

"This is true Liberty, when Freeborn Men, having to advise the Public, may speak free."—Buripides.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, MONDAY, APRIL 13, 1868.

NO. 23

XVIII. I

QUEEN SQUARE HOUSE.

RECEIVED, BY LATE ARRIVALS, 200 Bbls. Extra Canada Flour, 200 Siles SOLE LEATHER, 200 Pouches MOLASSES, 8 Hbls. SUGAR, 20 Bbls. Kerosene OIL, 20 Bbls. CURRANTS, 150 Boxes LOZENGES, 50 Boxes RAISINS, 50 Cases Baking SODA, 50 Gross MATCHES, 80 Boxes TOBACCO, 4 Hbls. Spina TERPENTINE, 20 Boxes SOAP, 30 Kegs NAILS, 1 Hbl. OLIVE OIL, 1 Hbl. Lubricating OIL, 2 Bales BUFFALO ROBES, 4 Bags RICE.

For sale low, GEORGE HOWATT, Crapaud, Dec. 16, 1867.

Co-partnership Notice.

THE SUBSCRIBERS have this day entered into CO-PARTNERSHIP as BARRISTERS and ATTORNEYS-AT-LAW, under the name, style and firm of ALLEY & DAVIES. OFFICE: - - - O'HALLORAN'S BUILDING, GREAT GEORGE STREET, CHARLOTTETOWN, OCT. 15, 1867. GEORGE ALLEY, LOUIS H. DAVIES.

ON SALE

At the British Warehouse! Fancy and Plain Coat Suits, Fancy and Plain Coat Shirts, Iron Hoists and Strutchers, Umbrella Stands, Fire Guards, Nursery Guards, Fancy Fenders for Grates, Mahogany Poles, Rings and Ends, Brass Poles, Rings and Ends, Brass Brackets and Holders, Brass Stair Rods and Eyes, and all Furnishing Goods.

W. A. BROWN, Charlottetown, Nov. 11, 1867.

THE NEW SERIES OF SCHOOL BOOKS.

THE NEW SERIES OF READING BOOKS, authorized by the Board of Education, for use in the PUBLIC SCHOOLS of this Island, can be had complete at HARVIE'S BOOKSTORE, QUEEN STREET.

PAPIER MACHE GOODS.

WRITING BOXES, CARD BOXES, NETTING BOXES, PORT FOLIOS, &c. &c. WHITE WOOD BRAD PLATTERS, BUTTER COOLERS, EGG STANDS, &c. and a variety of other articles just suitable for CHRISTMAS PRESENTS & NEW YEAR GIFTS.

HARVIE'S BOOK STORE, Dec. 23, 1867.

ALTERATION IN BUSINESS.

Notice to Debtors. THE Subscriber hereby notifies that a complete change being about to be made in the business carried on at Orwell, hereafter, by the late Patrick Higgins deceased, and subsequently by the undersigned, and in order to give notice to those parties indebted to the late Patrick Higgins, and to the undersigned, that unless they pay their respective debts in full this Fall, they shall be sued with interest on the amount of the same.

R. J. CLARKE, Orwell Cheap Store, Sept. 30, 1867.

MAILS.

Winter Arrangement. THE Mails for the neighboring Provinces and the United States will, until further notice, be closed at this Office every Tuesday, Thursday and Saturday evening, at 7 o'clock.

THOMAS OWEN, P. M. G. Charlottetown, 714 Dec. 1867.

For Sale

Establishment of W. W. Lord, BY WHOLESALE! MOLASSES in Pouches, Tresses and Barrels, BEAR in Hbls., BARRICA, and BARRICA, FLOUR and INDIAN MEAL, TEA in Chests and half Chests, ONIONS and APPLES, Green Ground COFFEE, Boxes Ground PEPPER, Boxes SODA and WINE BISCUIT, BROWN BREAD, Bags RICE, Boxes Liverpool Brown SOAP, Boxes PIPES, 6 gross each, All quantities of Tea, by the Basket or Box, BARRICA in Barrels and half do, 25 Tons common, HOLT IRON, 4 1/2 x 1 1/2 x 1 1/2 inch, 25 Tons hand Rigging, Blocks, Sails, Masts, Bowsprit, Patent Iron Work for the Windlass, and Boat for a Schooner of about 60 Tons, 20 Tons hand COAL, 20 Tons Small COAL, Charlottetown, Dec. 2, 1867.

Look here! Look here!

Greater Reduction. Carriage Axletrees, Waggon Axletrees, Hair Patent Carriage Axletrees, Superior in Material and Workmanship to any yet imported. ARCHD WHITE, King Square, Feb. 24, 1868.

A CARD.

