CORRESPONDENCE.

To the Editor of the Examiner.

Dear Sir;—I see by the late Nos. of the Examiner, that there has been a good deal of talking lately in the House of Assembly, as well as through different parts of this Island, in reference to a Railroad. Some drones crying out against it—as some of the ignorant people were some years ago, blazing away against the threshing machines in Scotland. But it appears that there are a number of the Members, as well as a great many sensible people on this Island, in favour of a Railroad through P. E. Island, with branch lines. As I have seen nothing in the papers that has been said or done in this part of the Island, in reference to the projected railroad, your humble servant begs leave to drop you a few lines on the subject, as I understand your valuable journal is open to all undertakings, that are for the good of this our adopted country.

The Hon. B. Davies, it appears, is against a Railway. Time enough he says, to talk of a Railroad, when the lands are all free. When will that be? Even thirty years ago, when I was a mere boy, newly arrived on this Island, the late Captain Cooper, of Sailor's Hope, Lot 56, was very busy about the escheat question. He would not let the North Side farmers pay their rents. He made some of the poor people believe that their lands would be escheated in a short time, and that they would soon be all freeholders. Poor Captain Cooper has been some time mouldering in the silent tomb, and no escheat yet.

Some Hon. Members say, let us have the lands all free first, and then talk of a Railroad. If we have to wait for a Railroad until the lands are all free, the present generation will have passed off the stage of life. Hon. J. C. Pope deserves great credit for his perseverence and true statements in reference to the building a Railroad on this Island. And a good many intelligent people here hope he will succeed. It will be the means of handing his name down to posperity as the benefactor of the people of P. E. Island in the same way as the names of the Hon. G. Coles and the late lamented Hon. E. Whelan will be on account of the Free Schools, and liberal progressive measures which they advocated. If we are to have a Railroad, let us have it now, and not one hundred years hence. All the people to the north and east of this, that are in favour of it, are for having a branch to Souris, or as near North Side and East Point as possible (which is very reasonable, as there is a large tract of country without any good Harbor there) connecting Heads of Rolla Bay and Grand River, with the Georgetown line.

It would be the means of opening up new lands; and different kinds of timber, that are at present going to waste, would be easily got at, and would become valuable. Some of the swamps would become the best of land for hay and pasture. Hence there would be more stock raised; and it would be the means of keeping our young men on the Island, instead of going off in scores every spring to the States, of which I know a little myself. When I was, some years ago, engaged in shipping large quantities of ship stock to the States, every vessel that would be ready to sail, or nearly so, there would be three or four, and sometimes six or seven, smart young men applying for passages to the States. And being up there in 1867, I happened to meet several of those young men that went there in 1853, 1854, and 1855, and they said that they would like to come down to P. E. Island to live, the climate being so healthy and it being their native land. But it appears you have still the old go there, said they; the trade in the hands of a few ship building merchants, and no Railroads. Why you are one hundred years behind the times on your beautiful Island.

Again some drones say, what will there be for a Railroad to do on this Island after it is built? It is a well known fact, that the same words were made use of in other parts, when some of their first Railroads were being built. And now they have more to do than they can get well through with. Pownal Bay people appear to be against a Railroad. That is a sign it is required for the North Side and East Point people, to get their produce and fish to market. Pownal Bay farmers and traders, are afraid that it will be the means of their not getting such a good price in town for produce, if the North Side and Eastern people could have a quick despatch in getting there to town. They think it would effect the markets, and lower the prices. But not so. Prices would raise; there would be more purchasers; more speculators would visit our Island, and there would be more consumers also, which would keep prices on the rise, instead of making them fall. So, Pownal Bay gentlemen, don't you fret on that score. I hope the Hon. J. C. Pope and his colleagues will press on, and make forward and onward their motto.

'Tis a pleasant thing also, when time is an object with you, to go a journey on the Railroad. When you are once set agoing, you feel that you are travelling in right earnest. Away goes the steam engine, almost flying along the iron pathway, leaving a long line of smoke eight or ten feet from the ground; and away go the steam carriages after it, filled with company. One talks of the useful discovery of steam, another wonders what will be invented next, a third doubts whether the affairs of men absolutely require them to hurry on so fast through the world. Still on you go, and before you can believe it, you are at your journey's end. When you are in a hurry, the rail-cars are a capital mode of conveyance.

In the fall of 1854, I was delayed in Bath, Maine, waiting for three vessels I had loaded for that place, which had sailed previously to my leaving home, but had not arrived. I took a trip to Boston in the Rail Cars, to see if I could hear anything of the vessels there. I left Bath by the six o'clock train in the morning, and stopped some time on our way at Harding's Cross. Brunswick, Portland, Newburyport, Salem, Portsmouth, Lynn, and several other places I do not now remember of, and we were in Boston at noon, though the distance was 160 miles. Such is Railway travelling. It saves time and money. If we have Railroads there will be more money in circulation, and be better able to meet those taxes that there is such a hue and cry about at present, by some certain parties. I now, after my poor fashion, endeavour to show that, whether we build our houses in town or country, or pitch our tent in the wilderness, the taxes must be paid. While we are this side the grave we must put up with trouble.

