

# The Examiner.

A WEEKLY JOURNAL OF POLITICS, LITERATURE AND NEWS.

EDWARD WHELAN

This is true Liberty, when Free-born Men, having to advise the Public, may speak free.—EURIPIDES.

[EDITOR AND PUBLISHER]

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No. 37.

## Poetry.

CLASHGANNY.

Of all the sweet scenes of the deep-flowing Barrow,  
In its pauses of peace or its rush like an arrow,  
Commend me that spot before others or any,  
Where the bright river bends 'neath the woods of Clashganny;  
For 'twas there, in the season of summer's sweet gloaming,  
I met a fair maiden the forest paths roaming,  
With eyes all intent, and with footstep of fairy,  
A spirit of bliss whom I fondly called "Mary!"

Her hair in moist tresses hung down o'er her shoulders—  
Bright Auburn tresses—the joy of beholders!  
And from her blue eyes such a calm beam was given,  
It seemed like the sweet gift of sunlight from heaven;  
Ah! glorious that ray, lost to me now forever,  
Like the joy I once felt near that beautiful river,  
For, an exile from country and friends, tell me, can I  
Ever hope more to see the green woods of Clashganny?

Yet thy memory, Mary, I will not abandon,  
While the sun and the clouds throw the shadows on Brandon;  
While the oak-wreaths, each spring-time, are green in Bahana,  
And the dark ivy twines over gray Graigne-namana;  
For, some day, "Hope whispers," "you'll see the bright river,  
Its free gushing music as soothing as ever!  
With men in its green banks, and high hearts to lead them  
To Mary—with tidings of Ireland's freedom."  
—Irish American.

## Colonial Legislature.

HOUSE OF ASSEMBLY.

FRIDAY, March 13.

PAPERS PRESENTED.

Hon. Col. Secretary presented to the House the following papers, viz:—

Copy of Despatch of Lieut. Governor to Secretary of State, dated 5th September, 1856, in reference to a Loan to be raised under Imperial guarantee, for the purchase of Proprietary lands in Prince Edward Island.

Extract of Minute of the Executive Council on the same subject, and in reference to the financial condition of the Colony.

Tabular statement of the Revenue of Prince Edward Island, its annual increase, decrease, and total increase.

Tabular statement of the Annual Revenue and Expenditure, &c., from 31st January, 1848, to 31st January, 1856.

Tabular financial statement of the Colony of Prince Edward Island to the 31st January, 1856.

The foregoing papers were laid on the table. He also presented the following papers, viz:—  
Copy Despatch of Secretary of State to Lieutenant Governor, dated Downing Street, 6th August, 1856, intimating that an Order in Council had rendered inoperative the Act passed in the last Session, to authorise the Government to prohibit the exportation of Saltpetre and other chemical salts.

Copy Despatch of the Secretary of State to the Lieutenant Governor, dated 29th August, 1856, enclosing an Order of the Queen in Council, dated 21st August, 1856, leaving to their operation nine Acts passed in the last Session of the Legislature.

Copy Despatch of the Secretary of State to the Lieutenant Governor, dated 30th October, 1856, enclosing an Order of the Queen in Council, dated 22d October, 1856, leaving to their operation Fifteen Acts passed in the last session of the Legislature.

CLASSIFIED ACCOUNTS.

Hon. Col. Secretary presented to the House the Public Accounts, as classified by the Auditors, for the Financial year, ending 31st January, 1857, which were referred to the Special Committee on Public Accounts.

Hon. Mr. LONGWORTH rose in his place, desiring to know why the Classified Accounts had not been furnished to the House for the information of members; and for this reason, that every member of the minority had been excluded from the Committee on Public Accounts, and seven members of the majority had been appointed on that Committee. Whether it was a preconcerted plan or not, he could not tell; but such a precedent in that House, or in any House of Assembly, he had never known before. It also strengthened his opinion that it was a preconcerted plan, that when a motion was made that additional members be added to the Committee alluded to, it was opposed. As the matter then stood, the Classified Public Accounts went to the Chairman of the Committee on Public Accounts, who might keep them some time from the inspection of other members of the House. He was disposed to move that the Clerk of the House be instructed to send a copy of the Classified Accounts to the Queen's Printer, and that fifty copies of them be struck off for the use of the members of the House.

