was there. I met the captain, and said he, Are not you the harbor master? I said I was not. I had been, but after the Liberals got in power I got my ticket. The vessels down there, said he, are a nuisance, and I cannot get my vessel up there. The vessel got away some way after that. I was harbor master for 26 years. The wharf was built before I came here. I have seen people going up and down on the ice near Purdy's wharehouse. They travelled one horse ahead of another, with different kinds of loads. They haul scantling up with traces. Scows loaded with brick would go further up according to the spring tides, sometimes as far as the brush is now. I think the tide ought to be 4½ feet at the brush. An ordinary scow ought to come up in four feet of water, if she had not too much load in her. Of those two vessels alongside the wharf, one was ahead of the other. I should think there would have been room enough for a sleigh to go up, notwithstanding those vessels that lay there. They could not go as well now; they would have to make their way through whether loaded or unloaded. I have seen John McLean have a boat there, across the right of way, about two springs ago to get her painted. I have seen plenty of small boats against the wharf inside the present breastwork, all along — harbor boats, ship's boats, and country boats more or less. A schooner, I should think, could come up to the wharf if the breastwork was not there. I have never seen a small craft come up any further than where the breastwork is. I have seen them haul up small crafts on Pownal Street. They would have to come by the breastwork to get there. The keel would not do any harm. I would have to get her in the best way I could with her sails on. If small boats, drawing 4½ feet of water had too much beam, or wider than the gap, they could not get in. I think a lighter of 10 feet beam could get through. If the craft was 8 feet wide, and the gap 8 feet it would pinch her pretty tight to get through.

(Concluded in this week's Extra.)

Correspondence.

Mr. Editor,—

Sir,

I was pleased to see in your last issue that it is your intention as a public journalist to ventilate our city affairs. The Citizens appear to be quite in the dark respecting the sayings and doings of the City Fathers —as we believe they have no official reporter to note proceedings. We formerly had the City accounts for general information in one or more of our newspapers, but for the last year such has not been the case and the tax payers are without the means of knowing how their money has been expended;—a large amount will have to be paid Mr. Fairbanks for a survey, and a much larger sum will be required to meet the law costs in the Pownal Wharf case, for both of which large outlays there appears to be every probability of the Citizens receiving nil. You are perfectly right in stating that dissatisfaction exists to a large extent amongst the Citizens respecting the working of the Corporation at the present time, and such dissatisfaction will continue until the accounts are published and some equivalent is shown for the money expended. I trust that before the next Civic Election the City Councillors will lay before the public a statement of the City affairs which will be satisfactory to all concerned, and thereby enable the electors to again place them as guardians of the City.

Yours' &c.,

A Citizen.

TO THE EDITOR OF THE EXAMINER.

Dear Sir:—

It is amusing to hear some of the strange speeches that are got up between some of the Railroad advocates and the anties in some parts of the Island at present.

Having occasion to visit a blacksmith's shop the other day where several persons were assembled,—one of the party, a shrewd Railroad advocate broached the subject by alluding to Cousin Katie's letter in the EXAMINER of May the 8th., and told the crowd of Anties how true she was by being the author of such an able letter. (Laughter and Ho! ho! ho! by Anties). A Railroad Man? Yes you may groan and laugh at me, but I love the sex, you know, I love all women, neighbors, irrespective of age or color. (Laughter and groans by Anties). Men cannot estimate what they owe to women, neighbors, especially to Cousin Katie as a Railroad lady, besides women sew on our buttons, mend our clothes; they confide in us! they tell us whatever they can find out about the neighbors. Laughter by Anties) Yes, they give us a piece of advice, and plenty of it—yes, the ladies give us a piece of their mind sometimes, and sometimes all of it. (Laughter by Anties). Yes, Anties, and Cousin Katie, has given hers in true heroic style wherever you place women, neighbors, they are an ornament to the place they occupy and a treasure to the world. (Here the speaker pauses looking round on his Antie neighbor. (Roars of laughter by Anties). Look at Cleopatra, look at Florence Nightingale, look at Lucretio Borgio. (No! no! by Anties). Suppose you let Lucretio slide. (Laughter by Anties). Look at mother Eve. (Cries of Oh! oh! by Anties). You need not look at her unless you want to: but Eve was an ornament, especially before the fashions changed. (Roars of laughter by Anties). I repeat, neighbors, look at widow McCree, look at Lucy Stone, look at Elizabeth Stanton, look at George F. Train [Roars of laughter by Anties]. I say it with a bowed head and deepest veneration, look at the mother of Washington she guided that boy who never was known to lie, it might have been different if he had belonged to an Anti-Railroad Club [Groans and cries of put him out by Anties yes, put him out or brake his nose, says one old man]. I repeat, neighbors, that in whatever position you place a woman, she is an ornament to society, and a treasure to the world, as a sweet-heart she is incomparable [Laughter by Anties]. As a cousin she is convenient, and as a wealthy grandmother she is precious; what would the people of the earth be without women? they would be scarce, neighbors perfectly scarce. [Roars of laughter by Anties]. Then let us cherish them, let us protect them, let us give them our support, our encouragement, our sympathy, and ourselves if we can get a chance. [Laughter by Anties] But jesting aside, neighbors, women are beautiful, kind of heart, gracious and worthy of all respect, for each and every one of us has loved and honored the best of them, our own mother. [Applause and three cheers for Cousin Katie, in which the Anties joined.]

By inserting the above in your valuable journal you will bestow a favor on yours' very truly,

UNCLE JOHN.

