not gallantly won [illegible] faith, by showing her love for him, and [illegible] the richer man and the better positi[illegible] by the avowal? Had she not of her own [illegible] will, written to him those few sweet wor[illegible] promise? Small wonder that he could [illegible] contentedly through the present when [illegible] such a future loomed before him.

At last he was free—free to go home and win his bride, and [illegible] personal absence from his un[illegible] those sins which [illegible] had made [illegible] Fate favored him now. [illegible] was a fast one, and in a fortnight he was down at the Chase, grasping his [illegible]'s hand.

'And now you know what my next move will be,' he said, when the greetings were over, subduing his own gladness as much as he could, out of respect for the sorrow by which his uncle had brought it. 'What is the matter,' he added in alarm, seeing a change in the kind cordial face that was bent on him.

'You know I have come to ask her to be my wife.'

'I have borne an awful grief and disappointment. I'd bear it again rather than have to tell this to you, my boy. You have stayed too long.'

'Good heaven! is she dead.'

'Not dead, but as lost to you as if she were; and you must go back, and she must never hear you have come, or she will be true to her word, pitiful and over-kind, and like a woman generally, shall I say? She is married—married because you have stayed too long.'

It did not kill him, and it did not send him to the bad, a convenient locality to which fiction writers frequently consign their jilted heroes. But it dulled his life, and robbed his belief in the goodness and fidelity of woman.

Notwithstanding which he forgave her, and was friendly with her in the after years, and though her fickleness had earned his contempt, he never paid the debt. And so poetic justice was not awarded to the flaunt flirt Bonnie Dundee, who would have been a better woman if she had not been so thoroughly a one.

The Examiner.

Ch'town, November 13, 1871.

HOW IS THE MIGHTY HERO FALLEN!

If abuse were argument, then "the hero" of our Railroad would be a victor. But the rule of the bludgeon or the tomagant do not prevail here, amongst any whose good opinion is worth having. Mr. O Brien is conscious that his last effort is not suited for the columns of a respectable journal so he publishes it elsewhere. It furnishes an apt illustration of the saying of an ascetic writer, that a man's worst enemy is himself. Our ideas of a man who says he can command $250,000, and who has the pretentions of being able to enter into a business transaction involving the expenditure of above a million and a half of dollars, have hitherto been rather exalted. We never had the remotest notion that a first class man, with the age, culture and experience of the world, which success in life is supposed to require, could descend to anything unbecoming a gentleman. We thought such a man must needs be dignified and that he would scorn to use the vile language, which is supposed to be congenial to police court pettifoggers, or rowdy, Tammany, pot-house politicians. But Mr. O Brien is neither dignified, argumentative, nor gentlemanly. He is simply abusive and insulting. Insulting to the people of this Island, whom, as we will show, he would like to ruin. He says:

"Does the *story teller* fancy the issue of $20,000,000 Bonds by his Government, before they can afford to lay out one penny in cash on their road, pledging the public funds, revenues and securities of the Island for their payment is, in any way illustrative of the simplicity of his story? Big mortgage, indeed! I should think this is big enough, in all conscience!"

This insult is not given to the Government alone, but to the whole people. The credit of this Island stands A 1, as the sale of the debentures at 99½ proves; and if no cash has been paid on our road without "pledging the public funds and revenues," we can tell Mr. O Brien that his sneering insult will not injure our ability to build the Railroad, without any aid from him or any one connected with his Horse Railroad in Halifax or NEW YORK. But what does the man mean by speaking of $20 000,000 of bonds? He must be as daft as he was when he wandered about our streets telling people that he could make as much gold out of the Railroad as would fill a barrel. The poor old fellow, if he had to cut through some of the Strathalbyn hills, he would be relieved of his craze!

The question as to the mortgage for $100 000, he glibs over very briefly. What he designates as "slanders," at the worst could only have been errors. But were they errors, according to the reading of the mortgage on its face? The statement we made, and to which we hold, is this, that "we had been shown a copy of the mortgage on the Halifax Horse Railroad, and that the amount of the mortgage due thereon is $100,000, and that the mortgagee is a resident of New York."

