

equally sacred and inviolable. The right to hold property is a natural right; to hold this or that particular property, the property of the Tribune, for instance, is an acquired or vested right.

But we suppose it of little use to argue seriously any question of public or private ethics with the Tribune, which is radical or conservative, holds the right of property sacred and inviolable or not, is for or against government according to its private interests or its personal caprices; but why should it be so bitter against the temporal authority of the Pope? Does it believe it injurious to the interests of the Italian people? Suppose it is so, what then? It can in the well-known belief of its editor be so only in this life.

Yet it argues ill for a country in which a journal like the Tribune can wield a wide-spread influence, and that it need not wonder that under its influence and that of similar journals, public morality is undermined, and corruption stalks abroad at noonday.

Whether the overthrow of the Garibaldians at Tivoli was due to the unaided skill and valor of the Pontifical forces, or whether some French battalions took part in the action, is not yet put beyond doubt, and the nervous eagerness shown by the English Liberal press to make out that the Pope's soldiers did not do it all, is so comical that it wastes us to wait for further information.

At 1, p. m., as there were indications of a hurricane, the Rhone got under weigh, intending to go to sea, but failed. After a few ineffectual attempts to clear the bay, she succumbed to the fury of the elements, drove on a rock, exploding her boilers, breaking in two, and consigning to a speedy death all her officers, crew and passengers, said to be in number about 275.

The Wye also attempted to escape, but was driven on the reefs, drowning all on board but 13 persons, who, on floats from the wreck, drifted to the adjacent islands. The Conway cut her hawsers, and drifted to sea, lost masts and funnels, nearly foundered, and was driven ashore on the Island of Tortola. The Solent and Tyne rode out the gale, the former without damage, the latter with loss of foremast, Steward and Stewardess.

The Doon, with the English mails arrived at St. Thomas the following day, and, singular to say, had felt nothing of this war of the elements. A Spanish war steamer in the harbor is described as shattered and dismantled, having been driven on shore, she lost upwards of forty of her crew. The Columbia, a very large vessel, went on shore a complete wreck, with a huge ship, the British Empire, blown right on top of her.

On shore, the destruction of life and property is described as being fearful. A correspondent writing on the 3d Nov. says:—"Four hundred dead bodies have been dug out of the debris of ruined houses and stores on shore. In the harbor, although a great number had been buried, numerous bodies were yet floating about."

The number of human beings destroyed will, in all probability, be found to reach 1000. Altogether, it is feared, this calamity in its destructiveness is without parallel in West India annals, at least in our day.—The Express.

THE TRUE GENTLEPOLE OF IRELAND.—A gentleman who has been on a walking tour around Ireland says:—"The first remarks I have to make concern the peasant, the class of whom I saw more than any other in Ireland. Their courtesy and politeness were something surprising. As a pedestrian traveller with an imperfect map, and finding few mile-stones and no direction posts, I was obliged to make constant enquiries about the direction to take. But these were invariably answered with cheerful readiness, and only in two or three instances, arising probably from ill health or some other local disturbing cause, did I ever receive what may be termed a short reply.

A terrible accident occurred on the Cincinnati Hamilton, and broad gauge railroad recently. The express train due at Cincinnati at 6 o'clock, was detained at Lockland by a freight train coming from the south, and while the express train was waiting for the freight to take a side track, another freight train came dashing along and ran into the rear of the express train before the man on the lookout could get out his flag to stop it. The collision upset the stove in the express train, and set it on fire, and four ladies (three sisters named Morgan, of New Orleans), and one gentleman was burned to death, and a number of other persons severely injured. The man who was killed was named Jackson, and was from Boston.