Cumberland Hill, May 25 1871.

To the Honorable Members of the Executive Council of P. E. Island.

GENTLEMEN; The reasons assigned in justification for our going into this large Railroad undertaking are various. Among the most prominent are the wretchedly bad state of our Roads for about six weeks in the fall and about the same time in the spring of each year, and that just at the time when we are shipping and exporting a large quantity of produce. That our Roads are then in a most miserable plight, I believe no one will attempt to deny. That the introduction of Railroads to almost every country that has them has been attended with considerable advantage, I think will be admitted by all. But despite our bad Roads, it is gratifying to know that our exports, per head of our population, are far in advance of the Great Dominion of Canada, with all its Railroad and Canal advantages.

Before we enter into a contract for building our Railroad, let us examine whether an efficient system of locomotion could not be adopted embracing the whole Island, and that at an immense saving of expenditure.

We will suppose we had a new Trunk Road constructed and fenced in all through the country having commodious stations where required and branch lines of Road connected therewith to all the principal settlements on either north or south side of the Island making in all, say 250 miles of Road, instead of 160, as contemplated by the present Railroad Bill. Let us suppose we saw flitting over these new Roads locomotives or Steam Carriages, drawing splendid cars for passengers, beside freight and produce.—cars travelling at the rate of ten or twelve miles per hour, no matter how bad the cart roads through the country were; taking passengers, produce, goods, or lumber with all the facility and regularity of a first-class Railway, thereby giving accommodation to and conciliating those numerous thriving settlements, both on the north and south side of the Island, who under the present Bill, will be called on to contribute their quota to the enormous expense contemplated without deriving any appreciable benefit therefrom. Let us suppose that all this can be done for £1 000 per mile, thus giving us 90 miles additional Road and all the accommodation we can reasonably require, and saving an expenditure of half a million of money. If there is just ground for such a supposition should we not do well to hesitate before we commit ourselves to the greater expense?

Now, let us examine, for a few moments, whether there is a reasonable probability that we can be placed in such a position. Second only to the Imperial Government of Great Britain is the Government of the great British Dominion in India, either for talent in its administration or for discrimination in its economical or political decisions. In India, during the last twenty years, an immense amount has been expended in the construction of Railways; but the General Government of India do not think it beneath their notice, if an equally commodious and infinitely cheaper mode of conveyance can be adopted to turn their attention thereto. The London *Times* speaks as follows:

"As a general rule, inventions of utility are but slowly recognized; they have to grow into fame by force of their own merits, and without the impetus of any great patronage. The action of the Indian Government with regard to Thompson's road steamers furnishes, however, a striking exception, and we think it well worthy of notice.

"These engines, which have already been referred to in these columns, possess certain distinguishing characteristics, which it may be well to mention again. The boiler is on the vertical principle, by which means a nearly uniform water level is maintained when either ascents or descents are being made, a thing in itself of great importance. The wheels are encircled with india rubber tires, about 4½ inches thick, which flatten with the weight of the engine, and thus give great adhesion and elasticity on bad roads The engine runs on three wheels only and in this way a small wheel base is obtained and great facility given for steerage. In fact, the whole machine, instead of being simply an improvement on the traction engine hitherto used on common roads, is constructed on an entirely new principle, and is different to them in almost every particular

"These engines had scarcely been tried and found successful when the India Government, with praiseworthy alacrity, purchased a small one of about 8 horse power, with a view of testing its adaptability to passenger and goods traffic in that country. The machine was placed under the superintendance of Lieutenant R. E. Compton at Umballa, and the result of his experience was so satisfactory to the Director General of Post Offices in India that, at his recommendation, the Governor General in Council gave orders to purchase in England four engines, with india rubber tires of great power, and capable of attaining an average speed of ten miles per hour Mr. Thompson, with the assistance of Lieutenant Crompton, has completed the designs of these engines, and their manufacture has been intrusted by the Indian Government to Messrs. Ransome, Sims, and Head, of Ipswich, with instructions to make them as complete as possible in every detail, and perfect them with all the latest and most scientific improvements. It is intended to run them between two stations in the Punjaub, viz: Rawul Pinde and Jhelum, 68½ miles apart.

"The former is the largest military station in the punjaub, or, in fact, in Northern India. The troops stationed there from the reserve in Peshawur, the gate of British India, towards central Asia, and it has always been held desirable to maintain along the line of the grand trunk northward a system of transport, which while forming a cheap and easy means of communication in times of peace, shall be always immediately available for the transport of troops and war material should any disturbance break out on the frontier, and hence the selection by the Indian Government of this section of road for the experiment. In order to give ample margin for repairing engines, or meeting any unusual pressure of traffic, the four engines are only required to work daily one up and down train over the whole distance.

"This train will, on ordinary occasions, consist of one and on extraordinary occasions of two omnibuses, and will run the distance in seven hours, inclusive of all stoppages. One omnibus will carry 20 first 20 second, and 20 third-class passengers, with 50 cwt. of mails and luggage, which will be sufficient for every day traffic. When it is considered that all buildings, rolling stock, repairing shops &c., included, the total cost of the plant will be rather less than £120 a mile, it will at once be seen how important an experiment this is The question must at once arise to all thinking minds,— Is not such a line preferable to a narrow gauge railway or tramways on runs not exceeding 80 miles in length, and where the traffic is limited, as in this instance to a *maximum* up and down traffic of 120 or average of 30 persons per diem? As regards the capability of this train when used as a transport train for troops much could be said. From experiments already made, there is no doubt that the four engines with their omnibuses could transport 200 men with baggage, ammunition, and food for a week distance of 200 miles in a day, of two batteries of 40 guns with their ammunition, to the same distance."