In by-gone-days I knew one who was clever in his sphere in life—there are men of this stamp in almost all ranks, it seems rather to come to them than they to seek after it—and Corunna was one of this kind. Most men have their weak points, and I myself have many, and Corunna had his share of them. Among them was a strong inveterate antipathy to taxes. You can fancy to yourself a cat soft as velvet sitting and purring on your knee, suddenly putting out her tallons and setting up her back—every hair on end—at the sight of a strange dog. So you will be able to imagine to yourself the sudden anger of Corunna at the sight of a tax gatherer. So I imagine I see some more Corunnas at present, they don't like to hear of railroads, for fear of taxes.

I one day met Corunna. He was in high glee, telling me he had at last got rid of the Philistines—the tax gatherers—he had agreed with his land lord to pay an advance of rent on condition that the latter paid all the taxes, taking out my pencil and comparing the advance rent with the amount of taxes, I found that Corunna was paying rather more than he had paid before. So there are very many on P. E. Island at present paying high taxes in shape of lost time, and all other disadvantages that they are laboring under for want of Railroads. Is it not a tax to dwell in the depth of solitude in the back woods, in the new settlements, where the heart yearns in vain for society and friends where the sabbath bell is never heard. And is it not a heavy tax to bend over the couch of sickness, when assistance and sympathy are distant. Yes, those things are enough to make a man call out in his dreams for railroads improvements and society so if there will be more taxes to pay, there will be a hundred more ways and means of paying them, if we have Railroads and improvements.

J. M. Johnston.

Cumberland Hill, Dundas, April 11, 1871.

For the Examiner.

And it came to pass that a certain young man named James, who liveth on a height not far off from a land called Bideford, bordering on the river side, convenient to mussel mud and oysters, and not far from the neighborhood of Squirrel Creek.

This young man James, who calls himself Anti-Humbug is great amongst the people; not given to strong drink, and high among the Chief Priests in the Temple, and lectures on War and rumours of War of by-gone days, with a *book* or a copy of Dick's works;—is the bone and sinew, the head and front, the foundation and sides, the interior and exterior, the whole, everything, of the learned and great. His charity knows no bounds, the earth itself being too narrow for his broad views. An enemy of this kind or class is usually an unpleasant specimen of the rabid animal, all bark and no bite. Now it is well known in the land of James the learned that he possesses a large amount of cunning, which, when joined to a shrewd intelligence makes him if not formidable at least dangerous. He is like unto a sunken reef and shoal, his existence and location may always be determined by the disturbed state of the waters that flow over him. Before this, it passed, that a certain man named William was scribe unto "not a dozen persons present"—so saith James—at a Debating Society in the land of Port Hill—a land more renowned for the intelligence and wealth of its inhabitants, than is the adopted land of James the learned. It now appears that the words of William the scribe, when published forth in the columns of a newspaper were not pleasing to James the learned, who said unto His Highness Thomas, the first King of the Realms of Bideford, I will cause a letter to be written and published in the Journal of Summerside under which I shall proclaim and call myself Anti-Humbug! And His Highness answering, said thou friend of poor taste, why not call thyself "Humbug," a name more fittingly assigned for thee. But he heedeth not; and lo and behold you! it appeared in the Journal of Summerside, on the twenty-third day of the third month, in the year of grace 1871; and these are the words of James the prophet's letter which he sent from the land of Bideford, unto the residence of Joseph, the publisher at Summerside: "Those who spoke in "favor of Annexation did not express their real "sentiments on the subject while their opponents were equally insincere in their advocacy "of Confederation." It is very questionable "whether the Secretary should not have been "more explicit in his report of the proceedings."

Now after a little while it is known that the name of the bantling is "Anti-Humbug," and the father thereof, is christened James. And again it came to pass that William the scribe, said unto James, thou false prophet, how knowest thou the thoughts of men, or what I thinkest of thee.—Thoughts of peace, truth and good will, and not exposure among your brethern, not the opposite ought to be your thoughts, and the path on which thou shouldst walk. Hear you, therefore James, the words of William the scribe, whom I have not explicitly reported in the Journal. Thou knowest well I did not like to report of thee truthfully, or else I should have told to the world you were the proposer and to be the opener of the question. "Which is the stronger passion, love or hatred." Hence the condescention of the members (yourself among the rest) to discuss the childish question. Verily I say unto you, how true are the words of holy Writ "the tree is known by its fruit." Now it is very well known that there is a very considerable amount of impertinence and presumption in the "ring" of fault-finders at Bideford. Who or what they are, to foist themselves on society and attempt to guide it, or lead it; known in the land in which they move, and have their existence. It is now found that they are every day more offensively intrusive. True they have the ability of keeping themselves prominently before the loud-mouthed, gaping crowd in which they move. They appear to the world as good living and virtuous creatures, but it is only in appearance. The flimsy shoddy is beneath the surface, and a shabby shoddy it is at the best.

Your's, &c., Boaz.

Legacy Lane, 11th April, 1871.

[We do not know what our humorous friend "Boaz" is driving at, but we suspect that Port Hill, glorying in its literary fame, can bide no Bideford near the throne We hope, during the summer, to have the pleasure of hearing the thunders of the Port Hill Debating Society in full blast and by that time we trust they will have come to the conclusion that all the papers published on the Island are a benefit, and that the Examiner especially is deserving of their patronage.—Ed.]