What better proof was required than the publication of the mortgage? which showed that we were not in error. We consulted good legal advice on the matter, and were assured that the 'Big Mortgage' proved what we had published. Besides, all our contemporaries who have referred to the matter, have taken the same view as we did, as may be seen in another column. Let us take his word for it that only $50,000 had been raised on the mortgage—were we to know that when we read the copy of the mortgage? The mortgage says "the Halifax City Railroad Company, for the purpose of constructing and equipping their several roads, designated in their Charter, have found it necessary to borrow the sum of $100,000 upon their bonds, to be issued from time to time as the exigencies of the said company may require." This document is dated July, 1865, "but" says our security hunter "in the case of the Halifax City Railroad none had been issued until all the lines mentioned in the Charter had been built, equipped and *paid for*, and had been run over regularly for four months." The mortgage says the $100,000 was required to *construct* and *equip* the several roads designated in the Charter; and why was the money not raised before? Obviously because no one could be found to invest the money; and it looks, moreover, as if the whole affair was not worth more than the $50,000; yet the schemer represented that it was worth $250 000, as he says he could put up stock to that amount. But the coolest piece of "effrontery" is where, in his letter of the 29th August, he says he could give us security $250 000 stock, and "the balance in bonds which have regularly paid six per cent interest." He gave us to understand from the Government paying him, or [illegible] that the bonds were interest; [illegible] the Horse Railroad stock, had to [illegible] instead of this he or the "stock" [illegible] out the interest, and if it was not up to the moment when due every six months, the whole "lock, stock, and barrel" would be knocked down to the "highest bidder" by the sheriff's hammer. But in addition to the attempt to foist off the Mortgaged Horse Railroad for $250,000 security—about $30,000 a mile for a rail, some dirty, rickitty cars, and a few miserable horses—he had the supreme insolence to try to palm off bonds which he did not own, secured by mortgage on the concern, as additional security. In the letter of the 12th August, he offered to give the difference between $250,000 and £100,000—that is at 6s. to the dollar—above $83,000 in "bonds which have regularly paid, and are paying six per cent interest." Why were not these $83,000 bonds forthcoming? Who owned them—where are they—what were they secured by if not the mortgage of the $100,000 on the Horse Railroad? Let the people remember that he kept the existence of the Mortgage a secret as long as he could; and we ask does it not look as if he intended to raise some more money beside the $50,000 on the mortgage? Was not some explanation required of all this; he gives none but indulges in scurrilous abuse unworthy of the keeper of an apple stand, not to say a great Railway contractor. His advocates must stand abashed; and it is no wonder that he asks the *Herald*—whom he thus considers capable of doing any dirty work—to hire an old woman to defend him. He begins to see himself that the keen intelligence of islanders now understand that he is not the "man for Galway." He, doubtless, considers that his commission to the *Herald* to hire a scold to abuse us, is very smart. It is the kind of smartness that in Ireland is knows as *Jackeenery*. We need not tell many of our readers that in Ireland an *old Jackeen* is regarded as one of the most despicable and contemptible of objects.

He says the Government published a sneer at his "Mortgaged Horse Railroad." The Government merely published a statement, and had no intention, as we read it, of sneering at him. He says further in his letter that the Government have acted with "depravity and duplicity" towards him. A good many Catholics in this Island symphathises with Mr. O'Brien at the beginning. Three members of the Executive, we have reason to believe, did all they reasonably could for him. He now accuses them of "depravity." The gentlemen referred to have been and are consistent members of the Catholic church, and have always borne good characters. Who is this that is their accuser and slanderer? W. D. O'Brien who is not a Catholic, but who publicly expresses the most revolting slanders against the church which, whilst here, in order to serve his desire for lucre, he pretended to belong. A really bad, dangerous man, who hates his countrymen, who spoke of them as being "priest-ridden people not desirable to have in this Island," and one who, if his actions are in keeping with his expressed belief, is an utterly abandoned old profligate.

We have never regretted doing a generous act but one, and that is that we exerted ourselves in his favor to get him the contract. He insinuates that we had interested motives, and that now we are selfishly in favor of the "present incumbent." We have never had any merely personal interest in the matter. We would rather be the advocate of a fallen cause if it were a good one. In this whole railroad discussion, and since this journal came under our control, we have not made £5 profit from any patronage extended to us by government or contractors. We are under greater obligations (if it is an obligation where we give a fair return), to many of our advertising patrons who differ from our railroad and political views, than to the government. Their kind interest in the Examiner is warmly reciprocated by our efforts to extend their business. It would be to our pecuniary advantage to be on the "other side," but we trust that we will never debase our pen by writing what we do not believe to be honest, just, and true.

CUI BONI?

The last number of the *Herald* forces us to ask how far John Caven, Esq., is connected or has influence over the columns of that paper. Mr. Caven was brought here and placed at the head of Catholic education in St. Dunstan's Collage. As such, we candidly say, we wished him every success, and whenever he made any literary effort in public, we duly chronicled it to extend his scholarly reputation, and felt proud of his fine culture and literary talents. We did feel annoyed that he should let the *Patriot* once or twice draw him into personal altercations; and the principal Editor of the *Patriot*, we feel sure, will do us the justice to say that we personally remonstrated with him, and dissuaded him, all we could, from writing personalities against Mr. Caven. Mr. Caven, as we have said, being at the head of Catholic education in St. Dunstan's Collage, must be looked up to, and must influence the thought and actions of the rising generation. We ask will such disgraceful writings as appeared in the last *Herald*, for instance, do good or set an example such as is desirable that Catholic youth should follow? Will it promote a love for that pure Catholic literature which we have heard the Professor so eloquently describe? Will it teach that noble forbearance, or inspire that lofty purpose, that honorable manhood, and that respect for others that Catholicity inculcates? We let the public judge. An employee of Mr. Caven writes thus of a brother publisher in Summerside:

"The specimen of human depravity, in the shape of a journalist. "His contemptible existence from his school days to the present hour." The tastes of a *low blackguard* like Joseph the horse swopper."