The Montreal *Daily News*, in advocating the introduction of 'Thompson's Road Steamer' in to Lower Canada, says "It has been tried with satisfactory results in moderately deep snow.' It speaks of its having three wheels, eighteen inches wide, which "literally press the Road smooth." "These engines are already in extensive use in Great Britain. We know one instance where a manufacturer who had to maintain twenty horses and drays to perform his work, sold his horses and with the aid of one engine, gets through his business at one-third the cost and one half the time.' "The consumption of fuel is small, the expense of working it very slight, that is, in comparison with any other motive power." Surely this is encouraging

We will now endeavor to approximate to the probability of cost of new Road, with its branches and appliances;

250 miles land damage and right of way, at £125 per mile	£31,250
250 miles road fencing and levelling, at £300 per mile	75 000
Building bridges and culverts say,	40,000
Terminus and station houses, say	37,000
Building wharves, say	35,000
14 Thompson's Road Steamers,	21,000
Passengers luggage and freight cars,	10,000
Repairing shop,	2,000
Survey and locating roads,	2,000
Freight and importation of Road Steamers, say	1,750
	£250,000
I think the above a pretty liberal estimate; but possibly I may be mistaken, so we will add thereto	50 000
Making the whole	£300,000

It will be observed that building only 160 miles of Railroad, £5000 per mile, would cost £800,000. The great saving in the expense being in the fact that the new Road for the Road Steamer requires no deep cuttings or elevations, no Sleepers or Rails these items causing by far the greater part of the expense in a Railroad.

I should suppose the luxury of travelling in a car drawn by one of Thompson's Road Steamers to be much greater than in a Railway car, where the noise is so great that it is with difficulty persons can converse with each other, while the Road Steamer is said to "literally press the road smooth" and no rails to cause a noise.

My opinion and estimate is, that we can, for about £1000 per mile or half a million less money than contemplated get 90 miles additional Road, with its locomotive cars, terminuses, and station-houses all complete, giving the Island all the accommodation that can reasonably be required, and thereby saving the country £30,000 a year, and which £30,000 will be more highly appreciated in a few years' time, when the appropriation Bill comes before the Legislature than it appears to be just now.

All I ask, and what I plead for, not only in behalf of my own constituents, but in behalf of the many thousands residing at Murray Harbor West River, DeSable, Crapaud, Tryon, Cape Traverse, Malpeque, New London, Cavendish Rustico and other places is, that the Executive Government of the Island will, before entering into any contract cause an investigation to be made whether these things are so or not. Surely if the General Government of India thought it worth their while to import one of Thompson's Road Steamers by way of experiment (which experiment proved satisfactory) we can have no well-grounded objection to a similar importation.

Gentlemen of the Executive,—May we not hope that in your collective wisdom you will make the necessary investigation before you incur the much larger expenditure for this much smaller accommodation

I must readily admit that a much better mode of locomotion on the Island is highly necessary; and we must have it; but let us take care that we do not make greater haste than good speed. During the sitting of the Legislature I rather confounded the Traction Engine, which I believe runs on the common roads in some parts of Scotland with Thompson's Road Steamer; but, on more mature consideration, I am satisfied that the 'Road Steamer' must have a rode to itself, —just such a road as I presume will soon be surveyed and located for a Railroad. It will be observed that I have in my calculation limited the number of Road Steamers to 14 but if 20 were imported, the whole cost of them would only be about the expense required for six miles of Railroad; and then, on an emergency, the greater part if not the whole, may be engaged in the transportation of freight to a given point, so as to meet the wants of the Colony late in the fall or early in the spring.

In conclusion I beg to observe, that I shall hold no controversy with any one on this subject. I have discharged my duty by calling the attention of your honors of the Executive to the question at issue.

Yours most respectfully,

GEORGE BEER, M. L. C

The Anglo-American Cable is again in repair.

The Examiner.

Charlottetown, June 5. 1871.

THE RAILWAY COMMISSIONERS.