To the Editor of the Examiner.

Dear Sir,

Allow me the pleasure of thanking you for your capital article headed "Mountains out of Molehills," that appeared in your last issue. The kindly and generous spirit of hearty good will therein breathed toward "the Constitutional Confederacy of the Dominion of Canada," and the well-merited hit, so straightly aimed and sent home at "*her* enemies and *our* foes, who would seek our subjugation in British North America by Annexation," are couched, in my humble opinion, in particularly cogent and graceful terms. Most truly, as you put it, "the success of the Dominion as it exists under the powerful and parental ægis of Great Britain, is linked with the material and political interest of all loyal men." Permit me, as a personal friend of Mr. M. B. Daly, to sincerely endorse your hope of that gentleman's success in his electioneering contest for the County of Halifax, Nova Scotia. Mr. Daly, while resident in this Colony — holding the office of Private Secretary to his late lamented and honored father, our then Lieutenant Governor—was most deservedly respected for his uniform integrity, his talents, and the spotlessness of his private character; and I congratulate the loyal and truly liberal electors of Halifax County on their choice of candidates at their forthcoming political struggle, and hope to see them, one and all — Messrs. Hill Daly, and Geddes,—returned to guard and foster the local interests of their common country, which have been so shamelessly thwarted and misled by the insolent, moribund apology of a government that yet, unfortunately, hold the reins of executive power in the noble Province of Nova Scotia.

That "very dirty" Peter McNab piece of business, would have tended, if anything further could have, to disgrace the disloyal Annand-Wilkins obstructive faction, which it is most devoutly to be hoped, may find itself in the "cool shades" after the approaching general election. Thanking you again for your opportune and able articles in the last Examiner, which bear indeed the unmistakable stamp and ring of the true metal,

I remain, Dear Sir,
Yours obliged, and truly
Liberal.

Charlottetown Royalty, April 21st, 1871.

(Written for the Examiner.)

KICKSHAWS.

Sonnie. Pa! What is French indemnity?
Pa. British gold, Sonnie.
Sonnie. Can't I get some, Pa?
Pa. Yes, Sonnie, when Grandma dies.
Sonnie. Aint she going too soon, Pa?
Pa. Mind your lesson.

What description of looking glass is specially adapted to a certain species of the lower animals? Newson's Cheval Looking Glass.

Lush. Spiff! do you know suck?
Spiff. Know Suck! I should think so. Dem fine fellow! Beer and cigars always ready. Jolly fellow; very convenient; drop in, you know—always at home.
Lush. Where prey is, there are the Beagles,
Where the carrion—the Eagles.

Duet.

Mammon. You sing to me of Tara's halls,
And Harp of Erin grand;
But give to me the Harps on walls,
In stores of Newfoundland.

Soul. O, Tara's Harp is Music's soul
To hearts of Erin's soil;
Your sordid Harps of Newfoundland,
Are Harps in train for oil.

Rumour.—Great destruction, very extensive, and for the present irreparable. The River St. Lawrence entirely broken up. O! I. C.—St. Lawrence.

The Railroad Bill passed with great eclat through the Lords, scattering in its successful route the Hawthorne flowers, spilling the Beer, scaring the Muirfowl, and rolling the Boulderstone off the track. The resistance offered was parallel to the Thistle's beard opposed to the Tempest's breath. The Gods of the Gallery and Lords of the Lobby cheered the Iron Steed, and they say he neigh'd.

Spriggins.

Our Angel—(there are no devils in the Examiner office)—whilst "setting up" the duet of our talented contributer "Spriggins," and no doubt after enjoying (Friday) the taste of a Newfoundland harp (fish) gave ventilation to the following in a moment of poetic inspiration.

Why talk to me of Erin's Harp,
Or Harp of Erin Grand;
There never was a harp that harped
Like Harp of Newfoundland.

Why talk to me of Newfoundland,
Or of the "swoils" that grow there;
The "Mas" had never aught so grand,
Nor will they—till they go there.

Dundas, April 14, 1871.

Mr. Bowers,
Dear Sir;—
This morning the body of Dugald McDonald, one of the crew of the unfortunate "Emeline," was found on the strand near Little Harbor—one side of his face was a little disfigured.

Yours' truly,
A. Currie, Teacher, Dundas.

P. S. No doubt the poor fellow was lost near the Island; and it is now almost certain, that his Comrades met a similar fate.
Yours, A. C.

The Examiner.

Charlottetown, April 24, 1871.

AFTER THE BATTLE.