Hon. Col. SECRETARY remarked that of course they would be printed as an Appendix to the Journal; and then every member would be furnished with a copy. The Classified Accounts were on the table of the House, they would only require to be printed once, and it was understood they would be printed with the Journal. The hon. member had said he supposed the reason that some of the members of the minority were not on the Committee of Public Accounts was, that it had been a preconcerted plan; but there never had been a word about it till a member of the minority objected to a member of the Government being appointed on the Committee in question. He (Hon. Col. Secretary) thought the majority very justly excluded the minority from that Committee; for when they had been asked to sign certain statements connected with the Public Accounts, which had appeared in the Islander last year, they did not say they had not furnished them. The hon. member was well aware that the Classified Accounts were always on the table of the House, and that every member of the House was free to have access to them when he pleased. There was no occasion to print extra sheets of those accounts now, or to make a motion to that effect, as it was understood that they would be published in the Appendix to the Journal.

Hon. Mr. LONGWORTH would be satisfied if they were published in that manner, but let it be done at once.

Mr. MCINTOSH thought the Accounts in question should be printed for the information of hon. members, and the sooner the better.

The suggestion of Hon. Mr. Longworth having been agreed to, the discussion dropped.

LAND PURCHASE ACT.

Mr. COOPER thought it would be well if the Accounts respecting the purchase and sale of land, were laid before

the House for the information of members; and he trusted they would be somewhat separate from other accounts. They had a Bill relating to land purchase then before them, ready to be read a second time, and to be submitted to a Committee of the whole House; and they ought to have a little information on the accounts in question. He thought that a Committee ought to be appointed to examine the accounts relating to the purchase and sale of land.

Hon. COL. SECRETARY said, the detailed accounts respecting the purchase and sale of land were not yet before the House, not having come down; but they would be presented as soon as they were ready. With reference to those accounts, and the Minutes of Council relating to the loan, presented to the House to-day, he thought it would be better to refer them to the House, when in Committee on the Loan Bill.

Hon. Col. Secretary presented to the House the Road Correspondent's Accounts of expenditure for the service of Roads, Bridges and Wharfs, in the past year; also, Road Commissioners' annual return of Statute Labor performed in the past year; laid on the table.

Mr. PERRY, Hon. Mr. MOONEY, Messrs. McDONALD, MAIRHEAD, MCINTOSH, DINGWELL and LAIRD, were appointed a Special Committee, to whom should be referred all petitions praying for the opening of new Roads, to examine the same and report thereon.—Mr. PERRY, Chairman.

STEAM COMMUNICATIONS.

Hon. Col. Secretary presented to the House the Report of the Commissioners appointed to examine the Harbor of Tatamagouche, which was read, and is as follows:—