THE time is near at hand when the Railway Commissioners must be chosen. Some persons have been already named as likely to obtain the appointments There can only be one from each branch of the Legislature and the other, consequently, must be outside The "Commissioners shall have the construction and management of Railways under their charge in this Colony." They will have considerable power and a great deal of patronage to bestow But they will require to be men of energy and ability. The success of the Railroad will depend on them in no small degree. Who are to be the Commissioners? is the question asked in a good many places. It is rumored about that Hon. Mr Duncan is to have the Chairmanship of the Commissioners, and that he has been canvassing the Belfast District to ascertain his chances of being returned should he take the office. But this can scarcely be correct, because the *Herald* semi-officially states that Hon. Mr. Howlan is to be the coming man. Only one of them can receive the appointment, unless, indeed, one of them should retire from the Legislature The Government can not spare either of them at present, and hence the work of the chairmanship of the Commissioners will, very probably, fall upon the massive shoulders of the one or the more active brains of the other. For the sake of seeing a good political pitch battle between the Government and the opposition, we would not object to seeing Mr. Duncan accept the appointment though we must candidly say that he has no claims upon it, as he did nothing to carry the measure, and is, we understand an anti-Railroad man. In the Fourth Electoral District of Queen's County, the odds would be all against the Government candidate There the people will receive less direct benefit from the Railroad than any other part of the Island. The opposition would have the advantage of ground, and if they were fairly beaten, then they would have to accept the situation, and we would have peace—for three years at least. But taking the view of it that to the "victors belong the spoils" Mr. Howlan has the best claims. Next to the Leader of the Government he was admittedly, the next most daring of the Railroad advocates in the Legislature. He is a sincere believer in the advantages of Railroads and would necessarily strive with all his power to make the project realise his predictions Mr Duncan did not vote for the Railroad until after a majority of the Lower House had declared in its favor. To give him the appointment would therefore, be like crowning one of the camp followers or subalterns with the wreaths of victory, and letting those who braved the dangers of the battle pass by unnoticed and unhonored If Mr. Howlan is served in this manner, his wing of the Coalition will understand their position, and may come to the conclusion that they have the thorns and thistles for their portion, while the others enjoy the luxuriance of the political flower-garden They are the Liberal and progressive element in the Government; and it should not take the public by surprise, if the appointment of the Commissioners created a ferment If it does, then there will be a general break up. The new wine will be too strong for the old bottles But as Curtius of old sacrificed himself for the good of Rome so may Mr. Howlan for the good of the Railway. We have shown that Mr Howlan has the best claims for the office, and if he should forego them then Mr. Duncan may come in, as he is as competent, if not more so, than any yet named, who would likely accept the appointment The public generally do not care who are Commissioners so long as efficient men are appointed. Of one thing however, we are quite decided —that there should be one Commissioner chosen from each County

THE COST OF BROAD AND NARROW GAUGES.

WE did not know that it was necessary to state that the estimate which we recently published was not made up since Mr. Boyd came to the Island recently, for it is well known that he would not have had time to look over the route and make an estimate as he was here only a few days. Some people seem to twist about and snarl at everything that is not done by themselves. They look at everything with suspicion, and treat everybody with distrust. If the Government makes a single move, a thousand wilful motives are attributed, and the keen scent of its embittered opponents hunt after the veriest shadow of jobbery and corruption. On the other hand, if the Government press detect even a typographical error in the opposition press, they pounce down on it with a vengeance. Then there is a constant tissue of personalities indulged in by the opposition, and retaliations on the other side, which are bringing the Island into utter disrespect and odium. We think this manner of proceeding will serve no good purpose, and will generate a state of society that no one of ordinary decency would like to see exist. The opposition to day, may be the Government to-morrow, and the same course pursued by them now, will be meted out in future against themselves. The semi official press intimate that we should not have published the estimate, because the opposition press take advantage of it. We can not see it in that light, and we have our own duty to perform which, according to our notions, is to act the part of an independent journalist, and publish reliable information on such events as are of most interest to our readers. The Government, having no control over us, they are not responsible for anything we publish. Yet, we wish to deal uprightly with all men, and any interested insinuations to the contrary, we can afford to treat with such good-natured contempt as the factious papers and the paid partizans deserve. We have not advocated the Railroad through any love for the Government, but because we firmly believe that if it is built cheaply and economically, it will be of immense advantage to the Colony. Whilst we say this, we can not be expected to join in any loud out cry against them, until we see some substantial proof of "jobbery and corruption"

Some persons, all along, have been quite sincere in believing that a good road can not be built for a less sum than from £8,000 to £10 000 per mile. We have heard speakers at public meetings receive the enthusiastic applause of their hearers for making declarations of this kind, and we have read of others who have received the unanimous thanks of certain assemblages, not many miles from Charlottetown, for conveying the same valuable information. Some people, we presume are anxious to keep up the delusion as long as they can, as to the cost of the Railroad but the estimate which we published last week will do a good deal to convince the general public that a first-class road can be built for a sum within £5 000 per mile. The following extract foom an article recently published in the New York *Tribune* will throw some more light on the subject. The figures at the close are about the same as those given last week making allowance for the difference of the currency. Speaking of the proportionate expenses to the earnings of the broad gauge roads, the *Tribune* says:—

WHERE THE MONEY IS LOST.

A few figures will exhibit at a glance the enormously increased cost of operating our railroads in consequence of this inordinate capacity. Their unwarranted breadth of gauge not only entails an unnecessarily heavy charge for maintaining and repairing the road—amounting in one year to $13,760,758.67—but also compels the use of engines of great power cumbrous cars, and very heavy rails. Thus it follows that every engine which leaves New York has to draw a vast amount of non paying "dead" weight. It is estimated that for every passenger carried in a drawing-room or palace car, the engine has to draw 3,000 lbs. of dead weight; and that with ordinary cars the engine draws including tender and baggage wagon 2,[illegible]00 lbs. per passenger. The passenger traffic of the New York Central amounted to 2[illegible]6 000,000 passengers carried one mile; but they carried 306 250,000 tons of dead weight with them, *i. e.*, a ton and a half of dead weight per passenger exclusive of the weight of baggage The Erie did worse than this They carried 128,500 000 passengers one mile with 4[illegible]5 500,000 tons of freight, which is three and a half tons of dead weight per passenger. In the freight traffic the Central moved 474,500 000 tons one mile with 410,700 000 tons of dead weight, or 9-10 of a ton of dead weight for every ton of paying freight; while the Erie moved 818,[illegible]00,000 tons of freight with 1,083 333,000 tons of dead weight or 1⅓ tons of dead weight per ton of paying freight.