The Railway battle has been fought and won let us look at the political gains and losses. The crisis for the Government is over for a time, and we do not feel disposed to take from them one particle of the honor they deserve. The Leader of the Government has won the esteem and confidence of the majority of his followers, and they cheerfully give him the largest meed of praise for the victory they have gained. He certainly deserves the admiration of those who can admire a man who is willing to sacrifice his position for the sake of principle. There were cowards and skulkers in the camp but his iron will, and dauntless nerve, with the assistance of some faithful followers overcame all obstacles. He went in uncertain of success, he came out a hero; and has given his party the glory of a triumph. But the coalition has not come out unscathed. There are some dead (politically of course) and some badly wounded. How can Hon. Mr. Duncan, for instance, face his constituents, or where will Mr. Cameron be next General Election! Some strange evolutions, of course, may take place in the political wheel of fortune, which may bring them again to the foreground, but in the natural course of events they will be found, in all probability, amongst the missing. The Opposition has gained very materially. They have the sympathies of many more people than at the beginning of the Session. They made a fair shew of talent, considering the side they took, and the limited time they had to study up the question. They moreover, had the best of the question so far as submitting it to the people. Many railway men agreed with them, but believing firmly in the advantages of Railroads and the good they will confer upon the country, they feared delay would be dangerous, and owing to ignorance, prejudice and misrepresentation, would prevent us having a Railroad for years to come. Some warm supporters of the Government went over on the opposition side, not because they are anti-railway men, but because they could not support the Government, in the view of taking up the matter so speedily. Whilst the course which Messrs. Beer, Yeo, and Dr. Robertson will take in future, is a matter of considerable conjecture, yet after taking such a decided stand against the Government, how can they do otherwise than take their places up on the side of the Opposition! But then they may not, as an opposition without a platform holds out scarcely any inducement for politicians who desire success and who are willing to battle for principles, to join them. The coalition, although weakened, may therefore hold out for the ensuing three years, if not longer. Their destiny is now pretty much in their own hands. The country will look upon the management of the Railway with watchfulness, if not suspicion. The Government being the builders of the Road—and not a company—the people have a right to see and know how every cent is expended. We trust, therefore, that the Chairman of the Board of Railway Commissioners will be a man who will have ability, energy and the confidence of the people. On being appointed, and on going before his constituents—should he be rejected by them—he should forfeit his Commissionership. No one should be permitted to hold so important an office unless returned by the people.

If the Railroad is built strongly, well and economically, and if it should prove a success the people will not only feel satisfied but grateful. It is, therefore, the interest of the Government as well as their duty, if they desire a long tenure of power, to give this most weighty undertaking, the whole benefit of their wisdom and experience; and to place their very best men in charge of the Railroad during its construction.

RAILWAY BANQUET AT SUMMERSIDE.

On Tuesday Evening last the people of Summerside gave the Western Members, the Leader of the Government and several guests a welcome reception and prepared a Banquet for them, which was gotten up in first class style. The stormy state of the weather prevented any outside demonstration; but the people generally seem to rejoice over the fair prospects which they expect to realize from a Railroad to Summerside. We met several, however, who are bitterly opposed to the action of the Government in passing such an extensive measure without first submitting it for the approval of the people at the polls. But though expressing themselves in this manner, yet we were glad to hear them patriotically say, that as it had passed, they would do all they could to make it as they heartily trusted it would be, a great success.

At about nine o clock, some sixty-five of the leading business and professional men of Summerside with their guests, sat down to the Banquet in the Clifton House. No expense seemed to be spared in having everything in splendid style. The Tables were plentifully supplied with meats and fowl of every description prepared with all the skill of the art *Cuisine*. The *Desert* was made up of such fruit and dellecacies of the season, as could be had for "love and money," and the champage flowed without stint. The popping of the sparkling champagne during parts of the evening sounded like a *feu de joie* in response to several of the toasts. The Banquet was highly creditable to the Clifton House, and the attention and good nature of Mr. Chandler and his staff of waiters were highly commendable. Thomas Kelly, Esq., acted as chairman, and was assisted by R. Hunt, Esq. as vice-chairman. Mr. Kelly and Mr. Hunt presided with marked ability, prefacing several of the toasts with very happy and appropriate remarks. The following is the list of Standing Toasts, which were responded to with "all the honors."

1 The Queen.
2 The Prince and Princess of Wales.
3 The President of the United States.
4 The Governor General of the Dominion.
5 The Lieut. Governor of P. E. Island.
6 The Premier and his supporters.
7 The Army and Navy.
8 The Clergy of all denominations.
9 The Bench and Bar.
10 Mrs. Robinson and the fair daughters of Prince Edward Island.

After those had been disposed of, several volunteer toasts were proposed, among which were "Our Island Home;" "The People;" "The Banks of P. E. Island;" "The Merchants;" "King's County and its Representatives;" "The Telegraph Company;" and the Banquet Committee,—T. Kelly, R. Hunt, J McKiernan, J. Bertram, and Charles Green Esquires.

It would require several columns to do justice to the many eloquent speeches that were given during the evening. The sixth toast brought out Hon. J. C. Pope, Hon. G. W. Howlan, Hon. S. F. Perry, Hon. H Bell, Hon. W. G. Strong, Hon. E. MacEachern Hon. W Richards D. Cameron, A. C McDonald and J. O. Arsenault, Esquires. John Longworth responded to the "Army and Navy." E. J. Hodgson, Esqr., made an admirable address in reply to the "Bench and Bar." R. Shaw, and Finlay McNeill, Esqrs., responded to the "Fair daughters of Prince Edward Island." J. S. Carvell, Esq., replied to the toast of the "Merchants." J. Bertram, Esq., made a spirited speech in defense of the Press which had advocated the Railway. John Clay, and R. Gordon, Esqrs, replied to the toast of "Our Island Home." One of the most interesting speeches of the evening was that of the Colonial Treasurer, who was called upon to address the assembly He gave an account of the rise and progress of Summerside, in which he planned the first Street. He then showed the advantages which railroads afforded the traveler and the man of business, and closed a very graphic address, by pourtraying the natural resources and future prospects of P. E. Island.