The delectable epistle winds up in this style.

"I shall be happy to give you as sound a horsewhipping, when I go to Summerside, as your dilapidated looking carcass can stand."!

Another epistle written by Mr. Pat-riot Reilly, we suppose, is almost equal to the effort from which we have quoted. Suppose we deserved the abuse of Mr. Reilly for publishing a letter not very offensive, and being absent from the city, was in type before we read it; should a family who, under the circumstances, we will be pardoned for saying, have been no discredit to the Catholic community, be held up to scorn. Mr. Caven has a mother and sisters himself, whose fair fame he, no doubt, fondly cherishes. Would he publish such infamous slanders as this against them "that their reputations were not of the most enviable kind."

"If lying, gaddling, gossiping, mischief-making and hypocrisy go to make up a reputation, then certain people that I know of would stand high in this community."

If he would not, how can he publish such atrocious libels against our family, and preserve the character of a christian and a gentleman such as should be at the head of a Catholic college. We have to tell Mr. Caven that the head of the family he thus insults, and in some places may injure where he can never repair it, has always borne the reputation of being a good, honest man, that never did a mean, dishonorable action in his life; and the female members of it have often received the thanks of the Catholic clergy for their gratituitous services in the cause of religion. Mr. Caven being comparatively a stranger here, may not know these facts, and we respectfully refer him to His Lordship Bishop McIntyre, very Rev. Dr. McDonald, hon. Daniel Brenan, hon. Judge Hensly, hon. Edward Palmer, or any prominent gentleman in this City. As to the tissue of stuff which the incompetent Kent street libeller has concocted out of his disordered, bungling brain; we will say nothing in this place. We can prove to Mr. Caven, however, that we have never forgotton the good lessons which we received at St. Dunstan's, nor have we ever ceased to kindly venerate its then respected professors; at home and abroad we have always upheld its interests and its honor. Whether Mr. Caven can do so whilst he permits the publication in the paper he edits and partly owns, of such non Catholic "tirades of bedlam and bilingsgate," we now ask the public, and more especially the Catholic portion of it, to decide.

The Mortgage on the Halifax Railroad, for $100 000—opinions of the Press

Since the publication of the Mortgage, we find that most of our contemporaries agree with our view of the Mortgage Question. If the proper *Esprit du Corps* were amongst the Island papers, they would all do so.

(From the Argus.)

"O'Brien's Mortgage.—The Examiner has published the Mortgage on the Halifax City Railroad. It is indeed a mortgage for $100,000. When Mr. O'Brien appeared before the Government, he informed them that there were bonds to the amount of $50,000 against the Railway. These bonds, on further investigation, turned out to be a Mortgage; and this Mortgage, or Bond, Mr. O'Brien promised to have removed. Mr. O'Brien may urge that only $50,000, or half the amount of the Mortgage, was raised on it. While this may be the fact, there would be nothing in the world to prevent Mr. O'Brien from borrowing $50,000 more at any time. In case of Mr. O'Brien failing, this Mortgage would have been the first claim on the City Railway. Mr. O'Brien in his first negotiations with the Government, agreed to deposit $50,000 in a Bank at Halifax in lieu of this Mortgage, but the moment this amount was deposited, Mr. O'Brien could immediately have raised $50,000 more on it, so that there would still have been an encumbrance on the Road of $50,000!

"When Mr. O'Brien offered to "lodge in any Bank at Halifax, say $250,000, stock of the Halifax City Railway Company, and the balance of the sum required *in Bonds*, which have regularly paid and are paying six per cent interest;" we should like to know what these Bonds are? We believe them to be nothing more nor less than a *debt* against the City Railroad. If they are not debentures, or in other words, debts against the City; we should like to know very much what they are? The more we consider this matter, the more we are led to the conclusion, that the Government acted very childlike, in agreeing to have anything whatever to do with a heavily encumbered Horse Railway. It is true, they asked that the Road might be unencumbered; but even so, the idea of taking a few miles of a street Horse Railway for $250,000, as security for a Railroad contract of 100 miles! The idea is preposterous."

(From the Islander.)

"The records in Halifax show that the City Railroad—not $50,000, or any other amount of its stock—is absolutely transferred and made over to certain parties as security for $100,000. It is said the actual amount of the incumberance is only $50,000. This may be, but of what value would be the $200,000 of stock issued after the date of the mortgage? The holders of such stock would not be the owners of any proportion of the Railroad, and in the event of the mortgagees selling it to pay themselves, it is very likely that the holders of the $200,000 stock would not receive one shilling. The cool impudence of Mr. O'Brien, in insinuating that the Government acted fraudulently with him, is quite in keeping with his conduct throughout the negotiations. If Mr. O'Brien considers that he has been wronged, let him appeal to a Jury—we cannot suppose that the Government will refuse him the privilege—and then the true character of the transaction between him and the Government will be made public, and the people of Prince Edward Island will be enabled to decide whether fraduleat conduct is justly chargeable against the Government, or against Mr. W. D. O'Brien, of the Halifax City Railroad."