This dead weight out of proportion to that of all other known means of transportation shows that the companies are doing an immense amount of work that does not pay. The additional charge made on passengers riding in drawing-room cars cannot pay the companies and yet on the 3rd of this present month a Bill was introduced into the Legislature at Albany to reduce the extra charge for them to half a cent a mile. The wear of these heavy cars on the rails is necessarily very great. The common car as now built weighs 32 000 pounds empty, and hammers the rail with 4,000 pounds on each wheel The car of a 3 feet gauge road would only hammer the rail with 1,300 pounds per wheel The same truth applies to locomotives. An engine that bears with a weight of 20 tons on its driving wheels, distributes 5 tons to each wheel, and with its loaded tender and its own ineffective load weighs altogether about 50 tons of which one-half is dead weight In the Fairlie engine which is specially constructed for use on very narrow gauge lines the entire load, including coal and water is placed on the driving wheels, and is thus utilized in the work of hauling the train Thus instead of an engine carrying 50 tons in order to procure the working effects of 20, we have an engine weighing this 20 tons and no more; and this load is distributed over eight wheels giving but 2½ tons per wheel instead of 5 tons. The wear and tear of rails forms a heavy item in railway expenditure, as also does the cost of renewal and repair of rolling stock.

NEW YORK MUST CHANGE GAUGE OR LOSE TRAFFIC.

From the foregoing facts there has arisen the question not only of building all new lines on a much narrower gauge system than at present in vogue but of reducing the gauge of those already built so that the expenses of operating them may be decreased and higher dividends earned. The narrow gauge certainly facilitates the construction of branch feeders to trunk lines in all parts of the country, and it is desirable to have the gauge of each class the same. But there is another view of the question. The men who are proposing to build these small gauge lines also propose to carry both passengers and freight at lower rates than those now current because of the lower cost of transportation on the narrow gauge. If they do this the element of competition will be brought to bear on the old companies with a force which will soon compel them to reduce their gauge in order to exist. An eminent railway man, and one whose opinion is highly spoken of remarked the other day in speaking of this subject: "If New York wants to remain the principal port of entry in the United States, she must have narrow gauge railroads. As a rai road contractor I am largely intrested in the matter; and I say that if New York does not make a strong move in that direction, she will before many years have passed, have lost the bulk of the Western trade. She must do it." These are plain and disinterested words; for a contractor would naturally prefer to build an expensive line in place of a cheap one.

Below is a comparative estimate with specifications, of the cost of construction of 100 miles of railway on the 3 feet and on the 4 feet 8½-inch gauges. Each system is supposed to have an identical line and the same maximum gradient or 52 8-10 feet per mile. It is kindly furnished to the *Tribune* by Messrs. Paul Brothers of Akron, Ohio, and is based on the plans and profiles of a survey lately made by them:

	Three feet.	4 feet 3½ in
Grading and grubbing per 100 miles	$240,000	$305,000
Masonry and bridging per 100 miles,	75,000	97,500
Ballast per 100 miles,	66 700	101,700
Ties per 100 miles	66,000	105 000
Iron per 100 miles,	375,000	705,000
Fish plates per 100 miles,	19 000	43,600
Spikes per 100 miles	11 900	2[illegible],700
Track laying per 100 miles,	25 000	40,000
Sidings per 100 miles,	37,800	142 500
Fencing per 100 miles,	70,000	70 000
Right of way per 100 miles.	90,000	100,000
Engineering and agencies do,	112,600	173,[illegible]00
Depots,	30 000	30,000
Shops,	30 000	35,000
Locomotives,	150 000	216,000
Cars,	148 000	280,000
Passenger cars,	24 000	50,000
Baggage and express cars,	12,800	16,000
Total cost for 100 miles,	$1,633,800	$2,538 300
Total cost for one mile,	$16,338	$25,383

IN the appointment of the Railway Commissioners, there should be one from each of the Counties. The above, or these acting under them have the power to locate the line. The *Herald* must be in error in stating that 'the location of the railway line, will, in a great measure, be left to the members of the Legislature who supported the measure—each County having the line located by its own members." Our contemporary will find that he is wrong. The Commissioners, as we read the Railway Act, will be the persons who will do as he intimates, the members of the Legislature will be privileged Therefore, the better way to see that the interests of each County shall be looked after, is to have a Commissioner from each County

HON. MR. DUNCAN AMONG HIS SUPPORTERS.

We have been handed the following notices of public meetings which were held last week in Mr. Duncan's district. From these, it appears that a large portion of his constituents approve of his action on the Railway Bill. It is remarkable that two such diverse portions of the district as Newton and Belfast should join in the same political strain. Mr. Duncan must be a happy man, to thus bring the wolves and the lambs of his political fold into such a peaceful union It looks pleasant to be sure; but their prospects of bagging a whole Railway Commissioner for themselves, may have something to do with the subject. Blessed are those that expect nothing, for they shall not be disappointed.

A meeting was held this, 30th day of May, at the Upper Newtown Schoolhouse, by the Hon. James Duncan one of the representatives of the District. It was formed by appointing Richard Gill Esqr., to act as Chairman and the undersigned as Secretary The Hon. James Duncan addressed the meeting, stating that he was offered an office in connection with the Railway the acceptance of which will have to be approved of by the electors of the District:

The following resolution was moved by Mr. John Murphy, senr. and seconded by Richard J. Clarke Esqr., and having been put to the meeting, the house divided, and it passed with only one dissentient voice:—

Whereas, having every confidence in Hon. James Duncan as to his integrity, faithfulness, and fitness for the office of Railway Commissioner,—Therefore, be it resolved that in case of his acceptance of said office, we pledge ourselves to do our utmost to secure his return, provided he is compelled, through opposition, to run his election, in consequence of his acceptance of said office.