Horrible Cruelty of a Suicide. The Eastern king offered a priceless reward to the man who should invent for him a new pleasure. The latest chronicles of crime would seem to lead us to the conclusion that the heart of man, "deceitful above all things and desperately wicked," is capable, in its abominable madness and turpitude, of inventing a new plan. The wretch who, at Derby, the other day, beat the soles off the feet of his servant-maid with a wooden ladle, may have been partially indebted for his diabolical inspiration to the bastinado, and partially to the "padding" practised by the old South Carolina tiger-drivers; but the torture had about it something infernally original. We English are excelled, however, in the conception of crime, by our more fatally fanciful neighbors, the French.

sufferer, he kicked away the stool beneath him, and was duly strangled, his victim being compelled, as in a hideous nightmare, helplessly to witness the convulsions of his limbs and the distortions of his features.—At last the woman contrived to liberate herself from her bonds, and her shrieks brought up the neighbors and the police. The man was dead; and there is some consolation to think that the miscreant should have been his own executioner, and inflicted on himself the fate he so richly deserved. The tale would have been almost too incredible for Dante; but we find it in "Le Drole," a grave journal, as trustworthy as the Old Bailey sessions papers.—Daily Telegraph.

A FRIGHTFUL OCCURRENCE IN FRANCE.—French law enacts that a corpse shall be buried within four and twenty hours of death. Based on excellent motives, the observance of this rule has been the cause of more than one tragedy. All remember the electrifying disclosures made by Cardinal Donnet, when he described in the Senate how narrowly he had escaped burial while in a trance; how he heard the last service, the lamentations of his friends, the orders for his funeral, and how he managed to give signs of life just in time to prevent his inhumation. A young lady, residing in the commune of Plongeven, had not been so fortunate. Within an hour of her supposed death, the preparations for her funeral began. At midnight she seemed to be dead; at five o'clock she was placed in her grave; but when the sexton's helper began to throw in the earth, he was startled by noises in the coffin. Terrified at the "prodigy," instead of ascertaining the cause, he ran to the sexton, who told him first to get witnesses and then to seek a medical man. Five hours elapsed before the summons reached M. Rouger, a practitioner. On his arrival the coffin was hauled up and opened. It was night, and the lanterns threw an uncertain gleam over the graves; yet no sooner was the coffin opened, than the truth became apparent. The poor girl was even then warm and alive, but, alas, beyond the hope of resuscitation. She had struggled fiercely in her dreadful prison; the grave-clothes were disordered, the feet contracted, with signs of violent movement, and the body still warm. Plainly, Philomene Joustra had been buried alive. Although his vigorous efforts to restore vitality failed, M. Rouger forbade a second burial until death should be beyond a doubt. It is really wonderful that a clear-sighted people like the French do not repeal a law which renders possible a fate so dreadful as that of the poor Breton girl.

FROM BERMUDA AND THE WEST INDIES.

R. M. S. Delta arrived this morning from Bermuda, bringing papers of late date, which contain some information of interest. H. M. S. Paen, from this port, had arrived at St. George's. H. M. S. Gannet sailed from Bermuda for Barbadoes on the 8th inst. The American steamer Quaker City, with 62 excursionists from the Holy Land, arrived at St. George's on the 11th, having left Alexandria on the 25th October. From Joppa the steamer brought 42 persons who emigrated from the State of Maine for the purpose of re-peopleing the Holy Land and receiving the Saviour, whom they believed would come some time since. Only sixteen were left out of 140 of the original colony.

THE TORNADO AT ST. THOMAS.

St. Thomas papers contain accounts of the hurricane which occurred there on the 20th October, devastating the city and its immediate neighborhood, dismantling and driving ashore upwards of one hundred vessels, with great sacrifice of life. The town was almost entirely destroyed, and deplorable accounts are given of the condition of the place. The suffering consequent upon this calamity is very great, and business is in a very unsettled state. It appears that the Company's steamer, since the havoc committed at St. Thomas by the Yellow Fever some months since, have received their mails, and passengers and freight at the Island of St. Peter, about 20 miles to windward. There was an excellent land-locked harbor. In this harbor the steamship Rhone was at anchor ready for sea, with the bulk of passengers on board. Around her were the Solent, Tyne, and Wye, which vessels had not yet completed transferring their passengers, &c., to the ill-fated Rhone.