(From the Journal.)

"While, however, Mr. O'Brien fails in his attempt to criminate our Executive, he makes his own case the worse rather than the better. We refer to this famous mortgaged Halifax Horse Railway. In the first place, it may be doubted whether it is actually worth more than the $50,000 for which, at least, as Mr. O'Brien does not pretend to deny, it stands mortgaged. Then, next, being thus mortgaged, as the veriest tyro in legal lore well understands, it is of no value, no matter what the amount of stock issued upon it after the date of the mortgage, until the claims of that mortgage have been satisfied. And, if its real value should actually prove to be no more than the $50,000 aforesaid, its worth as security vanishes into thin air. And yet, Mr. O'Brien ventures to complain of the "fraudulent dealings" of our Executive. But against whom, we would ask, does the charge of fraud actually lie? "Grievance—outrage—injury—fraud," indeed! And this after our Executive had allowed Mr. O'Brien to play with them for nearly a whole month, while looking after his securities; which securities, whatever their value, did not come to hand until it was altogether too late."

(From the Eastern Advocate.)

"That Mortgage of $100,000, on the Wonderful One Horse Shay.—The publication of the Morigage on the Halifax City Horse Railroad, must convince any man, not completely blinded by partizian motives, that the Government acted wisely in not having to do with it as a security. Although Mr. O'Brien claims to own the Road, his name does not appear in the matter. Whilst he made believe that he had means to go on with the Island Railroad, so far as we can see his connection with the Halifax Railroad Company, looks as if he were a mere man of straw—working for Mr. Pierson of New York who is the President of the "Halifax" Railroad. The Mortgage gives the trustees, one of whom, is Mr. Archibald, also of New York, power to raise $100,000. If the Government had been so simple as to take Moir & Co. for security for the $50,000, what guarantee was there that the Bond holders would give up the Bonds, and release the $100,000. The probability is that they would not give them up; and it is very likely that $50,000 is all that could be raised on this wonderful one-horse shay. If the Government had allowed O'Brien to hoodwink them, as he evidently intended, because he never told them of the existence of the $100,000 mortgage, he could have instructed his trustees to issue $50,000 more, that is, if the first were brought in to throw dust in the eyes of the Government. O'Brien has the reputation of being an able litigious man, but he was not able to "come it" over the Attorney General, who has proved himself watchful over the best interests of the country. That our interests required good security no one can deny. Mr. O'Brien, we see, threatens to prosecute the Editor of the Examiner, if he does not retract the statement he made, that the Mortgage was for $100,000, and not $50,000, as O'Brien represented. The Editor of the Examiner does not retract, but reiterates his statement, and challenges the O'Brien to come on. We have no doubt that the Examiner knows what he is about, and will come off with flying colors. In exposing this Mortgage affair, he has done well, and will receive the thanks of the country."

(From the Chignecto Post.)

"The Island Railway Troubles.—The Islanders have been a good deal exercised lately on Railway matters. We have read the correspondence between the Government and the contracting parties, and the impression on our minds is, that the Government did the ninety and nine things for Mr. O'Brien of Halifax, but because they did not do the hundredth, Mr. O'Brien has taken it hard, and the outs think they can get in by using Mr. O'Brien whom it seems one of the Island orators judiciously enough calls an Irish hero. The chief fault we see is that the Government put up with Mr. O'Brien's broken promises so long. He should have been dealt with somewhat less considerately, and very likely he would have thanked the Government more than he does.

"The assertions of some of the papers that the Government are in collusion with a ring, we must say, cannot be answered in any other stronger way than by using the Scotch verdict—"not proven."—Judging from the Examiner, the friends of the Government are not afraid of the result of a judicial examination. Mr. O'Brien threatens the Editor of the Examiner with a libel suit for making certain disclosures about a mortgage which Mr. O'Brien offered for security. The Examiner gives his proofs, as the document published, in its face shews conclusive evidence that $100,000 was required for extending O'Brien's Railroad, and the natural inference is that the money was raised. The Editor of the Examiner says he will be happy to meet him before a jury. Mr. O'Brien will not likely "meet him," as evidently there is not a judge or jury in Christendom that would not "laugh him out of court." It does not say much for O'Brien's organs that they are not able to defend him without the attempt being made to crush out an opponent with the "terrors of the law."

"One word to the Islanders about their Railway. We, in New Brunswick, who have been paying from $25,000 to $30,000 per mile, can't understand why they are not thankful that they are getting a road for about $15,000. The character of Messrs. Shrieber & Burpee is a guarantee that they will get a good road."

TO CORRESPONDENTS.

