Park, has preserved London from the constant fear of collision between the people and the police; and might have taught even the officials of Dublin Castle the wisdom of forbearance. Crowds are easily exasperated. When Mr. Smyth, M. P., opened the proceedings, he began "Fellow countrymen and policemen; Our one object here is quietness:" and continued to the effect that he and the promoters of this meeting were anxious above all things to test the legal question, as to the rights of those who wished to meet in public for the discussion of public affairs, but to do so peaceably and legally. Mr. Hawe, the superintendent of police accompanied by one inspector, was advancing to him to remonstrate, when the crowd around, mistaking his intention, and believing he was about to arrest Mr. Smyth, closed round him, and beat him severely. Seeing this, Mr. Smyth and Mr. A. M. Sullivan exerted their authority for his protection, and with partial success, both gentlemen being injured by the blind fury of the mob. In the difference of treatment experienced by Mr. Smyth and Mr Bradlaugh during the past week, cannot we find another proof that their is one law for England and another for Ireland. *Catholic Opinion.*

THE IRISH PRESS ON THE LATE RIOTS IN DUBLIN.

The *Freeman* has the following leader :—

A number of our citizens who yesterday morning, 6th ult., were in the enjoyment of health and strength now lie in our hospital wards wounded and disabled, many of them so grievously, that they probably will only cave them for their graves. On the day devoted in an especial manner to the glory of Him who came amongst us to bring "peace and good-will to men"—on the only day when our toiling multitudes can enjoy a breath of God's pure air and a sight of His glorious sunshine, and in that park to which the people have always believed they had as legitimate and inalienable a right to resort, as has the representative of Royalty himself—scenes of wanton brutality have been enacted which bring unutterable and eternal disgrace on their perpetrators. At the base of the monument erected to the memory of a great and noble Irishman—a warrior to whose prowess England owes her existence—Irish blood was yesterday freely shed, but in a manner which would have brought the blush of manly shame to the cheek of Wellington, and of those Irishmen who, without flinching, followed him to the cannon's mouth. These men were soldiers. They served their Sovereign bravely and died for him freely. Armed, they fought with armed men. What would they have said if they saw their countrymen—trained, disciplined, and equipped with murderous weapons—attacking—not their armed equals—but a defenceless crowd of men, women and children, who were as powerless against them as the pigeon against the hawk or the lamb against the wolf? What would they have said had they seen these men kicking weak girls and helpless children, and five or six against one—budgeoning defenceless men whom they had already felled to the ground? They would have done more, perhaps, than joined us in the cry of—"Shame!" It will be the duty of the authorities to institute, without a moment's delay, a stringent and searching investigation into the conduct of all connected with the disaster of yesterday, and thus exculpate the innocent from the disgrace brought upon them by the guilty. The public demand and insist upon this, and no official shirking or cloaking of responsibility will be tolerated. It would be premature, as yet to endeavour to place the primary responsibility of the lamentable occurrence on the right shoulders. But fixed it must be, and that definitely and immediately. When it is so fixed we trust that a punishment indicative of the enormity of the offence will be inflicted. In the meantime we may ask a few simple questions which must soon be answered. By whose authority in the first instance, was the notice prohibiting the meeting issued, for it is, to say the least, improbable that the Board of Works did it on their undivided responsibility? Is it in future to be taken as a maxim, that the right of public opinion on every possible subject is to be permitted, and even countenanced in the London parks, and suppressed by armed force in that of Dublin? In London armies of roughs meet in the Park without molestation, and Mr. Odger preaches Communism and Socialism, and Mr. Bradlaugh Atheism, under the protection of the police. It was but Friday last that Mr. Bruce was asked in the House of Commons if these meetings were legal. He declared they were, and, further, declined to introduce a law to prohibit them. It is legal to preach revolution in England in the parks and illegal to petition Parliament in the Park of Dublin. If this indeed be the law the sooner it is authoritatively declared the better. If the police were directed to suppress by force the meeting of yesterday, why did they not intimate that fact to the public? They did not do so at all, and even the notice from the Board of Works was witheld till the evening previous, so that it was probable that thousands must have attended yesterday unconscious of the opposition of the authorities or of the danger they incurred. Why did not the police occupy the base of the Monument before hand, and thus prevent the assembly? Why did they not disperse the people as they congregated, instead of waiting till thousands had assembled? These are questions which must be answered, but not here or now.

(From the Belfast Northern Star.)