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Correspondence.

EAST POINT LIGHT HOUSE.

MR. REILLY:

DEAR SIR—Permit an old subscriber, through your valuable columns, to call the attention of the "povers that be," to a few of the many defects in the above mentioned Light. Being neither an expert nor experienced writer, I shall not trouble you nor your readers with a long preface, but proceed with my remarks briefly,—as brevity is the soul of wit," at the same time, be it remembered, that I lay no claims to wit.

The light-house has been erected at an immense expense, yet, I hesitate not in saying, that a signal lantern placed on the East Point would be just as serviceable, for the following reasons: In doubling the East Point the mariner can discern the outlines of the land almost as soon as he can the light, and in some instances sooner, for I have myself gone by the East Point more than once during the months of September and October last, and failed to see any light, although being so close in to the land that I could distinctly see the light-house, but no light in it. Probably this might be accounted for as a species of "retrenchment," the keeper considering the night fine and bright, thought it best to save the light-giving elements for darker and more boisterous ones. Another difficulty is, that the light is a white one, corresponding with a vessel's signal light. I have on several occasions been making for the East Point, and several vessels riding at anchor under the Point, or at times, to use a nautical phrase, "jogging," with their signal lights up, and could not, for the life of me, tell "tother from which," or the East Point from a vessel's signal light. To make the East Point light a benefit to mariners, the light must either be a revolving, flash, or a fixed red light. To make it either of these would remove the danger of mistaking it for a vessel's signal light. As far as regards the non-appearance of the light at times, and at others, its glimmering like a star, I presume the Government can remedy those evils without incurring much further expense. What is the use of having a light house if it be not properly looked after? It is, I think, the place of the Government to do so, and see that officials paid by public money perform their duties to the public. There is a fault somewhere,—whether with the keeper or light-house gear I am not at present prepared to say.

Yours, very truly, A FISHERMAN.

East Point, Nov. 29, 1867.

The Herald.

Wednesday, December 4, 1867.

THE ISLANDER AND THE LOAN.

On looking over the editorial article in the Islander of the 15th inst., wherein Mr. Hensley's Report is criticised, the dishonesty of the writer is fully manifested. A greater bundle of misrepresentations we have seldom seen collected together. Under the pretence of serving the Colony and the interests of truth, by defeating, if possible, the Loan Bill of last Session, the Islander resorts to a series of low subterfuges which characterize the knave and the unprincipled man. To show the inconsistency and dishonesty of the opposition of the writer in the Islander to the Loan, we need only refer our readers to the Islander of 1861, wherein the Loan is warmly recommended by the same writer who now opposes it. He cannot plead in excuse that there is any change in the circumstances of the country or the nature of the Land Question within that time to warrant his summersault upon the question of a Loan. The only reason of his opposition in 1867 to that which he supported in 1861, is to embarrass the finances of the country, and to induce the Canadians to offer a wretched bribe of some sort to relieve our present necessities, but to entail an endless misery on the Colony. The persistent efforts of the Islander to misrepresent and defeat the Loan unmistakably point to the hope he entertains of seeing the Island confederated upon the \$800,000 basis. If, by any amount of labor and misrepresentation, he could assist in accomplishing this design, the Ottawa Government would shelve him for the rest of his life in some fat office, the emoluments of which might be supposed to ease his conscience of any of those pangs which usually haunt the betrayers of their country. Themistocles, we think it was, who, when banished from Athens by his countrymen, preferred afterwards to die rather than fight with his benefactors against his country; but, in modern times, we have many instances where "patriots" have sold their country for less sums than induced Judas Iscariot to betray the Redeemer of mankind. Many of these mercenary monsters ended their worthless lives by committing suicide; but of Confederation, it must be said that it has brought forth a brood of traitors to the land that gave them birth, or nourished and fed them who have had all the greed and villainous of a Judas, a Castlereagh, or an Arnold, without the redeeming quality of even a cicatrised conscience, for were it otherwise, remorse would have driven many of them to self-destruction before now. Leaving this view of the case, we come to the arguments—if they can be called such—advanced by our contemporary against the Loan. The editor of the Islander, with the smartness characteristic of a third-rate lawyer, seizes upon a rather loosely worded sentence in one of Mr. Hensley's letters to prove that the Act of last session contemplated redeeming bonds bearing only five per cent. interest. Neither the Act nor the Legislature intended anything of the kind. What they really did contemplate was the paying off the instalments upon the Cunard Estate, one of which fell due last July, and the other will be due next January. The Act also admitted of appropriating any unemployed portion of the Loan in paying off Treasury Warrants; and surely the editor of the Islander will not have the hardihood to deny that this was a legitimate way in which to employ it. The Government would be the fools which the Islander represents them to be, if, possessing a portion of the Loan which they could not otherwise profitably invest, and upon which they were paying interest, they failed to redeem those floating warrants, bearing six per cent. interest. It might suit the object of the Islander to see the Government unnecessarily paying two rates of interest at the same time—namely, upon an uninvested loan, and upon warrants—but whenever the Government shall be found guilty of so stupid a policy, it will be time for them to give place to more sensible men. One of the greatest acts of folly committed by the late Government, was the purchasing the Cunard Estate, without first having provided the means to pay for it, and, considering the finances of the country, it was no idle boast of the late Leader to declare that the present Government could not surmount the monetary difficulties, originating from that purchase, which stared them in the face. Fortunately, the Royal assent to the

