommodation of the public: and, not having done so, faith was broken with the people of this Island. If the Local Government had not protested against the neglect, they had been recreant to their duty. At any rate, the people had given expression to their protests. At two of the most numerously attended meetings held in Charlottetown and Summerside respectively, this resolution had been almost unanimously carried; and he charged the Government with not having done their duty. The Government have not stirred a hand. They are deserving of the censure of the people. By every principle of decency, courtesy and honesty, they should have supported the resolution before the House. And although they would not Dr. Jenkins and himself should feel proud of the position they occupied; for they would represent the people, not only of Charlottetown and Summerside, but of the whole Island. They would also have the satisfaction of having the address placed upon the Journals of the House, and of having done their duty.

Hon Mr. Haviland said he believed the Government had done right. Mr. Pope had never submitted the address to a caucus of his friends.

Hon. Mr. Owen said that he had declared, when the address was submitted to him, that he thought the language in it too strong.

Hon. Mr. Brecken said he had never seen the address before it was submitted to the House.

Hon. Mr. Arsenault said he could not agree with the address; for the language it contained was too strong. He thought the leaders of the party should have informed Mr. Pope that they would not support it.

The House divided on Mr. Haviland's amendment—Messrs Pope and Jenkins only voting against it.

BOARD OF WORKS.

THURSDAY, April 15.

House in Committee of Supply—Mr. J. E. McDonald in the Chair.

Mr. Callbeck urged the establishment of steam communication on West River, the opening of roads, and the improvement of bridges in his district

Mr. L. H. Davies said he felt dissatisfied with the accounts of the Board of Works. It was impossible to understand. They presented an elaborate scheme of mystification. The vouchers were not classified. It would take months to compare the accounts with them. The amounts of money in the hands of the Secretary could not be known. He contended that the expenditure of the Board should be by order drawn direct from the Treasury—not pass through the hands of the Secretary at all. He criticized the accounts at some length, and declared there was a mistake of $1675 in the classified accounts of the Board. He also said that he would not vote for a sum sufficient for unfinished contracts, unless a detailed statement of the works on which the money was to be expended were laid before the House.

Mr. Welsh agreed with the Leader of the Opposition. He also suggested that something should be done to utilize Statute Labor.

Hon. Mr. Haviland showed that the preceding Government had voted a sum sufficient for unfinished contracts.

Mr. Stewart explained the management of the Public Works Department of New Brunswick; and thought that a similar system should be introduced here. He did not intend a reflection on the present Government, when he said that under the system now in vogue here, a door was open to log rolling which it is desirable should be shut.

Mr. Holland pointed out that in Nova Scotia, New Brunswick, and Upper and Lower Canada there are difficulties in connection with the Board of Works as well as here. The idea of reducing the Board of Works to one member was, he said, ridiculous. He hoped we would never return to the system of putting two much power into the hands of one man. The argument to abolish the Board of Works will apply with equal force to the abolition of the Executive Council—centering the Government in one man, and that man the Lieutenant Governor. The expenditure of the Department, with a Minister at the head of it, would be $2 500 more than at present. A Minister would be less responsible than a Board of Works is now; the members of the Board are responsible to the Legislature and to their constituents. Nearly all the members admit that a fair share of the public money has been expended in these districts; and those who do not, have no cause to complain. Mr. L. H. Davies had stated that in his district only £5 were spent last year; the amount was, instead, about $5000.

Mr. Conroy said the Roads and Bridges in his district were in a lamentable state.

Mr. B. Davies contended for a detailed report and estimate of the expenditure of the Board of Works. He went pretty fully into the Board of Works system.

Mr. Campbell also attacked the system. He said it appeared as though the members of the Board were responsible to none but themselves. He wanted to know how it was that nearly $5,000 had been spent on the Government House during last year.

Mr McIsaac produced a paper showing that Belfast district had received $5818.74 during the past year.

Mr. Welsh said the amount included the road appropriation. He acknowledged that the Chairman of the Board of Works had, at his suggestion, made several improvements on the roads; but if he had not, they would have been impassable.

Dr. Jenkins said that last session it was tacitly admitted that a Report of the Board was needed—and he fully expected to have seen one this year. Some time ago a stone crusher had been imported; but last year it was idle—not a single stone went through it. At the same time stone could be obtained for 24 cents a ton.

Mr. McNeill said that, in his opinion, the Board of Works is rotten to the core. He did not know what was to be done with the $40 000 asked by the Department.

Mr. L. H. Davies said that the Board of Works expended last year $173,000; his district composed one sixteenth of the population; and, had the money been equally divided, would have received $11,000. It was not fair, he contended, to charge the district with the wharf, for it was a public work. The wharf at Machan's Point is, he said, as much good to the district as the fifth wheel to a coach. In 1873, $1524 had been expended in the district, when there should have been nearly $15,000. A wharf is required near Munn's, at the end of County Line Road. The wharf at Aitkin's is washed away and should be replaced; a road is wanted to the wharf at Sturgeon; Peter's Road is impassable; a ferry is required at Machans Point. About six thousand dollars should be spent in his district next year.

[Owing to want of space we are obliged to leave out the rest of this week's summary. It will appear in our next issue.]

PRICES CURRENT.

Ch'town, April 16, 1875.

MEAT.	
Beef, (small pieces) per lb	$0.08 to 0.16
Beef, per lb (by the quarter)	0.07 to 0.10
Ham, per lb	0.12 to 0.16
Lamb, per quarter	0.00 to 0.00
Lamb, per lb	0.07 to 0.12
Mutton, per lb	0.8 to 0.14
Pork, (small pieces) per lb	0.10 to 0.14
Pork, per lb (by the carcass)	0.7½ to 0.09
Veal, per lb	0.05 to 0.08
MISCELLANEOUS.	
Apples per bushel	0.00 to 0.00
Barley per bushel	0.75 to 0.84
Butter (fresh) per lb	0.25 to 0.27
Butter per lb by the tub	0.24 to 0.25
Calfskins, per lb	0.06 to 0.12
Cheese (new milk) per lb	0.15 to 0.17
Cheese, per lb	0.05 to 0.00
Clover seed, per lb	0. 22to 0.25
Eggs, per doz.	0.12 to 0.16
Green Peas,	0.00 to 0.00
Hay, per ton	13.00 to 14.00
Hides, per lb.	0.0 to 0.07
Honey, per lb.	0.24 to 0.25
Homespun, (men's wear) per yd.	0.65 to 1.05
Homespun, (women's do) per yd	0.35 to 30.4
Homespun Flannel, per yard	0.31 to 0.48
Lard, per lb	0.12 to 0.14
Oats, per bushe.	0.57 to 0.60
Straw, per ton	4.50 to 5.02
Tallow per lb	9.08 to 0.14
Wool, per lb	0.17 to 0.28
Potatoes, per bushel	0.32 to 0.36
Pearl Barley, per lb	0.02 to 0.04
Sheepskins, (each)	0.75 to 1.00
Timothy Seed per (bush.)	0.00 to 0.00