JOHN POWER, Sec'y.

BELFAST, May 30th, 1871.

Pursuant to public notice, a meeting was held at Mount Buchanan Grammar School on Tuesday, May 30th to hear from the Hon. Mr. Duncan, one of the representatives of the District, an explanation of his vote on the Railway Bill.

John Murchison, Esq., was appointed Chairman, and the undersigned Secretary.

The Hon. Mr Duncan addressed the the meeting and ably reviewed the Railway policy of the Government, and clearly proved that he strictly followed the directions of his constituents. Messrs Angus McAulay, Donald McDonald, Neil Morrison, and Donald McLeod Esq., also, respectively, addressed the meeting

The following resolution was then submitted: Moved by Alexander McLean Esqr, seconded by Mr Malcolm Murchison:

Resolved, That this meeting promise to support the Honorable James Duncan for re-election in case of his accepting a Railway Commissionership [Carried 30 to 5]

ALEXANDER MCLEAN, jr., Sec'y.

"HOW THE MONEY GOES.'

"On the 22d of May, advertisements were issued for tenders for laying gas pipe throughout the new law courts and Post Office, with couplings and all fittings necessary, and to keep the whole in proper working order for twelve months.' Mr. W. B Allin offered to do this work for £50, but on going to sign the bond for the contract, he found that hanging the chandeliers, &c., was included, and he objected to this unless £25 more were allowed for that service. The offer was refused, and Mr. Herman's tender for £140 accepted! Mr Duncan is a member of the Board of Works. Is this the way he is watching the people's interests?—*Patriot*, June 1st.

We did not know what to make of the above, as it certainly looked like a piece of favoritism, and a gross squandering of the public money. The *Patriot*, moreover, assumed that the statements were all correct, and reasoned from it that it was only a part of the jobbery and corruption which it maintains are going on. Mr. Hermans, the gentleman named above, called upon us, and gave us his version of the transaction. The documents, which our reporter has accurately copied, and which we publish below, will put the matter fairly before the public.

A notice for tenders was sent to each of *the tinsmiths and gasfitters in the city*. Mr. John Hatch left one at every place except at the shop or residence of Mr. Hermans. The notice was to the effect that "tenders would be received at the office of the Secretary of the Board of Works, up to the 29th May for laying gas pipe throughout the new law courts and Post Office, with couplings and *all fittings necessary*, and to keep the whole in proper working order for twelve months.'

The gentlemen notified called upon the Superintendent of the building, to examine the work to be performed.

Mr. Corbett states that he gave the gas-fitters, when they applied for information, all the particulars as to the fitting up of the pipes and the hanging of the chandeliers and other necessary work to be performed, and that he allowed Mr. Allin to have the plans and specifications in his own possession for twenty four hours, while the other three who tendered merely examined them in his office. He further states, that he went more fully into particulars with Mr. Allin respecting the contract than with any of the others.

They next sent in tenders, which are as follows:—

Charlottetown, 29th May, 1871.

To the Secretary of the Board of Works.

The undersigned will perform the work of putting up all the gas pipes, sunlights and chandeliers, Brackets, &c., &c., in a good and workmanlike manner, according to order. (materials alterations and carpenters' work excepted) but will furnish all screws, bolts lead, &c., &c., and will warrant the same for one year, for the sum of one hundred and forty pounds.

AUGUSTUS HERMANS.

Charlottetown, 29th May, 1871.

To the Chairman of the Board of Works.

Sir;—We, the undersigned, will lay the gas pipes, and put up all the necessary fittings in the new Court House and Post Office, according to advertisement, and keep the same in repair for twelve months, for the sum of one hundred and ninety-five pounds currency.

JOHN H. TORREY,
HENRY D. WADMAN.

Ch'town, P. E. I., 29th May, 1871.

J. W. Morrison, Esq., Secretary Board of Works.

Sir;—We are willing, and hereby offer to lay the gas pipe throughout the New Law Court and Post Office in Charlottetown, with couplings and all fittings necessary, and to keep the same in proper working order for 12 months, for the sum of £250—all the materials to be found by the Board of Works.

C. F. HARRIS,
GEO. W MILLNER.
Per S. W. MILLNER.

To the Hon'ble the Board of Works.

Gentlemen;—I will lay in and fit up all the gas pipe in the new Law Court and Post Office, according to the plan and specifications, where the officers of the building may point out, and according to the directions of the Superintendent of the building, for the sum of fifty pounds (£50), and keep the same in repair for twelve months, should my tender be received. I will loan the Board of Works a sufficient quantity of pipe and fittings to lay all through the building.

W. B. ALLIN.

The tender of Mr. Allin being the lowest, *was accepted*. When notified of this, on the 29th May, he said he misunderstood the tender, and would not enter into the proper securities to perform the work. The matter was again referred to the Board of Works, and the tender of Mr. Hermans being the next lowest, was accepted. When Mr. Allin, on calling at the office of the Secretary of the Board of Works, next day, learned this, he said he would do the work for £25 extra—in all £75. The offer was then too late; but were it not, the Board of Works had not the power to add to, or take from the original tender. The above statements we give without comment. We have received a letter from Mr. Hermans, which we will publish next week. We will give Mr. Allin the privilege of reply. So far it looks all square on the part of the Government. We may say, moreover, that we have been assured that the rule observed in the Board of Works, by the late Government, and the present is to give the tender to the lowest bidder, irrespective of color, or religion. Until we have better proof than the case under consideration shows, that there is any foul play, it is scandalous and ruinous to the best interest of the country to spread false rumors and create unjust suspicion.