"We, the Commissioners appointed by His Excellency the Lieutenant Governor in Council, for the purpose of inspecting the Harbor of Tatamagouche, in the Province of Nova Scotia, with a view of ascertaining the most eligible and convenient line through that section of the Province for the transmission of Her Majesty's mails to Halifax, beg respectfully to report that we engaged the steamer *Rosebud*, for that purpose, and on Wednesday, July 9th, left Charlottetown for the Harbor of Tatamagouche, and arrived there about ten o'clock, where we were met by several of the inhabitants of that settlement, and on finding the water not of sufficient depth on the bar of Tatamagouche River, to allow the steamer to proceed (drawing about six feet) to proceed up until high water, we examined two points suggested to us as places in the bay, where wharf accommodation could be built to allow a suitable vessel to lay alongside at all times of tide. The first we visited is called the Thrum Cap, situated at the head of the harbor, on the north side, about two miles from the entrance of Tatamagouche River, and by land, about four miles from the village. This point is sufficiently sheltered for a vessel to lay in safety, but the channel being so narrow that no steamer could turn in it excepting in high water, we did not make any further examination there. The other place is called Black-house Point. It is on the south side of the harbor, half a mile from the river, and two miles from the village by land, half a mile of which road must be made to the Point. Here a wharf and breakwater of a very substantial character would be required, being exposed to a long range of sea, and with a north-east gale, vessels would be in great danger, if not protected; to accomplish this, a great expense must be incurred. At about half tide, the steamer was backed to within 300 feet of the shore, and found there 7 feet of water. We then returned to the entrance of Tatamagouche River, but not finding sufficient water on the bar, we went up the river in boats, and landed about two o'clock; and having ordered the *Rosebud* to meet us in Brule Harbor the next day, we proceeded to Truro by coach, a distance of thirty miles, which was accomplished in less than five hours. We remained at Truro that night, and after breakfast the next morning, returned to Tatamagouche.

"The road to Truro is not of that hilly nature one would imagine it to be from the fact of its passing over the mountain, it being of one gradual ascent for fifteen miles; and from the gravelly nature of the soil is a very passable road, and there is plenty of materials at hand to keep it in repair. If the mails were to be sent by this route the coach proprietor would have a change of horses half-way, which he has not at present, and then the time in going through would be considerably shortened.

"On our return to Tatamagouche, we proceeded by coach to Brule Harbor, a distance of six miles. The road is good and nearly level, leading along the river and onwards to Pictou.

"On arriving at Conn House, the residence of Mr. John Mockler, through whose farm the road to the shore passes down to Brule Harbor, we found the steamer had arrived from Tatamagouche, and having her steam up, gave us a favorable opportunity for examining the harbor and ascertaining the best landing place.

"We fully accord with the opinion expressed by Captain H. W. Bayfield, R. N., the experienced Admiralty Surveyor, in his communication to His Excellency the Lieutenant Governor, of 29th May, 1856, that this harbor is the safest and the best for a direct intercourse with Nova Scotia, as being nearest to Charlottetown, and one where a steamer can lay in safety in any weather, there being good anchorage, and the shore at the old wharf can be approached within 300 feet at any time of tide; and by a small outlay sufficient wharf accommodation could be built.

"Mr. Mockler, of Conn House, has the outer blocks of a wharf now built, and if encouragement were given to him he would make it available for the use of a mail packet from hence.

"The present road would be three or four miles further from Brule to Truro than from Tatamagouche, but shorter by water, if about four miles of road which has been marked out, leading from Conn House to the line of road from River John by Earltown, were opened up, the distance to Truro would be some miles less than from Tatamagouche; and we were informed would be a preferable road.

"On our leaving Brule, a strong gale blew from the north-west; the captain of the steamer told us that before he left the Black-house Point at Tatamagouche, a heavy swell was setting in, and it took him more than an hour to steam down to Brule, and that as soon as he had rounded the shoal at Brule Point the water was quite smooth, and he was sure that with that wind, it would have taken him an hour longer to reach Charlottetown from Black-house Point than from Brule. We arrived at Charlottetown at half-past eight o'clock, the passage across occupying four hours and a half.

"The village of Tatamagouche may, at the present time, afford greater accommodations for travellers than Brule; but from the expressed desire of the coach proprietor, Mr. Blair, to give every facility by the supply of coaches, and also, of

Mr. Mockler, to give accommodation for the landing and entertainment of travellers, we think that nothing will be wanting to encourage travelling, should that route be adopted this season.

"A coach runs three times a week between Pictou and Amherst, passing through Brule and Tatamagouche; and we have no doubt, if the proposed arrangement were carried out, that many persons from the United States and North American Provinces, would adopt it when coming to the Island; while the packets from Summerside to Shediac, and from Georgetown to Pictou, would keep up the passenger-communication between those places. The proposed route from Charlottetown through Brule and Truro to Halifax, would be the central line of connection between the Island and Nova Scotia, and the nearest by which Her Majesty's mails could be forwarded from hence to Great Britain.