The Banquet was a great success, the speeches were eloquent and appropriate: the repartees were lively and numerous, and the singing—especially of Mr. Muncey—was excellent.—The chorusses which gave musical honors to the personal toasts and the hurrahs! never grew tame, and the hilarity and *bon homme* were kept up with enthusiasm till the close, when the meeting separated with cheers for the Railroad, Summerside, the Premier, the Governor, the Queen, and everybody who had helped to win the Railway Victory.

The company on board the Steamer *St. Lawrence* enjoyed a right good time in going and coming, for which they are indebted very much, and feel very thankful to Capt. Evans for his attention and courtesy on the occasion.

THE BATTLE OF THE GAUGES.

The *Progress* objects to the Railway Bill, because it authorises the gauge of the Railroad to be three feet six inches, instead of two feet nine inches. As our contemporary generally gives reasons for the faith that is in him, we propose to break a lance with him upon this question. He says:—

"We see that by clause three the gauge is fixed. This we think foolish and wasteful. Narrow gauge railways are, as yet an experiment. The precise gauge in which safety, cheapness, and efficiency are combined, is not yet settled by even scientific men. How then could our legislators decide upon so important a point, who know no more about the matter than the man in the moon? Our readers will remember that the cheapness of the road depends upon the narrowness of the gauge. A commission, composed of eminent English engineers, decided that a two feet nine gauge was quite sufficient for a densely populated country such as India is; and the Committee of the Massachusetts Legislature, the other day, after careful and intelligent investigation, decided that a three foot gauge would meet the requirements of the traffic of the branch lines of that State. Our Legislature, without enquiry, and without deigning to give a reason for the choice, have decided to adopt the wider and more expensive gauge."

1. The cheapness of a Road does not depend solely upon the width of the gauge, in the long run, as the Rolling Stock adapted for a 2 feet 9 inch gauge, would not wear as long, and would not carry as much paying weight as will a three feet six inch gauge. Moreover, the passenger cars on a 2 feet 9 inch road, can only be six feet high, and would therefore not be suitable for large-sized P. E. Islanders! The cars for certain kinds of freight, such as cattle, would be exceedingly dangerous. We think, therefore, that the adoption of the 3 feet 6 inch gauge is not "foolish and wasteful," but will prove wise and economical.

2. The report of the Commission of eminent English Engineers in reference to Railroads in India, has not been adopted. Mr. Fairley is strongly advocating a different gauge, and the ablest work in Great Britain, "The *Engineering*," condemns the report of the Commission, with which our contemporary is so well pleased. The Legislature of Massachussets adopted the 3 feet gauge for *Branch* lines, says the *Progress*. Our line is to be a Main Trunk, through the principle part of the Island. If the *Progress* could show that the Legislature of Massachussetts recommended the 3 feet gauge for Main Trunk lines, there would be some force in his argument, otherwise, we cannot see that the comparison amounts to anything.

3. How does the *Progress* know that our Legislators decided upon adopting the three feet 6 inch gauge "without enquiry"? Is that not stretching the imagination just a little? We have been credibly informed that the legislators—several of them, at least—made very careful enquiries, and, not until after consulting the best authorities, did they decide that the 3 feet 6 inch gauge was the most substantial, the most economical, and the one best adapted to the requirements of Prince Edward Island.

THE PROROGATION OF THE LEGISLATURE.

About six o clock on Monday Evening last the Legislative Session was brought to a close by His Honor the Lieut. Governor. The city Volunteer Companies, under command of Major Hensley formed a guard of Honor to receive the Governor and on his entering and leaving the Colonial Building, the Artillery Company under command of Captain Lord fired a salute from the Battery and the Volunteer Band performed the National Anthem.

The Council Chamber and the galleries were crowded, and on assent being given to the Railway Bill they signified their pleasure by a burst of applause. The Session is one which will effect for good we hope, the Island for all coming time. It was remarkable, not only for passing the Railway Bill, but, for passing without any opposition the Decimal Currency and the Tenants Compensation Bill. The two last measures will be of very great benefit, the latter to the tenants whose leases are about expiring, and the former to the community generally. The following are the names of the Bills to which the Lieut. Governor gave his assent and the Speech with which he closed the Legislature:—

SPEECH:

Mr. President and Honorable Gentlemen of the Legislative Council;
Mr. Speaker and Gentlemen of the House of Assembly;

I am happy to relieve you from further attendance in Parliament at a period somewhat earlier than usual, and to express my satisfaction at the large amount of important business, both public and private which has been transacted during the Session.

The first meeting of a new Parliament is always critically watched by the constituents, and it affords me great pleasure to think that on returning to your homes you will be rewarded for the zeal and intelligence with which you have applied yourselves to the discharge of your Legislative duties by the approval of those who entrusted their interests to your care.

I am not aware that the Session has been of unusual length, and yet some of the measures to which I have just assented will cause it to be regarded as one of the most memorable in the annals of the Colony.