MRS. COMBS desires to intimate to her friends and acquaintances that she has opened a class to teach Wax Work in Flowers, and Basketry. Groups of Flowers made to order. E. COMBS, Residence opposite the Catholic Cathedral. Also, part of a house to rent. ELEANOR COMBS.

FAT HERRING!!

300 BBLs. Bay of Islands FAT HERRING just arrived per Schooners "Leticia" and "Fanny," and for sale by R. J. CLARKE, Dec. 23, 1867. I. C. HALL.

CRAPAUD.

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NOTICE!

Postage Stamps. FROM and after this date Postage Stamps will be sold at this office only between the hours of 10 a. m. and 4 p. m. Persons wishing to post letters before or after these hours, can procure stamps at the Stores of D. Laird, H. A. Harris, E. Reilly, Mrs. Stamer, J. D. McLeod, Jas. DoBrisay, G. & S. Davies, T. O'Connell, THOS. OWEN, P. M. G. General Post Office, Charlottetown, Dec. 7, 1867.

School Books!

Cheap for Cash, HARVIE'S BOOKSTORE, QUEEN STREET. Worcester's Dictionary, Campbell's Geography, Advanced Reader, Lennie's Grammar, Thompson's Arithmetic, Gray's Arithmetic, Spelling Books in variety, The New Series of School Books, The Irish National Series of Do., Webster's, Johnson's and Walker's Dictionaries, Copy Books, Slates, Pens, Pencils, &c. &c. Remember the Cheapest School Books are to be had at HARVIE'S BOOKSTORE, September 2, 1867.

Yarmouth Stoves.

THE Subscriber has just received ex Schooner "M. E. BAYNE," direct from Yarmouth, his USUAL SUPPLY of Celebrated Cook and Box Stoves, which will be sold cheap for Cash or approved Joint Notes. R. J. CLARKE, Orwell, October 14, 1867.

EXECUTORS' NOTICE.

ALL persons having claims against the Estate of the late GEORGE FOWLE, Esquire, of Georgetown, are requested to furnish the same, duly attested, to either of the undersigned, within three months from date, and those indebted to the said Estate are hereby required to make immediate payment to R. Munro, Esq., at Georgetown. DANIEL GORDON, JAMES N. COUSWELL, RODERICK MUNRO, JOHN T. FOWLE, Executors. Georgetown, Jan. 16, 1868.

MUD DIGGERS.

W. E. DAWSON'S, Jan. 3, 1868. B. WILSON HIGGS, General Commission Merchant and AUCTIONEER, Charlottetown, P. E. Island, May 27, 1867.

F. P. NORTON,

Commission Merchant and Auctioneer. GEORGETOWN - - - P. E. ISLAND, October 24, 1864. THOMAS W. MAY, Surveyor and Conveyancer, Glenewart - - - Southport. REFERENCE: The Surveyor-General, Charlottetown, June 10, 1867.

FRANCIS S. LONGWORTH,

Barrister and Attorney-at-Law, Office - PAVILLION HOTEL, (next door to Hon. Joseph Hensley's) Charlottetown, - - - P. E. Island, Jan. 14, 1867.

R. REDDI,

Attorney and Barrister - at - Law, CONVEYANCER, &c. Office - Great George Street, Charlottetown. (Near the Catholic Cathedral.) September 3, 1866.

CARVELL BROTHERS,

AUCTIONEERS, GENERAL AGENTS, and Commission Merchants, Charlottetown, - - - Prince Edward Island. AGENTS FOR: New York Board of Underwriters, Boston Board of Underwriters, Eastern Express Company, Fairbanks Patent Standard Scales, General Coal Mines, Cow Bay, C. B. Fishwick's Express. CASH ADVANCES made upon CONSIGNMENTS received, or when sent to their Agents abroad. April 30, 1866.

CORNS and WARTS

ARE permanently and effectually Cured by the use of ROBINSON'S Patent Corn Solvent. For sale by W. R. WATSON, City Drug Store, December 23, 1867.

A CARD.

THE Subscriber begs to thank the public for the liberal patronage extended to him during the last year. Having enlarged and fitted up his establishment at the Old Stand, LEON'S WHARF, he is now prepared to execute and dispatch all orders which he may be favored with in his line as SHIP and GENERAL BLACKSMITH. Fishermen will find Amateurs of all sizes for Boats cheaper and better than can be found at any similar establishment in the City. GEORGE H. FOSTER, Lord's Wharf, Charlottetown, Feb. 17, 1868.

NEW GOODS.

THE Subscriber has lately received a LARGE ASSORTMENT OF Dry Goods and Hardware, which have been bought at Auction, and will be sold very low. GEORGE HOWATT, Crapaud, August 22, 1867.