"A Railway man" writes us as follows from Grand River, Lot 54:—

"It is a pretty general belief about here ever since the publication of the *Railway Correspondence*, that Mr. Shreiber, the gentleman who has the contract for building the Prince Edward Island Railroad, has it in his power, according to his engagements with the Executive, to build as many miles of Rail between Georgetown and Cascumpec as he pleases; and that the Government are bound to issue Debentures to the amount of £4276 10s. for every mile he will so construct.

Only a few days ago, I had to expostulate in very strong terms with a friend of mine to convince him that such is not the case, though the whole Line will not cost more than $512,100. But as Burns has it: "A man convinced against his will, is of the same opinion still;" he hardly believed me. He said his suspicions were created while reading the list of tenders, wherein it is stated that each party offered to build the Road for so much per mile. And as the Railway must necessarily be more than 120 miles long in order to avoid uneven ground and swamps, the contractor most needs be paid extra.

It were well this doubt would be dissipated, as it is a very effectual weapon in the hands of unprincipled anti-railroad men, to induce people who, otherwise, would cultivate good feelings towards the Government to raise a hue and cry against them and their Railway policy."

REPLY:

The Railroad is to be paid for according to the number of miles, at £4267 10s. per miles. The number of miles could not be prescribed, but they will not exceed very materially the number at first estimated. Mr. Shreiber has nothing to do with making the Road longer or shorter. That is in the hands of the Government, who will be guided by the knowledge of the chief Engineer, a gentleman whose character is above suspicion, and the advice of the representatives of the people. For instance, the extension of the Line to Kensington necessitates the lengthening of the railroad about 3½ miles. The Government, we learn, agreed to this at the unanimous desire of the members of the county. The Road there touches a populous settlement, and we have heard that even Hon. P. Sinclair approves of it.

We will, in a short time, give you all the accurate information obtainable, upon the Railway route, its positive length and cost.

Another Correspondent writes us on the Railway as follows:—

"Dear Sir,—Beecher says: Wherever you are and whatever circumstances your are in, do something that shall go on benefiting men after you are dead,—if it is to plant a tree or a bush to beautify a house or enhance the comfort of travellers, do not be contented with simple helping your own self.

So Mr. Powers if you have not planted a tree or a bush for the benifit of mankind after you are dead, you have done as well by the able way that you advocated the Railway course, through the columns of the Examiner. And the Railroad will certainly be a comfort to the remotest corner of this Island, when you are dead and gone.

Although all manner of false reports were circulated by certain bigoted Editors about the present Government and the Railway Ring, it is as plain as the noon day sun, to any intelligent person, that they have done a great deal of good for this Island by the starting of a Railway through it; and they have acted well and cautious in letting the Contract. And they have given the work to a man of sterling character, which is well known.

I find that there are not so many against the Railroad in this part of the Island as there were last winter; and those that are against it would not be so much against it, if it would only come to there own doors. Self predominates so high in those characters, that I think the following poem, taken from an old English Magazine of the year 1763, will suite some of those old selfish Anties in P. E. Island, at present.

By inserting the above in your valuable paper, you will very much oblige

Yours very truly,

J. M. Johnstone."

REPLY:

The Poem referred to, we publish this week on the first page. It will repay perusal. We are glad to find that the people of your neighborhood are coming to the opinion that nearly every one will entertain before ten years time. The more we study the question the more certain we become that a Railroad will pay in this Island directly as well as indirectly. Recently the writer drove along the Railroad route from Charlottetown to Summerside, and contrasting the fertile farms and thickly settled country with the barren lands and sparse population of other places, in which we have seen railroads that paid, we are quite positive that the Railroad along the route referred to, will repay a handsome profit in course of time, upon the outlay. In the little Isle of Guernsey, which is only eleven miles long, a railroad was projected. The projectors there as well as here were denounced. A railroad, however, was built from one end to the other. It did not ruin the Island, it enhanced its value, it paid handsomely, and now another line is about being built, not across but around the whole Island. We trust the general good which the Railroad will confer upon our Country, will be participated in, by even those whom you describe, as now being dissatisfied because it does not come to their very doors.

"IMPOSSIBLE CONDITIONS."

The *Patriot* devotes a long article to the few words with which we prefaced his famous war cry of August 20, 1870. Our contemporary is very inconsiderate, he says what he pleases, and then because we simply reproduce his words, he says we want to keep the people disunited. Not at all; we want to keep the people from being split up until such time as they obtain their just rights on the Educational question. The *Patriot* says, "Mr. Howlan refused to co-operate with his Liberal and Protestants colleagues except upon impossible conditions."