Foremost in importance is the Act authorizing the construction of a Railroad from Alberton to Georgetown, with branch lines to Souris and Tignish. Without better means of transport and locomotion than at present exists, you could not hope fully to develop the resources of this fertile and highly favoured Island, and I have given my willing assent to a measure which promises to be attended with wide-spread benefit to the whole community.

The Act providing for the purchase of the property known as Falconwood, with a view to the establishment of a suitable Lunatic Asylum, meets with my entire approval. The present Asylum is altogether inadequate to the requirements of the Colony, and in deciding on purchasing and improving the above property, at a cost of £5000 sterling, you have evinced a judgment and liberality which will not fail to be appreciated.

Mr. Speaker and Gentlemen of the House of Assembly;

I thank you for the liberal provision which you have made for the public service.

My Government will see that the Supplies which have been voted by you are carefully administered.

Mr. President and Honorable Gentlemen of the Legislative Council;
Mr. Speaker and Gentlemen of the House of Assembly;

It will give me great pleasure to send on the Address which you offer to Her Majesty your Congratulations on the recent Marriage of Her Royal Highness the Princess Louise, and to be the medium of conveying to the porper quarter the expression of the feelings of respectful and affectionate loyalty which are entertained for Her Majesty and the Members of the Royal Family by all classes of Her Majesty's subjects in Prince Edward Island.

I will lose no time in submitting to the Secretary of State the Act relating to the question of compensation to certain tenants whose leases will shortly expire, in order that Her Majesty's pleasure may be signified thereon. Earl Granville, while reserving to himself perfect freedom of decision with respect to prospective legislation, and while declining to express any general opinion or to give any fresh instructions to the Lieutenant Governor as to the settlement of the difficult question referred to, was pleased to inform you, in reply to the Joint Address to Her Majesty which was adobted during the session of 1870; that the Secretary of State would be prepared to give his best attention to any measure of a just and equitable nature embracing the principal provisions of the Irish Land Act of 1870; and you may rely upon it that Her Majesty's Government desire to meet the wishes of the people of this Colony in the matter, so far as justice to all parties concerned, and the rights of property, will permit.

An Act for assimilating the Currency of Prince Edward Island to that of the Dominion of Canada by the introduction of a Decimal system of keeping the public accounts, will, doubtless be of great convenience and advantage. This Act does not disturb the existing value of the coins now current in the Colony, but simply declares what their value shall be in relation to the Decimal System, on which system all public accounts from and after certain dates are to be kept.

I am aware that you await with interest and anxiety the result of the Joint High Commission now sitting at Washintgton, for the purpose of discussing in friendly spirit certain questions which have arisen between Great Britain and the United States, and of treating for an agreement as to the mode of their amicable settlement. Of the questions which have been referred to the Commission, that of the Fisheries is the one in which you naturally feel the deepest concern. I need hardly assure you that Her Majesty's Government are anxious to do full justice to the Maritime Provinces in any discussion that may take place under this head.

In returning to your homes, and to the encouragement and protection of those who look to you for precept and example, you may indulge a well-founded hope that your labours in this place will be productive in many important respects of substantial advantage to the community. I look forward to the pleasure of making myself personally acquainted, during the approaching summer, with all parts of the Island; and meanwhile I would ask you to convey to the people my best wishes for their welfare and happiness in the districts which you severally represent.

The Summerside *Journal* called attention, a short time since, to the method of Government advertising in the Royal Gazette. The folly of advertising in this way, is seen in the last Royal Gazette, issued on Saturday, 22nd, circulated on Monday, 24th, in which are Tenders for an important public service—the leasing of the Hillsborough Ferry—and the Tenders are to be sent into the office of the Colonial Secretary, at 12 o'clock, on Thursday next the 27th! This certainly does not give the people in the country sufficient notice, nor any chance to compete with those who tender in the city.

Arrangements are being made to run the Steamer *Heather Belle* once a week to *Orwell*, and twice a week to *Mount Stewart Bridge*.

THE JOINT HIGH COMMISSION.

From our exchanges received Saturday night we gather the following in regard to the doings of the High Commission. We see it stated that Canada gives the Americans the right to fish upon the shores for a certain equivalent in money. We hope the rights of the Island have not been tampered with or at least, that we will get our fair share in any arrangement that may be made regarding fishing within the three mile limits of our shores.

(From Scottish American Journal, April 3.)

It is expected that an extra session of the senate will be called by the President to consider the report of the Joint High Commission. It is said that the Commission has about concluded its deliberations Having arranged the basis of settlement of the Fisheries and Alabama Questions and being now engaged in the discussion of the only remaining subject of controversy namely, the North-West Boundary.

(Later from Montreal Gazette.)

Washington, April 15.—It is understood that the Joint High Commission have concluded a convention containing the basis of a settlement of the Alabama Claims. It would seem that the question for adjustment pending between the United States and Great Britain are to be considered separately and the place proposed for their settlement is to be embodied in a distinct convention and treaties which, of course are subject on one side to the ratification of the Senate. It is said that the convention for the settlement of the Alabama Claims has been signed by all the Commissioners.

ANTI-RAILROAD FEELING IN THE SOUTHERN PART OF THE COUNTRY.