"Moreover, there would be a saving of thirty miles of travelling between Charlottetown and Truro; and under the present coach arrangements, a saving of two dollars in coach hire, and a great amount of fatigue and inconvenience avoided, as travellers from hence might be in Truro by four o'clock in the afternoon, and remain there until eleven o'clock the next morning, when the coach from Pictou generally arrives, thereby affording a rest of eighteen or twenty hours, instead of rising at three o'clock in the morning at Pictou, and having to sit seventeen or eighteen hours in the coach to Halifax, and riding 104 miles, instead of 64 miles.

"There are also advantages on returning from Halifax by resting the night at Truro, and not going on to Pictou; for the morning coach would be in Brule in four hours time, and in four hours more the steamer may be at Charlottetown.

"On the completion of the railroad from Halifax to Shubenacadie, which we understand it will be early in 1857, the journey from Charlottetown to Halifax may be performed by this route in a day; and if it be adopted, it is reasonable to suppose that the Government of Nova Scotia would direct our mails and those for Tatamagouche to be forwarded by that line of road; for, notwithstanding the coaches run twice a week between Truro and Tatamagouche, yet the mails to Tatamagouche from Halifax are conveyed via Pictou.

"We would respectfully submit that under the present postal arrangements, letters sent from the Island to Halifax do not arrive there but on Wednesday and Friday evenings, rendering it almost impossible to receive answers in less time than a week. Whereas if our mail was sent via Brule, on Monday, Wednesday and Friday, in each week, and returned on the following respective days, answers could be received days earlier than is now done, which would be of great benefit to the commercial interests of the Colony.

"All which is respectfully submitted.  
"GEORGE COLES,  
(Signed) "WILLIAM W. LORD," } Commissioners.  
"GEO. BURNIE,  
Charlottetown, 16th July, 1856."

Hon. COL. SECRETARY said, these appeared to be a good deal of opposition at Tatamagouche to the Brule route, Tatamagouche being the principal Village, and of course parties there would like to have the Steamer run direct to that place. But the exposed nature of the place at which the Steamer would have to lie, and the distance to be steamed up to Tatamagouche, the Commissioners thought would be obstacles in the way of adopting that Village as a place of landing; so that they could hardly recommend it, and had decided favorably to Brule Harbor. Before they went over there, a communication had been received from Captain Bayfield, recommending Brule Harbour as being best adapted for a landing place, and actual observation had confirmed his recommendation. At that place there was only one house where accommodation could be had for travellers; but the owner of it had a wharf partly built, which would be convenient for the Steamer. A member of the House of Assembly for that part of Nova Scotia, Mr. Archibald, was, however, rather in favor of Tatamagouche; for some of his relatives lived there, and in fact he came to the Island for the purpose of recommending the adoption of that route; and so there might be some obstacles thrown in the way of adopting Brule Harbor instead of Tatamagouche, yet the Commissioners thought Brule Harbor the best place. The Government had advertised for a Steamer to run to that place, but none had offered. The appointment of Commissioners to examine the nearest Harbour on the other side of the Straits had awakened the Pictou people, who were not in favor of the route being changed; and therefore a gentleman from that town, Mr. Mackenzie, a member of the Legislature, had called upon him to say that they had a meeting at Pictou, and a few of the influential people of that town were now willing to afford more encouragement by building a wharf that would accommodate the Steamer; but he had told him, they were rather late now in building a wharf, as they had not done so before. That gentleman had also made additional statements, offering on certain conditions to provide a Steamer for the mail service; but on account of the large sum mentioned, he did not think proper to do anything further in the matter, and had not heard from him since in reference to the subject. The members of the House would now have an opportunity of making up their minds in favor of some of the routes mentioned. The Pictou people contended that if the railroad went on, Pictou would be the direct one, and a good Steamer would run across from Charlottetown in that direction in 24 or 30 hours. There was a good supply of coach accommodation in that part of Nova Scotia. A coach ran three times a week to Truro; and if the mails were sent that way, no doubt a good coach would be put on the line, and the benefit would be that parties travelling from Charlottetown to Halifax could go in a day, when the railroad from Shubenacadie to Halifax was completed. That would be a great accommodation to passengers; but if the route by Pictou were continued, it would be some time before the journey to Halifax could be accomplished in one day. He might state that last year the Government of New Brunswick wished to have a commission appointed to confer on the means of steam communication between that Province, Nova Scotia, and the Island; but Nova Scotia would not agree on a plan, unless it included communication to Cape Breton. Last year Nova Scotia had offered £200, if a Steamer would run daily from Charlottetown to Pictou; but that would not have been a suitable arrangement. The Government of New Brunswick had now made an offer relating to steam communication; but in consequence of the great expense to be incurred, the Island Government did not think proper to accept it; so that the prospects of steam communication were not now much better than they were last year. The Government had some trouble with the owner of the Steamer *Lady LeMarchant* last year, he having asked £2,000 for the services of the Steamer, which was more than the Government were authorized to give; but after sailing Packets had been engaged, a contract was entered into for the services of the Steamer on lower terms than those first asked, her owner making arrangements with the Packets. As that gentleman was a member of the New Brunswick Legislature, he would no doubt endeavor to obtain as handsome a sum from that Province as he could; but he (Hon. Col. Secretary) thought arrangements satisfactory to the Island would never be made until a Steamer belonging to it was running between Charlottetown and Tatamagouche, which if not equal to a bridge, would be the next best thing to it. As long, however, as the inhabitants of the Island depended on the other Provinces for