ROAD STEAMERS.

The letter of the Hon. Mr. Beer, which we give in another column, though the object of it may not be attained, yet is worthy of being carefully read, as it contains a good deal of information It will be seen by the following which we find in the Quebec *Chronicle* that the Road Steamers might answer for some localites better than in this country, where the nature of the soil is so totally different. The *Chronicle* argues that they might be used to good advantage in the North-West during the construction of a Railroad, and for the purpose of carring passengers. It says: "Here, in Canada of course, they can only be use where roads are made. In India—in many places, as in the Far North-West of this Dominion—there are natural roads on which these locomotives can be used. Between Fort Garry and the foot of the Rocky Mountains, there extends a vast prairie land upon which no road can be built for ordinary vehicles, will equal the existing turf road provided by nature, which no rains render muddy, no dryness renders dusty, and which no weight can penetrate or cut into ruts. $200,000 have been appropriated for an exploration of a route for a railroad from the Lake of the Woods to Vancouver's Island though either of the two known passes of the Rocky Mountains. *Of course*, one look at the thousands of miles of prairie, will be sufficient to show any observer that neither grading bridging, or ditching is necessary there. Only sleepers and rails are wanted until the mountains are reached, when down to the Columbian cost, the ordinary bridges, calverts, ditches, embankments, cuts, grades and curves will become a great necessity. The chief portion—the greater length indeed—of the Canadian Interoceanic Railway will pass over a country on which no more suitable vehicle could be placed than a Thomson Road steamer. It would run faster than carriages are ordinary drawn by horses for great distances. There will be no horse feeding necessary or stopping places required, except at very considerable intervals for water and fuel. They can be made to carry great loads, and until more rapid iron road-way is built, which is to reduce the time of travelling from sea to sea, there could not be any more suitable or a more immediately applicable mode of locomotion over the almost boundless prairies of the Far-West, than these Thomson Road Steamers. They could be used in the exploration, in the survey, and in the construction of the *Chemin de Fer* itself. They could be brought up in pieces by the route over which the troops went from Ontario to Winnebeg. They could be made to run in winter as in summer, over a land where the snow never melts after it falls till it is to pass away for the season, with their broad caoutchouc wheels."

It might be advisable to import one of the Road Steamers, as an experiment, and if it should prove adapted to this Colony,—they might serve the purpose of branch lines at short distances from the Railroad which will run from Souris to Charlottetown, and from Alberton and Tignish to Georgetown.

PASSING THROUGH THE FIRE.—The *Patriot* says the Presbyterians are being proscribed and instances the names of some gentlemen who have been dismissed from office We think the Government have not acted wisely in many of their dismissals and appointments but we think it is unjust to charge them with proscribing any one for religion's sake. It will be hard for the *Patriot* to satisfy any one that some of the names he gives will ever figure on the lists of martyrology. We know several deserving Roman Catholics as well as Presbyterians who have been dismissed from office not because of their religious views but because they are not supporters of the Government. A man's religion should have nothing to do with his claims upon office nor should it cause his dismissal But if he is an opponent of the Government politically that is another matter We sympathise with the old Liberals who have been turned out of office. They will have their day especially if in going through the fire they prove not like burnt cinders or old fossils, but as the pure gold refined and purified

On Thursday evening last a boat containing three men, [belonging to Mr Nelson of the City Hotel] was returning from setting the nets in Rustico Harbor—the boat was upset in the breakers, the depth of water was only five or six feet at the place where the accident occured but sad to relate, Mr. Michael MacCormack, of Big Cape, Lot 42, was washed under the boat. The body was taken up almost immediately, and every thing done to revive the spark of life that remained, but without avail. It is supposed the unfortunate man must have received some injury from the boat striking him—He only lived a few hours after being taken from the water.

WRONG AGAIN.—The *Argus* of May 30th says:—We made a mistake in stating the day on which the Supreme Court is to commence its sittings in Prince County. We said that it would begin on the 13th of June, but it should have been the 31st of June. What is the matter with our friend of the *Argus*? He must be reading the History of *Ginx's Baby*.

A house and barn belonging to Anthony McCormack, Esq., Head of St Peter's Bay were burnt down on Saturday night last.

Mr. Thomas Noonan of the same place, died on Thursday last. He was well known as a Clerk of the late Mr. Worrel. He reached the age of 80 years, and was very much esteemed in his Vicinity.

The Supreme Court will open in Prince County on the 13th instant.

Steps are being taken to have a Canal from Shediac to some suitable part of the Bay of Fundy. It is supposed that Shediac would be a much better place for it than Bay Verte. We hope the question will be taken up in earnest by our neighbors, as the construction of a Canal near Shediac, would be of great advantage to this Island.

Received, *Harper's Magazine*, for June, which is a well-sustained number of this periodical It commences a new volume, *The Phrenological Journal* is as interesting as usual.

Peterson's Musical Monthly is well filled with the best musical compositions

The Dominion Monthly for this month contains several well-written papers and the opening chapters of a New Story. It is published at the reasonable sum of 9s. per annum.

Arrived at Bideford, Lot 12, on Thursday 25th ult. brigantine *Maude* Morris master, after a passage of 46 days from Swansea, G. B., with a general cargo of merchandise, and crews for new vessels, to Hon. William Richards.