(From our own Correspondent.)

Georgetown, April 20, 1871.

Dear Examiner:—According to your instructions I send you such particulars of the opinions of the people on the Railroad Question as they really are,—nothing extenuating nor setting down aught in malice. The people along Pownal, Belfast, Murray Harbor, and Little Sands are very hostile to the Railroad. They do not take the papers generally Many of them speak only Gælic; yet they are very kind and hospitable.

In my last I gave you a description of the doings in Georgetown. The town has settled down to its usual quiet, and that seems quiet enough, I assure you; and I have had plenty time to extend my notes.

I met an old gentleman in Belfast, it was storming dreadfully, (14th inst.,) he invited me in, and the first words he asked were,—"Well, friend, are they goin' on with the Railroad," yes, I believe they are. "Oh! they'll ruin the country; its a scheme of the *papes* to get us into Confederation." I said that I heard in town that they instructed their Representatives to vote for it. This was too much for my host who used such strong language, and held out such threats—if Mr. Davies, or Mr. Duncan voted for the Railway—that I thought he would do something desperate. There was no use in arguing with him, I found I might as well be whistling to a mill stone, because the truth is, the people along here for the most part are poor, and have all the shipping facilities they want, and they fear their lands will be taxed more than they are.

The roads are fearfully bad from Belfast to Little Sands, and it seems to me there are not such bad roads in North America. I met one person on my way that took a favorable view of the Railway movement, and who hoped it would succeed. His opinion seemed to be the same as is held by the young men generally, whom I met in Georgetown. Said he,—"We will have a Railroad sometime, that's certain and we might as well have it now, whilst we can have the good of it, when we are young."

I leave to-morrow for Souris, and will write you from there.

EXCHANGING.

The Spring vessels are arriving in Halifax. From the *Chronicle* we learn that:—

The cargo of the schooner "Charles," sold at auction yesterday by Mr. Duggan, realized the following prices: Oats, 50 cents; mess pork, $70.20; prime mess, $71.50.

We also find the following interesting item in the same journal:—

The Largest Casting ever made in Nova Scotia.—On Tuesday last a hammer block was cast at the Acadian Iron Works, belonging to the Intercolonial Iron and Steel Co., for one of the steam hammers now being erected in the Steel Works of that Company, under the Superintendance of Isaac Inman, Esq., Manager of the steel department. The block, which weighs upwards of ten tons, is a most excellent piece of work, and reflects credit on Mr. O Neill, the foreman of the foundry at these works. The time occupied was three hours from commencing blowing to the finishing of the casting. Nothing could be done with more regularity and clockwork precision than was every detail in connection with this the largest casting ever made in this province.

The St. John *Telegraph* says.

A Model City.—St John is certainly becoming a model city as far as drunkenness is concerned. Our Police Report for some time past, except on Monday morning, has not contained more than two cases. On Wednesday there was only one, yesterday not a single case was before the Court either for drunkennes or assault. This speaks well for the vigilance of our Police force.

If the last sentence is not intended to be "slightly sarcastic" it speaks well for St. John. There is a good deal of drunkenness in Charlottetown we regret to say, at which our vigilant policemen seem to look over their shoulders.

The School Question is being discussed in the Legislature and press of New Brunswick. Says the St. John Globe.

There will be separate schools. The Catholics form two fifths of our population, and the views of such a large minority cannot be disregarded. Perhaps the present House may vote non-sectarian schools; but, if it does, the clamor and agitation that will arise must eventually win them the day. Sectarian schools may be wrong; but, if the Catholics oppose them as a matter of conscience, how are they to be convinced? What is done in Ontario, Quebec or Prussia, is it not to the point at all. If there is direct taxation for school purposes let the Catholics have the money raised from them to expend themselves. Let the Government see that it is properly and judiciously expended. This must be done, first or last. Anyway, we beleive that denominational schools are the best schools in which to obtain a sectarian education.

It would be well for the people of New Brunswick to regard the fact that there will be separate schools. A law similar to the one about to be enacted in that Province has been in force in this Island for many years, and each year, it gives more and more dissatisfaction. The best schools here are the denominational schools, and many people feel that it is a trying grievance to be taxed for other schools from which they derive no benefit.

The new Ship "James Duncan," 765 tons, Kickham master, built by J. F. McKay, Esq., at Bay Fortune, for Messrs James Duncan & Co., sailed on Friday last for Queenstown. This fine vessel is intended as a trader between here and Liverpool, G. B.

RAILWAY REJOICINGS IN ALBERTON.

From an obliging correspondent we learn that the Hons. Messrs. Howlan, Perry, Reid and Bell received an enthusiastic reception from their constituents, on their return home. We have only space for part of our correspondent's letter.