Loan Bill, and the consequent probability of obtaining the Loan, coupled with the excellent crops and markets of the past season, obviated the widespread financial ruin so confidently anticipated, and the securing the Loan is the only possible chance to avert a crisis in the future, as well as to enable the Government to purchase the remaining unsold proprietary Estates. A loan of £50,000, or even a much less sum, cannot be obtained in the Colony, and the provision in the act of last Session which allowed the Government to raise a local loan, was, in our opinion, a piece of superfluous legislation. As an objection to a foreign loan, we are sometimes told that there is plenty of money in the Island lying idle in the Banks, which might be obtained by the Government at six per cent. This is a mistake.—Parties in want of money, and with ample security, cannot obtain the most insignificant loan at six per cent., seven and a-half per cent., or even ten or twenty per cent., as "Poor Richard," and other money-shavers can testify, if asked. The uninvested money which is said to be lying in the banks, consists, for the most part, of deposits made by mechanics and men in business, in anticipation of future liabilities, and not, as asserted, awaiting investment in Government Warrants, or other approved securities. So limited is the capital of the Island that, if the Proprietors of Lands were resident in Charlottetown, and offered their estates to the Government for the ready money down, the means could not be raised in the Island to close the bargain; but when those proprietors reside in Great Britain, it is absurd to suppose that these claims can be bought out without the aid of a foreign loan. The instalments already paid the Cunards have curtailed trade and repressed enterprise. Money is almost impossible to be had, so serious has been the drain upon the metallic circulating medium of the Colony, and where, we should like to know, is the money to be obtained for future purchases and payments of lands unless from abroad? In the language of the Islander, of 1861, "there is, in our opinion, but one course open to settle the Land Question—and that is to purchase out the rights of the proprietors, by means of a Loan from the Imperial Government. This was first pointed out by the Colonial Minister, and subsequently, to a certain extent, advocated by Mr. Coles when in office." This was the honest conviction of Mr. Pope in 1861, and lest anyone should twit him for inconsistency in expressing it, he remarks that he "is prepared to be told that we are chargeable with inconsistency, in advocating that which we once opposed. Our answer is, that circumstances have materially altered. The public mind was then comparatively tranquil, and the great mass of the freeholders throughout the Island were averse to incurring the risk of being taxed to repay this loan from which they did not expect to derive any direct benefit. Now, we understand that the majority of all classes are anxious that the purchase should be attempted, and it is expedient that the question be submitted by Members of the Assembly to their constituents before the meeting of the Legislature." Will Mr. Pope pretend to deny that the public mind is not equally agitated, and that "all classes" are not as equally anxious now as in 1861 to have all the proprietary estates in the Island purchased? If he is, then he is in opposition to ninety-nine out of every hundred persons in the country, but if he is not, what can he say for the triple inconsistency of opposing in 1867 what he advocated in 1861? Mr. Pope went even further than the present Government, for he actually proposed a Loan of £180,000, to be managed by an Imperial Officer (who by the way could not begin to work it so economically as a local Commissioner of Lands,) and proved that it would be a financial benefit by the following calculations:—