their steam communication, half of the season would pass without it. If they had a good Steamer, many travellers from the United States would come to the Island, as they were a travelling people, and had almost exhausted all the places of interest in their own country; and of course when they came, they brought a few pounds with them to be spent in the Island. Besides, it would be a credit to the Island to have such a Steamer, and the communication which would be the result. He hoped the House would take up the matter seriously, when it came up for consideration. He had merely made these statements, so that hon. members could think over the matter.

Mr. DOUSE would like to know if any security had been given by the Government of Nova Scotia for the erection of a wharf at Point Brule. He had travelled that way last fall, and unless some improvement was made on the road near the deep ravine, he must say it was a very dangerous route; indeed he had never travelled a road like it, and a timid man would have been frightened. He believed the route would be much shorter, and a very great improvement, if the plan could be carried out; but if no security was given by the Government of Nova Scotia of assistance in providing accommodations for landing, and in improving the road, he would not be in favor of the scheme; yet if such assurance were afforded by that Government, he should be favorable to its being carried into effect.

Mr. COOPER said, no doubt but Pictou had, just at the present time, as good a claim as the other places alluded to; for coal could be easily procured there, and the railway coming to Pictou in a short time would be another inducement to continue that route. The only point for this Colony was, to have its mails carried cheaply for a few years; for in that time they would not want so much assistance.

Report laid on the table.

BILLS INTRODUCED.

Hon. Col. Secretary laid before the House a Bill to continue and amend the Free Education Act, which was read a first time. He would just state for the information of hon. members, that the Bill went to continue the Education Act as it was, with the exception of some slight alterations in the collection of taxes, recommended by the Hon. Col. Treasurer.

Hon. Col. Secretary also introduced a Bill to provide for the better internal Government of this Island, by the establishment of local or municipal authorities therein, and said: As this Bill is of some importance, perhaps the most important of the session, in reference to giving the management of the local affairs of the country to the inhabitants themselves, and every hon. member, perhaps, would like to be well acquainted with it, it might be well to make it the order of the day for the second reading on Thursday next. The Bill as it is there, is the views of the Government in reference to what they consider would be a benefit to the Colony in having municipal regulations established; but when hon. members bring their minds to bear upon it, there may be a good many suggestions to improve it, and some perhaps may consider it better to print it, and let it lie over a year till the people see the principles of it. The Bill, however, does not contemplate that it shall go into operation till January next, and then the people would be called upon to elect a Councillor for each Township within each electoral district. Each electoral district is proposed to be a municipality. By January next the people would be well acquainted with the principle of the Bill, and if they did not like it, they might petition the House to repeal it, as perhaps they would do.