So then any co-operation of political parties, over which Mr. Laird has control, will regard the settlement of the School question as an impossibility. We give him credit for candor, but we believe that there can never be a Co-operation of Catholics and non-Catholics upon a platform that contains one single plank that has the word "impossible conditions," concerning the School question, inscribed upon it. The gentlemen who signed the "Memo," we have thought, made a mistake in so doing. The mistake may be forgotten, but one such error is enough in our history. Whilst the *Patriot* is speaking of keeping the people united so as to get himself into power, another publication from the same office says:

"It was time—speaking with regerence—for Heaven to interfere, if the race were not to be given over to utter ruin. So now evil is cropping out in unexpected quarters, and the powers of darkness with all manner of deceivableness, and not without "lying wonders," are pressing hard for their final victory. In vain! Thank God, in vain! It betokens the near approach of the fiercest hour of the conflict; but no more. The victory is sure. The final triumph of Christ will be complete. And this time He will "triumph openly"—putting all enemies under His feet—delivering the captives from their spiritual prison-houses; and freeing those, who apparently were appointed unto death—spiritual, eternal death! *Is not the Papacy an house divided against itself? Would that our friends on this beautiful Island would display their enlightenment, and take rank with such noble names as Dollinger, and Hyacinthe, and Strossmayer, and Schulte.*"

What a pity that we can not all see the "enlightment" with the same colored spectacles!

MOMENTOUS INTERESTS?

"At Morell, Byrne's Road, and Saint Andrew's, the opinions of the people were hostile to the Government, *although no resolutions were submitted*," says the faithful historian of Mr. Rielly's adventures among his constituents. Well, how is it that he could not get the Morell School House to hold forth in, as we have been told, and how is it that he could not gather a Baker's dozen to listen to him at any of the places above mentioned? But then the three Tailors of Tooley Street once proclaimed themselves "the people" of England! As we supposed, the good people of the Second District of King's had a little more sense than their worthy Representative gave them credit for, as they shewed, in staying at home looking after their crops. They would not let *him* "interfere with their farming interests." Listen to this, ye incredulous, from the *Herald* man's own account:—

"Mr. Reilly premised by saying that, in convening the meeting, *he had interfered with the interests of the farming community. But he said that the getting in of the potato crop was a small matter as contrasted with the present momentous interests of the country.*"

The "getting in of the potato crop was a small matter!" Indeed! yes, it may be a small matter in the way of Mr. Reilly putting out the Government, so that he may get the Queen's Printership, or some fat office, but the people remembered, probably the moral of the story of the incendiary who burned down a house, so that he might roast his egg.

The *Progress* philosopher has again lost his temper. One that so easily gets in a passion, should be more careful how he throws stones. He is so interested in the Government that he thinks our defence is not all it might be. This is an exceedingly cruel hit on the part of an old stager, who has shifted about so much from side to side, that we dare say he is better acquainted with the arts of attack and defense than we ever hope or want to be. We would not care, moreover, to learn the rules of honor such as exist in his school.

Our philosopher asks some questions on the Sleeper Question, following in the *wake* of the *Patriot*. He says:—

"We would like to know if spruce is used in the neighboring Provinces for railway ties? How long will such ties last? Every one knows that cedar and juniper fence rails and posts will last five times as long as spruce. Is this true of sleepers? There is plenty of cedar and juniper on the Island to furnish sleepers for the line; but cedar and juniper, though infinitely superior to spruce, cost more money, and consequently the Island people are compelled to put up with the inferior article."

The black spruce of New Brunswick is used largely on Western extensions, and is considered preferable to the second growth of juniper or cedar that is to be had here. We understand that the Government of the Dominion stipulated that a large per centage of black spruce should be used on the Intercolonial. We hear that juniper and cedar and New Brunswick black spruce will be used on the Island Railroad. For curves, it is said, that the New Brunswick spruce is far preferable to cedar, which does not hold the bolts. As a proof that the statement of the *Progress* is incorrect, when he asserts that the Government will be remiss in making the contractors give us a good road, we have it stipulated that the rails shall be forty pounds to the yard, though according to the Railway Bill, they might be only thirty-six. If Messrs. Derby and Parker had the building of the Railroad, then the *Progress* would probably be satisfied, but because two gentlemen, whom the *Patriot* admits are highly respectabl men in public and private life, have the contract, the good natured *Progress* man is evidently in the sulks.

THE PROOF.

The following correspondence speaks for itself.

Examiner Office Nov. 10th, 1871.

A. McNeill, Esq.,

Sir;

The *Patriot* having denied the statement of the Examiner relating to D. Laird Esq., having said "that he did not consider that it would end in any loss to the country that Mr O'Brien did not get the Contract" and as Mr Laird asks for my authority, will you permit me to give your name.

Yours,

Editor of the Examiner.

Ch'town Nov. 11th. 1871.

Sir,—

Touching the statement denied by the *Patriot* I have only to say that in a conversation, neither private nor confidential which took place between Mr. Laird and me on the Railroad question, he openly and clearly admitted that he did not believe it would end in any loss to the country that O'Brien's tender was refused, and also added that he hoped Fraser would get the contract.

Yours,

A. McNeill.

On yesterday evening Bishop Binney of Halifax Consecrated the Burial grounds belonging to St. Peter's Congregation. The Cemetry is adjoining the Old Catholic Burial grounds, and is tastefully laid out. At the seven o clock Services in St. Peter's Church, Bishop Binney delivered an address in which he alluded to the state of the Cemetry on Malpeque Road; the respect due the Cross and advantages of Christian education. Several members of the Congregation were afterwards Confirmed. The Singing was very fine accompained by Mr. William DesBrisay on the Organ who managed it very masterly. After the close of the Services the Congregation presented Bishop Binney with a valuable Episcopal ring, and a suitable Address to which he replied. We will give them next week.