"I had the pleasure of witnessing a grand Railway demonstration at Alberton, last night. The return of their Representatives having been expected yesterday, the progressive and appreciative people of that locality decided to give them a handsome reception in acknowledgement of the part they took in passing the great Railway Bill Accordingly a number of carriages with banners flying, and the Scotch bagpipes discoursing if not sweet, at least soul stirring music, started early in the day to meet and accompany the Hon. Members to their destination; and, meanwhile, preparations were being made to accord to them a grand ovation. A triumphal arch was erected, neatly decorated, and bearing appropriate mottoes; bunting was floating in all directions; a huge heap of combustible materials was gathered for a bonfire, and a grand supper was in course of preparation in honor of the returning Members. At dark the bonfire was made, the dwellings were illuminated, and several hundred people were collected, many with firearms, awaiting the arrival of the expected party. At length they came and were greeted with vociferous cheering, a great waste of powder, and cries of "welcome" hurrah for the Rail road, &c. They repaired to the Masonic Hall where a "sumptuous repast" was in readiness, to which nearly one hundred persons sat down. After supper there were toasts, speeches, songs and the whole wound up with the presentation of an address to the heroes of the evening which met with a suitable response from the Hon Mr. Howlan. It would be too tedious to give the toasts and speeches in detail. Suffice it to say that the enthusiasm was intense, and not a circumstance occurred to mar the general enjoyment On the whole it was a jolly good time, and was enjoyed by none more than by your humble servant who left next morning under the full conviction that the Albertonians are unanimously enthusiastically in favor of the proposed Railway."

To Correspondents.

G. B.—Have written you regarding the matter. "Another Fisherman"—Your letter comes in good time will publish it as soon as possible An Elector—Next week we will give your letter. Amount received and placed to your credit, much obliged. W. P.—Accept our thanks for your good wishes, amount received. R. M.—Will forward them to your address. J. P.—Morell Road—Have changed the addresses as you kindly suggest. M S.—Will publish shortly. J. H. London - Letter received, accept our thanks. L. D.—Lines received. We have received a short letter from Anthony McCormack Esq, upon the Railroad which we will publish next week. Some of our friends southward complain of not getting their papers last week. They were sent by us but we suppose have gone to some other than the post office intended.

CATHOLIC BISHOPS AT COURT.

According to the *London Church Herald*, one of the Catholic peers has been informed by Mr. Gladstone that after the repeal of the Ecclesiastical Titles' Bill, the Bishops of the Catholic Communion will be received by her Majesty at Court on the same footing as the Bishops of the English Church.

We have been kindly shown a piece of the Princess Louise's Wedding cake sent to J. H. Gates, Esq, by a relative in the Royal Palace. Though it "tasted of course delicious," we think our friend Mr. McKenzie could get up as good. Very probably Mr. Gates is the only recipient of some of the Royal Wedding cake this side the Atlantic.

The *Patriot* cites Burke approvingly. Let him publish the speech we gave, and his readers will see that it speaks for itself. We have not such a poor opinion of the Legislative Council as to imagine they could be influenced by anything published unless founded on truth and reason.

We have to thankfully acknowledge the receipt, from Mr. John Lovell, of Montreal, of the Dominion and P. E. Island Directory. It is the largest book yet issued by the Dominion press, and is a marvel of publishing enterprise. We will give it a lengthy notice next week, as it certainly deserves.

A man named O'Hanley, formerly of Tracadie, P. E. I., was knocked overboard from the schooner *Flirt*, which was coming in to Georgetown, on Friday night last. The night was dark and stormy, and though every means was employed to save him, he was drowned.

Hon. E. McEachen, we learn, was met by a number of his constituents at Rollo Bay, on his return home, and was well received. Souris also, honored him with a turn out, flags flying, bonfire burning, and an enthusiastic meeting.

The Trustees of St. James' Church for the ensuing year, are Dr. Fraser, Chairman; Philip McLaren, Esq., Treasurer; A Kennedy, Esq, Secretary; and W. R. Watson, A. L. Brown, W. D. Stewart, Alexander McKenzie, Esquires.

Read the article on the first page, the first of a series of graphically written papers which we take from the Toronto *Globe*. We will give the most interesting of them.

It is said that J. E. Boyd, C. E., of Saint John, is to be the Government Engineer of the Railway survey.

There is to be a Quadrille Party in St. Andrew's Hall on Thursday evening next.

There was a fall of some four inches of snow last night, and it is still falling.

Twenty-one Horses were purchased here and shipped on board the Steamer "St. Lawrence" for Shediac, on Tuesday last; one of them has furnished the St. John *Telegraph*, with an interesting item.

At the Annual Meeting of the Congregation of St. Paul's Church, in this City, held on Easter Monday, the following gentlemen were chosen Vestrymen for the ensuing year—

H. Cundall Thomas DesBrisay, Judge Hensley, R. R. Hodgson, Charles Palmer, George Peake, John Ings, and Henry Haszard, Esqrs. Mr. Peake and Mr. DesBrisay were afterwards appointed Church Wardens.

Steamship "Alhambra." Wright, arrived from Boston via Halifax on Friday night last, at 12 o'clock, with a general cargo of merchandize.

The fare by Stage, between Charlottetown and Summerside, has been raised to nine shillings.

How True and how Strange that people should seek relief in the hieroglifics of a doctor's prescription when they can buy as good, and nine times out of ten a better remedy than most doctors give, for the insignificant sum of 25 cents. We refer to "Morse's Indian Root Pills," these pills cure Headache, Liver Complaint, Indigestion, Female Irregularities, and all Bilious disorders, they are prepared from a formula pronounced by the most learned Physicians of our country to be the best and most universal of family medicines. Give them a fair trial and you will never be without them.