"The area of the Island is about 1,340,000 acres—600,000 acres, we assume, are held by small freeholders, and squatters, who have acquired titles by possession—about 80,000 remain undisposed of in the Government of the Colony, and the balance, 660,000, is owned by the Proprietors and their Tenants—about 175,000 are wilderness.

Supposing that 620,000 acres could be purchased at the following rates, viz:—

Table with 3 columns: Acres, Rate, and Total Value. 320,000 acres at 7s 6d, 130,000 at 10s, 300,000 at 10s, Total £270,000.

at these very high prices we contend that the purchase might be made with great benefit to the Tenants, and with every "proper regard to the interests of the Inhabitants of the Colony generally."

Table with 3 columns: Acres, Rate, and Total Value. 45,000 acres at 7s 6d, 50,000 at 10s, 275,000 at 12s 6d, 75,000 at 15s, Total £270,000.

These prices we would suggest, should be made payable with interest at 6 per cent. in ten equal instalments. The Tenant now paying £6 11s 2d. per annum rent for one hundred acres, coming under the 12s. 6d. would, according to this scale, be required to pay as follows, if he purchase on 1st January, 1867:

Table with 4 columns: Bal. purchase, Yearly Interest, Total, and Instalments. Instalments from 1 Jan 1867 to 1 Dec 1871, Total £16 17 6.

Ten year's Rent at £5 11 2d would amount to £55 11 8d, or to within £23 15 10d of the sum required by the proposed scheme to entitle the Tenant to the fee simple of his farm, at the rate of 12s 6d currency per acre.

It will be seen that the 445,000 acres, the assumed quantity of Lands held under Leases, which we suppose may be purchased at the rates we have named, would, according to the above scale of prices, in ten years, realize the full amount of the Loan, Interest, Expenses, &c.; but in addition to this there are the 175,000 acres of wilderness land which might be set down for sale as follows,

Table with 3 columns: Acres, Rate, and Total Value. 10,000 acres worth per acre, 7,000 do do at 10s, 125,000 do do at 10s, Total £72,250 0 0.

The proceeds of the annual sales of these wilderness Lands would, it is estimated, be much more than sufficient to meet any deficiency likely to be occasioned by the default of purchasers in payment of their annual instalments.

The annual interest of £270,000, at six per cent, would be £16,200; while the rent now payable for the land which we estimate this sum would purchase, is £24,722; so that were the purchase effected at the rates we have mentioned, the annual saving to the rent-payers of the colony would be £8,522, in addition to the value of the wilderness land, which we put down as likely to net upwards of £70,000.

(To be concluded next week.)

"CLEAR AS MUD."