A pretty little Railroad story was got up and has done service perhaps. Hon. Peter Mitchell came here, captured Fraser and bought him off, and gave him a contract on the Intercolonial. This is the gist of the story, amplified by the O'Brien organs. Well! it seems the truth is that Mr Mitchell had been to Halifax attending to the duties of his office. He came on his return to New Brunswick to Charlottetown to see his wife who was here at the time she being dangerously sick and under medical treatment. The story is spoilt still further by the fact, as we have been informed, that the Mr. Fraser who got the contract on the Intercolonial, was not the gentleman who tendered for our Railroad, but another McNab.

The Editor of the Examiner must be of considerable inportance in the estimation of the writers and scribblers on the 'other side of Jordan' as seven of them attacked us last week. It is an invariable rule amongst editors that when an 'outside barbarian' attacks one of themselves, he (the Editor) is not interfered with in his dealings with any said 'outside barbarian.' The brave *Patriot* acts otherwise. Well, Master Laird we will prove before we are done with your 'hero,' that he wishes to ruin this Colony and that you are a very naughty fellow for helping him in his designs.

We learn from the St. John papers that E. R. Burpee, Esq., has the contract of building a 3 ft. 6 in gage Railroad, from Woodstock to River de Loup. The *Telegraph* says that Mr Burpee's name is a guarantee that the work will be accomplished. The undertaking of this great work, nearly 200 miles long, must be a matter of great rejoicing to the people in the Upper Counties of New Brunswick. Mr. Burpee is to receive $25,000 per mile for a similar Road to ours. We imagine that we will not hear much more of the Opposition desiring to 'break the Contract.'

The *Patriot* of last week says that Lewis Carvell, Esq., came from New Brunswick to the Queen's County Railroad meeting. Mr. Lewis Carvell came over at a similar season of the year, on five previous years to attend to his business, and to settle up the season's work between the Railroad of which he is Superintendant, and the Steam Navigation Company. Besids Mr. Lewis Carvell did not attend the Queen's County Railroad meeting. Try again, Mr. *Patriot*.

Sometime since, the *Herald* made some untruthful statements about Hon Mr. Howlan's letter. The facts are that the edition of the Examiner, although we struck off several quires extra, was not large enough to supply the demand for it, and before the type was distributed a few hundred copies, on slips, were struck off, at the cost of about 6s. So much for Mr R's story of 'Pamphlets, Dominion Gold, &c.'

The *Herald & Patriot* join hands in rejoicing that there were more of Hon. Mr. Kelly's supporters on 'the Classic grounds' than we were led to believe. They are all so indignant at our allusion to "Kenneth the Grand Master." They shou'd not be ashamed of their political company. We have no "Master," Mr. *Herald* and we believe that on the day of reckoning, Mr Kelly's old friends will be as true as steel.

TO CORRESPONDENTS.

J. K. R. Received,—will publish next week.

An Irishman. Will give your letter next week.

Cosmopolitan. In type, your communication will keep.

A Currie. Your favor will appear in our next.

The *Patriot* is forgetting his good manners. It is bad enough to be a scold, but shows great poverty of intellect and want of good breeding to take up the dirt that has been thrown by another. But then the *Patriot* has to provide a certain amount of *nice* Sunday reading.

The Steamer *Maid of the Mist* towed down from Mount Stewart, a few days since, a new Brig. launched from the shipyard of Edwin Coffin, Esq., for Messrs. Peake, Bros. & Co. She is a handsome vessle, and is intended for a trader.

The new Sch. *Westville*, owned by Donald Farquarson, Esq., Elliot River, cleared on the 9th inst., for St. John's, N. F., with a cargo of 3183 bush. Potatoes, 1260 do. oats, 410 do. turnips, barley, &c.

The Steamer *Commerce* from Boston and Halifax, arrived here on Wednesday last and left again on Thursday.

St Catherine's College.—Mr. C. H. H. Stewart of Christ's College, has been elected Musical Scholar of this College.—Cambridge *Independent Press*, Oct 21.

The above young gentleman is the only son of William Stewart, Esq., formerly of Glen Stewart, Lot 48, on this Island. Mr. Stewart conducts the musical services of Pembroke College and St. Catherines. His proficiency as a musical scholar is highly spoken of. We wish him every success.—*Islander*

The new brig *Kingwood*, owned by G. Longworth & Co., of this City, cleared for Savannah, on Tuesday last, with a cargo of 15,300 bush. oats, 500 do. potatoes, 50 bbls, and 500 kits mackerel.

The brig. *Roma*, for Bermuda, cleared out on Tuesday last. Cargo—2400 bush. potatoes, 4000 do. oats, barley turnips, hay, mackerel, horses, cattle, sheep, &c., by Mr. Higgs.