IN THE HOUSE OF ASSEMBLY,

March 4, 1868. Resolved, That it be recommended to the Government to cause the following Report to be printed once in the several newspapers of this Colony; and that its further consideration be deferred until next Session. JOHN McNEILL, C. H. A.

REPORT

Of the Joint Committee of the Legislative Council and House of Assembly, appointed to enquire into the best means of improving the Highways of the Colony.

To His Excellency GEORGE DUNDAS, Esquire, Lieutenant Governor and Commander in Chief in and over Her Majesty's Island, Prince Edward, and the Territories thereto belonging, Chancellor, Vice Admiral and Ordinary of the same, &c., &c., in Council.

MAY I PLEASE YOUR EXCELLENCY: 1. The Joint Committee of the Legislative Council and House of Assembly, appointed to enquire into the best means of improving the Highways of the Colony, have the honor to report that they have met several times, have received communications in answer to enquiries made by them, have examined witnesses, and after mature consideration, they are of opinion, that the roads of the Colony are not worse than might be expected from the nature of the material used in their construction, and the small amount of money and labour expended on them; and that in certain cases, where more expense has been incurred and better materials employed, the want of practical skill in their application has caused the result to disappoint public expectation.

2. It is also their opinion, that the radical defect which pervades the present system, is the absence of competent superintendence; and they advise that it should be remedied, in the first instance, by placing the management of the highways under the control of a Board of Works, which might consist of five persons appointed by the Lieutenant Governor in Council, three of whom should be a quorum;—at least three members of the Board should be Members of the Executive Council, and the Chairman should be appointed by the Lieutenant Governor in Council.

3. The Committee are of opinion that the principal thoroughfares leading through Charlottetown, and in other localities where much traffic concentrates, cannot be successfully dealt with except by macadamizing with hard stone; and one of the chief obstacles hitherto experienced in this way, has been the scarcity of labor,—the impossibility of procuring men to break stones, except at rates which would render its use too costly for general application. At a very early stage of their enquiries, the Committee ascertained that a machine styled Blake's Stone Breaker, has been invented, and is coming into general use, and is a most valuable and economical machine, equal to eight horses, breaks the hardest materials ever used for roads, at the rate of six tons per hour, and at a cost of three pence sterling per ton. Though the price of these machines is considerable, yet the Committee do not hesitate to recommend the immediate purchase of one or two, which would be a great saving on stones 20 inches by 10 in diameter; also, of a portable eight horse power Steam Engine to work it. The price of a machine of this size is £250 sterling, and of an eight horse power portable Steam Engine, about £225 sterling. Large quantities of these machines, which do not hesitate to recommend it, as they feel assured that with the assistance of one or more of these machines, no considerable improvements can be effected in those localities where the concentration of traffic renders it essential that transit should be at all times safe, easy, and unobstructed.

4. The Committee believe that good hard Nova Scotia stone may be procured at from two shillings to four shillings per ton. They have ascertained by actual weighing and measuring, that a cubic yard of broken stone weighs a little more than a ton, consequently, one ton may be made to cover 100 square feet of road, or 1000 square feet and six inches deep; 1760 tons would be required to cover a mile in this manner, which, allowing five shillings per ton for stone broken and delivered in carts, would amount to nearly £450. The cost of conveyance to the spot required, spreading and superintending, would probably not exceed the amount at present expended annually, so little purpose. These calculations are offered as approximations only; the cost of stone varies; a thickness of six inches may prove insufficient; the estimate is for a width of road sufficient for two vehicles to pass in opposite directions, which may not be the present want, of many localities,—though the outlay is large, yet the results would be immediate and permanent. The stone breaking machine, kept at constant work, would supply the material for making sixty yards of road per day; the work might proceed during several months; and it is possible, the stone breaking might continue during winter, except perhaps a few weeks of the coldest weather. The Committee cannot, however, recommend that an experiment of this extent should be attempted, except under the management of a skilled superintendent, and also good directions, to be given by a judicious use of materials. It is, therefore, expedient in their opinion, if the question of improving our highways is to be fairly grappled with, that a person possessing the necessary qualifications should be permanently engaged, and that the work should be conducted by him under the directions of the Board of Works.

5. As, however, roads thus constructed, may be expected to last, with occasional repairs, for half a century or more, the cost of them ought not to be borne entirely by the present generation. Their first cost may very properly be defrayed by contracting a loan for that purpose, with provision for the redemption of the same, by the Colony, in the event of their being able to raise money in the future. The Committee know of no instance in which permanent highways have been constructed out of funds raised within the year. It is right, however, to state that one of their number, Mr. Sinclair, is adverse to borrowing for this purpose; but it is evident that the Colony can do no other, and it is possible, the Colony may be able to raise money in the future, which would be a great advantage, and engaging a skilled superintendent, unless means are provided to keep them fully employed. A portable Stone Breaker and Steam Engine could, without difficulty, be moved to any part of the Island where they might be required, and it is necessary that a macadamized road should be laid.