We sincerely trust that the Joint Committee appointed by the Legislature last session to take into consideration and report upon the most feasible plan of improving the system of road-making, at present in operation in this Island, have succeeded in their object, for never, "since the creation of cats" have the roads been so intolerably bad as during the past six weeks of the season just closing. The damaged condition of our roads and bridges is more or less owing to the unusual number of violent wind and rain storms with which the Island has been visited this fall, and also, it must be confessed, in a greater degree, owing to the wretched system of patching and botch-work which has been in vogue in the Colony ever since it enjoyed a Government of its own. Whether good roads can be made out of the material within the Province, or whether its resources will admit of the importation of suitable material from abroad, are questions which we are not prepared to discuss, but the fact remains that at the very time when good hard roads are most required to enable the farmers to haul their produce to market, they are in the most sorry and wretched condition,—almost impassable to man or beast, and suggesting the idea that if the earth's diameter were less than it is, some of our farmers with their heavy loads of produce might very often find themselves summarily sent to the antipodes by dropping through the holes in the roads so prevalent in the fall season. An improvement is loudly called for, and we would fain hope that the Committee of which the Hon. Mr. Haythorne is a member, will be enabled to suggest a practicable remedy. All important public works, such as the construction of bridges, breakwaters, wharfs, and the improvement of harbors, should be conducted under the supervision of competent architects and engineers, and then and not till then, can satisfactory results be expected from the expenditure of large sums of money and private contributions. Bad, however, as are the roads throughout the country, the streets of the city are in a much worse condition. Lieut. Maury, who sounded the depths of the Atlantic, might find all his scientific knowledge at fault if he attempted to sound the depth of the mud in any of the principal thoroughfares of the city. If we take Queen Street, for example, which is the Broadway of Charlottetown, we find that there are holes and ruts in it in which a horse and cart might be buried. In the spring, a coating of dirt from the gas works was spread over this street with the view of improving it, but the only improvement visible is in the color of the mud, which, in place of possessing that natural red appearance with which we are all familiar, now enjoys a peculiar sable hue that defies description. The City Fathers, or at least the Street Committee, should be compelled to wade through this Black Sea three times a day, and if they escaped drowning during the operation, they might be able to convince the citizens that by following their example, a great saving could be effected in the use of shoe-blackening.

DOMINION POLITICS.

The St. John Freeman contains the most reliable as well as the most comprehensive and satisfactory summary of the proceedings of the Dominion Parliament, of any paper published in the Provinces. The Hon. Mr. Anglin prepares the summary himself with the utmost care, and hence its reliability. The penny-a-liners who report for the other papers, particularly those of the Confederate "persuasion," color their reports to suit their employers, and, as a matter of course, grossly misrepresent those to whom they are inimical. It appears there are no official reporters to the House, and so long as this is the case it will be difficult for spectators at a distance to form a correct estimate of the tone and temper of Hon. Members. We notice that the Hon. Mr. Howe has had to reprimand the Ministry for their evasive and dishonest answers to questions asked by members of the House. Evasion may be considered a very clever method by which to escape answering important questions; but political jugglery of that kind will not raise the character of the Minister who employs it, nor inspire the public with confidence in his honesty. So far, we have had no measures by which to judge of the Administrative talent of the Ministry, and we very much fear that if the Legislature is to be prorogued on the 10th of this month, we shall be left in the same condition, until it reassembles in February next. In the meantime it will be satisfactory to the taxpayers to know that Commissioners and Senators have earned their \$500 each, besides mileage and other expenses. This is about all the glory or profit that has yet resulted from Union, and we think we may be pardoned for having thus far declined sharing in either. Among the contemplated advantages is the extension of the Canadian Stamp Act to Nova Scotia and New Brunswick; the prevention of dual representation, or, in other words, the prevention of one person holding a seat in the General and the Local Parliament at the same time; and—mark ye!—last, but not least, the non-extension of fishing bounties to the Maritime Provinces. How consoling this must be to those fishermen who were buoyed up with the hope that Canada was going to extend to them a bounty equivalent to four dollars per ton for the vessels employed in the business! The Inter-Colonial railway is to be built by a Commission, and the route selected is to receive the final sanction of the Imperial authorities. This great affair is absolutely required, not so much a military affair as to galvanize the "Nationality" by the expenditure of four million pounds sterling; and if the Country is not enriched by it, the Grand Trunk Railway managers and the Canadian wire-pullers are very much belied if they will not fatten by the transaction. But we fancy our readers have had enough of Canadian politics for one week, and we will therefore drop the subject for the present.