"The hero" is so small that he says we are 'poor.' If so that is no disgrace, but it we would not give our interest in the Examiner for his share of that caricature of a horse railroad.

The Merchant's Bank, in this City, commenced Banking operations in their new Brick Building, Water Street, on Monday last.

Mr. Gage has nearly 3000 geese ready for Christmas market.

Next Thursday is set apart for Thanksgiving day.

Late Telegraphic News.

Ottawa, Nov. 6.—Mr. Woodruff, Superintendent of the Welland Canal, has been dismissed and Mr. Brunel, of the Inland Revenue Department placed temporarily in charge.

The Hons Peter Mitchell and Sir Francis Hincks, accompany Cartier and Langevin to Quebec, and will attend the dinner to the latter.

The Hon. Messrs Morris and Alking have gone West.

The 'Gazette' contains notice of application for Act to incorporate the Gatineau and Ottawa and Pembina and Fort Garry Railway Companies.

Schools for military inspection are to be opened at Halifax and Fredericton on the first of December for six months.

Small pox which has been constantly here for six years, is spreading, and it is feared it may become epidemic.

There are now over one hundred and fifty cases in different parts of the town. There were five small-pox funerals yesterday.

London, Nov. 5.—Parliament has been further prorogued to December 17th by a proclamation from the Queen.

A Communist convicted of firing buildings in Paris has been sentenced to death.

Thiers has again refused the appeal of Victor Hugo, to pardon Henri Rochefort.

By the passage of Prussian War Fund in Reichstag on Saturday the Emperor is enabled to take prompt measures offensive or defensive, if circumstances demanding such should arise.

Sandwich Island news states thirty-three vessels of the Arctic whaling fleet were crushed by icebergs or abandoned to save the lives of the crews, about the middle of September. Amount destroyed—13 005 bbls whale, 965 sperm oil and 10,000 bbls. bone. Loss half a million.

New York, Nov. 6.—Four regiments of malitia will be held in readiness to preserve order if called upon during the election in this city to morrow.

Some trifling breakage yesterday in the African Baptist Church, Lonsville, Kentucky, created a panic, and nine women and nine children were trampled to death.

New York, Oct. 7.

No cable news received last night.

The excitement here in regard to the election, is intense.

General Schalo's order, calling out regiments for service on election day, caused great excitement. It happens that all these regiments are American, and composed of Reformers, and inasmuch as the order required them to report at 6 a. m., and stay in their armories all day, it was thought that the Reform party would thus lose a large number of votes. Afternoon papers expose the contemplated fraud, and the men will be told off by companies to vote.

London, Nov. 9, evening.

Festivities of Lord Mayor's day closed with the usual banquet given by the Lord Mayor, at Guild Hall, which was attended by a brilliant company of Ministers, members of Parliament, Ambassadors, and other distinguished persons. Among the guests were Gladstone and several members of Cabinet, and Gen. Schenk, American minister.

Paris, Nov. 9.

A terrible explosion occurred to-day in a coal mine near St. Etiene, while the gangs were at work. None of the men have yet been recovered alive. Twenty-two bodies have been taken out, and thirty miners are still in the pit, all of whom are supposed to be dead. The explosion was caused by fire damp.

Sackville, Nov. 13, 1871.

London, Nov. 10.—Kelly, who was accused of murder of High Constable Talbot, has been acquitted after a long and searching trial. Great demonstrations made by Kelly's friends in Dublin and Cork. No disurbances occurred.

Spanish Cotes, this evening, passed vote of confidence in Goverdment—191 yeas, 38 nays. Radicals abstained from voting.

The North German Gazette Officials says that the changes in the Cabinet at Vienna, will not affect resolutions between Courts of Vienna and Berlin.

New York, Nov. 11.—Gold and Exchange steady. President Theirs authoritively states that when the Legislative Assembly meets in December, the Government will propose to end the Provisional Regime, and establish a definitive Republic. Consols and markets generally unchanged.

Lost. Lost.

Lost or Stolen, a BUFFALO ROBE, from a horse and buggy, between the Office of Charles Palmer, Esq., and Zion Church. Any person giving information concerning it, or leaving it at the livery stable of Mrs. Grace Barr, or at the residence of the Subscriber, opposite the R. C. Chappel, will be rewarded for their honesty and trouble.

F. H. CAMPBELL.

Ch'town, Nov. 13, 1871—1i

COLD WEATHER!

Stove Pipe! Stove Pipe! Stove Pipe!

CHEAP AT

Wadman's Tin Shop.

SOAPSTONE for STOVES!

GET YOUR

Stoves Repaired

AT

WADMAN'S.

Heavy Sheet Iron,

(cut every size),

CHEAP AT

Wadman's, Upper Queen Street.

ALSO:

a large assortment of

IRON AND TINWARE,

CHEAP AT

H. D. Wadman's Tin Shop,

Upper Queen Street, Nov. 13, 1871. } 2m