Hon. Col. Treasurer, from the committee on Expiring Laws, presented to the House the second report of that committee, which is as follows:—

"The committee appointed to examine what Laws have lately expired, or are near expiring, submit, that the Act 15 Vic. cap. 6, intitled 'An Act to facilitate the intercourse between this Island and the Provinces of Nova Scotia and New Brunswick,' will expire at the end of the present Session.

"The Bill to continue and amend the Act to prevent Horses, Swine, and Geese from going at large in Georgetown, was read a second time, and agreed to, without amendment.

"The Bill to continue and amend the Princetown Royalty Church Incorporation Act, and to repeal a certain Act therein mentioned, was read a second time and committed to a committee of the whole House. Progress reported.

Hon. Col. Treasurer, from the committee appointed to prepare and bring in Bills pursuant to the report of the committee on Expiring Laws, presented to the House a Bill to continue the Act exempting certain Bills of Exchange, Promissory Notes, Contracts and Agreements, from the operation of the Laws relating to Usury, which was read a first time.

PETITIONS PRESENTED.

By Hon. Mr. MOONEY, from James Condon, praying remuneration for his services as a Teacher at Township 30, during the past year; referred to the committee on Teachers' petitions.

By Mr. MAIRHEAD, from John Reeves, Donald Macdonald, and others, praying for the opening of a new road; referred to the committee on new roads.

By Hon. Col. Secretary, from divers inhabitants of Township 33 and others, praying an addition to the Salary of James Douglas, District Teacher, or some remuneration to encourage him in his prosecution of the study of Agricultural Chemistry, with a view to the introduction of that science into the Schools of the Island.

Some objections having been made to receiving the petition, as not being signed quite in accordance with the rules of the House—

Hon. COL. TREASURER thought the petition might be received, as it related to a matter of great importance to the inhabitants of the Island. The House had not the means of knowing whether the gentleman alluded to in the petition, had information sufficient to enable him to lecture on agricultural chemistry or not; but perhaps they might take into consideration the propriety of having a person to lecture throughout the Island on that science. There was now a gentleman at the head of the Normal School in Charlottetown, who had for several years in the old country delivered lectures on Agricultural Chemistry, accompanied with successful experiments; and it might be well to introduce the study of that science into the Normal School.

Hon. Mr. MOONEY was decidedly in favor of disposing of the petition immediately, lest by the House receiving it favorably and laying it on the table, anticipations might be raised of receiving a grant of money, which would in all probability be disappointed.

Mr. MACINTOSH said, as it was the first petition of the kind he had the honor of listening to, he thought they ought to treat it with every respect; so that if Agricultural Chemistry was not understood by the people of the Island, they might be encouraged to study it.

Hon. COL. SECRETARY believed that the person alluded to in the petition, had studied Agricultural Chemistry at Horton College, Nova Scotia, and had there received license to teach it. He (Hon. Col. Secretary) had received a petition from him last winter relating to the same subject as the present one. The petition might lie on the table, and perhaps when the House was in committee on the Education Act, it might be taken up and considered. He thought if something like an Agricultural Catechism were prepared, it would be a benefit to the youth of the Island; but he was afraid the House would not be able to carry out the subject so far as the Royal Agricultural Society contemplated, when they proposed giving £100 for the purpose of paying an individual to lecture on Agricultural Chemistry, which scheme had failed. If, however, some kind of a Catechism were prepared, such as had lately been put into his hands, and which he found was an Agricultural Catechism prepared for the Schools in the United States, and if the District Teachers were to obtain a knowledge of the science in question at the Normal School they might be able to communicate more information on the subject than the Visitor of Schools had done.

Petition laid on the table.