WE regret to learn that two of the Editorial Staff fo one of our most able Exchanges, George Spaight and Charles E Y. Lodge, were drowned at Lachine by the upsetting of a boat on the 24th ult.

TO CORRESPONDENTS.

Several communications on hand will be attended to as soon as possible. For a few weeks, our Correspondents must excuse us from publishing their favors, as we have to finish up some matters pressing upon our space.

A telegram from Ottawa announces that Mr. Hugh Allan, senior proprietor of the Allan Line has taken the contract for the Mail service between Liverpool and Queenstown. No particulars of the new contract are given. We have heard current reports respecting the arrangements, which we give for what they are worth. It is said that the contract will be divided between the Cunard and Allan lines, the Allan first-class steamers touching here on their winter voyage between Liverpool and Portland; and the second-class Cunard Steamers running between Liverpool and Boston performing the service in the summer when the Allan steamers do not come further west than the St. Lawrence. Another report is that the second class Allan steamers now running between Liverpool and Baltimore will call here.

There is a brisk Coal business being *done* at Sydney *Mines and the International Pier*, At other Mines there is a scarcity of vessels, and shipments are dull. The coal markets abroad are also dull.

LATE TELEGRAMS.

Paris May 20.—Yesterday fighting was resumed at Belleville and Pere La Chaise but the Insurgents were crushed, and no quarter given to man, woman or child.

Military law has been established.

Executions are progressing. From 90 to 100 Insurgents are shot at a time.

No one is permitted to leave Paris without a pass signed by McMahon.

Thiers has appointed Gen. Vinoy Governor of Paris.

The capital will be divided into twenty military districts, each strongly garrisoned.

Population of Paris are enthusiastic over the deliverance

Nearly every member of the Commune was shot or executed immediately after capture.

New York, May 29.—United States Senate adjourned *sine die* Saturday afternoon, after releasing White and Ramsdell

Eighteen persons lost their lives by fire in a coal mine, Saturday, at Pittston, Pennsylvania.

New York, May 30.—The Montreal *Witness* says the Canadian Executive will exercise the same privilege as the Queen herself and ratify the Treaty without the consent of Parliament. The *Witness* assumed that such ratification will be final in regard to the Fisheries, but legislation may be required to open the Canals.

No explanation will be given why Sir John Young signed the Treaty after the ratification in England.

The contract for carrying Mails between Halifax, Cork and Liverpool has been awarded by Canadian and Imperial Governments to Hugh Allen, on the same terms formerly made with the Inman Line.

[The statement in the above despatch relative to Treaty ratification by Dominion Government are evidently the merest vagaries. No reliance whatever should be placed upon them.—*News*.]

Paris, May 29.—A portion of the army which entered the city is returning to Versailles.

The fifth, fourteenth arrondissements and Belleville and Villette quarters remain under military occupation.

The city is calm and the streets are thronged with sight seers

Fires are still burning inside of Tuilleries and Hotel de Ville.

Brussels, May 26.—there are reports that the Germans have seized letters from leading members of the Paris Commune disclosing a conspiracy against the Government of Belgium.

A plot had been formed for Insurgents leaving Paris to proceed to Brussels where the Radical movements was to be continued. Insurrection was to be incited, buildings set on fire, and the horrors of Paris repeated.

Ottawa, May 29..Parties for the commencement of the Pacific survey will start early next week.

Montreal, May 29—Writs have been issued for new elections returnable on the 14th July.

The Quebec Official "Gazette" of Saturday, contains a proclamation summoning the Legislative Assembly to meet on 2nd of August

Montreal, May 29 Flour steady but dull; super extra nominal; extra $6.50 to $6.60; fancy $6 05 to $6 10

Toronto, May, 29. Flour: No. 1 super $5.75.

New York, May 29 Flour dull and slightly in buyers favor; $5 60 to $5 90 for super state and western; $6.15 to $6.80 for common to choice western.

New York, May 29. Judge Dowling, on Saturday sentenced prize fighters Collins and Edwards to Penitentiary for 12 months each, and to pay a fine of $ 000 sentence to continue in default of fine for another twelve months The umpire, Thomas McAlpine, was sentenced to six months imprisonment and a fine of $500.

VERY LATEST.

London, June 1.

The people of Paris generally are by no means enthusiastic over the change of affairs The army is not very popular. The Assemby is regarded with awe and many are the forebodings occasioned by the stern measures of repression adopted by the Government of M. Thiers.

The city is decidedly Anti Monarchical, though Bonapartist and Orleanist agents are actively engaged in intriguing for their respective masters.

The cities of Bordeaux, Lyons and Marseilles will oppose most desperately any attempt to re-establish an empire in France.

A section of the Assemby has nominated the Duke d'Aumale for President, but his chances of election are small, as the other sections of the Assembly will unite against the Duke

Many people are returning to Paris

Washington, June 1.

A despatch has been received here stating that the people of British Columbia are greatly excited over the privisons of the Treaty of Washington, respecting the San Juan matter.

London, June 1.

The *Times* to-day in an editorial, while admitting that it is hard for Canadians to yield their fisheries to the Americans without the advantages of reciprocity in trade, expresses the earnest hope that Canada will loyalty ratify the Treaty of Washington.

In spite of the hopes of the Orleanists the Bonapartists, and the Legitimists there seems to exist a strong anti monarchical feeling both in Paris and in the other principal cities of France which will be more strongly expressed as soon as the present disturbances are fairly quieted

The resignation of Favre is reported. The Marquis de Gabuae goes to Berlin on the 3d inst., as French Ambassador.