6. The foregoing suggestions are intended to apply to the roads in the immediate neighbourhood of Charlottetown, and wherever else the amount of traffic renders their application advisable. The principal Mail routes the Committee advise, should be placed under the immediate management of three superintendents, who should devote the care of one hundred miles of main post road, or as much more as it is considered they can well look after. They should be in communication with, and be instructed as to the fulfilment of their duties, by the Board of Works, who should control the extension of statute labor in the precincts bordering on the highways under their charge, and from them the overseers of said precincts should receive directions as to the time, place, and manner of performing statute labor. They should also control the expenditure of grants from the Legislature, subject to the direction of the Board of Works; it should be their duty, on appointment, at the opening of Spring, to travel over the road committed to their care, and note such particulars as require more pressing attention, and also give directions, which, in writing, relative to the performance of statute labor; and having made their observations as to the condition of their roads, report to the Board of Works the nature, extent and probable cost of the repairs and improvements, in their judgment advisable or necessary, and the Board thereupon shall order the expenditure of grants for the reasons assigned, which shall be entered on their minutes. The superintendents should travel at frequent intervals over the roads under their management, order such repairs as appear immediately necessary, and, subject to the approval of the Board of Works, make or small bridges, or make contracts for delivery of the same at certain places, or for laying on stone or other materials; or if contracts cannot be advantageously entered into, they shall either personally superintend the labour, or employ overseers of precincts or others for that purpose, who shall receive for that service a sum not exceeding five shillings per diem; they should also be in frequent communication with the Board of Works and keep a daily register of their proceedings, which, together with accounts of their expenditure, should be laid before the Board. As the success of the plan suggested, largely depends on the ability, the activity and discretion of the superintendents, the Committee recommend that they should be carefully selected by the Board of Works, and paid a salary sufficient to enable them to devote their whole time to the road service, and to cover travelling and all other personal expenses.

7. With reference to all other highways, the Committee recommend that they should be left for the present, under the management of the existing Commissioners; who, how-

ever, being relieved of the care of the main post roads, might be expected to devote more time and attention to the inspection of the different precincts. The Committee also suggest that much might be effected by the performance of Statute Labor at an earlier period of the season than is now customary, by paying more attention to drainage, by the use of hard materials where such can be readily procured, and by the use of a substratum of carefully laid brush in wet situations.

8. With a view, however, to the future and permanent improvement of the highways referred to in the preceding paragraph, the Committee suggest that it is desirable to avoid centralization, and it possible to raise up a system of local management, and in due time, perhaps, of local taxation. The radical fault of the present system, as already observed, is the want of responsible and permanent management. The Commissioners are charged with the performance of certain definite duties for which they receive very inadequate remuneration. The overseers appointed for the current year direct the statute labor of their precincts and receive the commutation money, but the day of these officers do not seem to extend to the daily charge of the roads nominally committed to their care. The Committee, therefore, suggest the enactment of a permissive measure, embracing such features of the English and Irish systems, as appear suitable to the circumstances of this Colony. Such a measure might be put in operation by order of the Lieutenant Governor in Council, on the petition of not less than fifty householders residing in any two or more adjoining Townships or parts of Townships, desiring to be constituted a Highway District. Such Petition should set forth that the said District would contain, at the least, one hundred miles of highways, and that it would conduce greatly to their better management if a Highway District were formed in the manner contemplated by the Act. The Townships mentioned in the Petition should thereupon, if no sufficient objection appears, be constituted a Highway District by the order of the Lieutenant Governor in Council, the existing Commissioners superseded, and a Highway Board formed, which should consist of seven persons, who should be elected by the people resident within said district. The district Board should then appoint a superintendent or general overseer of roads, whose duties should be nearly the same as the superintendents of main post roads, already described in the sixth paragraph of this Report, but he should be under the immediate direction of the local Board, which should control the expenditure of all grants of public money for highways within their District, and the commutation money, but also direct the expenditure of the same for the further repairs or improvements, they may make known to the same by memorial to the Lieutenant Governor in Council, setting forth that a sum of £ is needed for the service of the highways in their District, and the commutation money, and also direct the expenditure of the same for the further repairs or improvements, they may make known to the same by memorial to the Lieutenant Governor in Council, setting forth that a sum of £ is needed for the service of the highways in their District, and the commutation money, and 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