All the circumstances connected with the disgraceful proceedings which took place in the Phœnix Park, Dublin, on Sunday last, are of an unmixedly painful and humiliating character. There is nothing in any portion of the days sad and disreputable occurrences, to redeem them from the gloom, and sorrow, and shame, which must forever cloud the remembrance of the last day of a royal visit, unmarked by anything but this dreary calamity. All collateral considerations are shut out by the prominence of the great central fact, which is, the action of the authorities as represented by the action of the police. It is not our business now to discuss the legality, or the illegality of the meeting, which was so suddenly prohibited, scoudely interrupted, and so brutally dispersed. The Board of Works may have had power to forbid the gathering, and the police may have been compelled to enforce an order which, from its precipitancy and stringency, appears to have been equally unjustifiable and severe. But irrespective altogether of the principle involved as to the right of meeting in the Park, and irrespective of the motives which led its promoters to persevere in the face of authoritative warning and prohibition with their project, we have to deal with the one great incident of the day—the violent, and unprecedentedly violent, suppression of an assemblage, orderly and respectable in its character reasonable and legal in its object, and having no drawback to it but the locality in which it was held. We confess it does seem at the first blush odd and inexplicable why a privilege not merely tolerated, but abused, should prevail in London, while a similar one is not only denied, but ferociously and furiously resented in Dublin. In London Englishmen can spout treason, propagate Atheism, inculcate immorality, and give oratorical sanction to deeds and crimes at which humanity shudders.

At the Galway Assizes, on Saturday, before Mr. Justice Keough, the Very Dean Seymour, Protestant Dean of Tuam, sued the Rev. Edward Thomas, Catholic administrator in the same town, for £1,000 damages for assault and slander. Mr. Robinson, Q. C., Monaghan, and Mr. Roper, Q. C., were counsel for plaintiff, and Mr. Hugh Macdermott Beragh, Q. C., and Mr. Francis Nolan, were counsel for defendant. It appears that on the evening of June 15th last, the rev. defendant was walking through the streets of Tuam, when he met two children, who raised their hats and slightly bowed, as a mark of respect to him. The Rev. Mr. Seymour, thinking the children went on their knees to salute the defendant, went over and upbraided them for so doing, in the hearing of the latter, and asked the children why they knelt to that man, at the same time telling them to kneel to none but the living God. Mr. Thomas, thinking the observation was calculated to lessen the respect the children entertained for him as a Clergyman, at once went over to Mr. Seymour and, laying his hand on his shoulder, asked him if he meant those remarks as an insult to him. Mr. Seymour having made a reply, Mr. Thomas called him a low, lying scoundrel, and told him he was a disgrace to his religion. The case having been fully investigated, the jury brought in a verdict for one farthing damages, and his lordship refused to certify for costs. The case caused great excitement in the town, and during the hearing of the proceedings, the court was densely crowded.—*Catholic Opinion.*

HORRIBLE RAILROAD CATASTROPHE NEAR BOSTON.

SICKENING SCENES—STATEMENT OF ONE OF THE SURVIVORS.

Boston, Aug. 20.

Misfortunes of the nature of railroad accidents have not come singly in New England within the past six weeks. It is only the other day the whole community was agitated by intelligence of an accident at Bangor, Me., which resulted in the maiming forever of thirty-four unfortunates, and the instant death of two others, the Coroner's inquest into the causes thereof having been just concluded. This calamity was the third of a series which has been occurring through the criminal carelessness of somebody or other on the Maine Central Railroad, and is to be made the subject of a judicial investigation.

But there has been one near Boston tonight, which, so far, at least, as loss of life is concerned, is of tenfold more importance than its predecessor. The lateness of the hour prevents my obtaining accurate details of the sad occurrence, but the facts seem to be as follows:—

The fifteen minutes past 7 passenger accommodation train for Beverly, under charge of conductor Nason, was delayed half an hour beyond the time of its departure by the non-arrival of inward trains. Not deeming it expedient to remain longer, Mr. Nason started his train, with one baggage and four passenger cars, at half-past seven o'clock, and made the usual stoppages until he came to Revere, a station seven miles from Boston. There his train was brought to a halt, started on, and then, for some reason not yet understood, it was halted again. Little did the conductor of that train dream of the consequences of his action in this instance, as he was good-humoredly chatting with his acquaintances on the road.

Suddenly he heard a cry of danger, and, looking back, he beheld a bright light coming round the curve, scarce half a mile from the station. He saw the danger at once, and gave the signal to start. But it was too late. That light was the *avant courier* of death. One moment later and the ponderous engine, Newburyport, drawing the pullman express train of eight heavily laden cars, came crashing into the rear of the ill-fated accomodation. A shriek of horror arose on all sides as the machine ploughed its way two-thirds of the way through the swaying mass of humanity before it, and was only stopped in its career after nearly the whole car had been crushed into fragments.

To add to the terrors of the scene, the scalding water from the locomotive was thrown upon the crowd, and the entire train burst into flames. The agony of the moment can be much better imagined than described. The loungers about the station—and there were but few in number—recruited from those passengers who were unhurt, hurried to the spot and lent their ready aid to the amelioration of the suffering which was occasioned.

One after another, the bodies of the dead were taken from the ruins—twenty-one in number—and laid side by side in the waiting room of the station. They presented a sickening sight. Not one was there whose face or body was not scalded almost beyond the possibility of recognition, and their blood-stained garments and the bubbling froth which lay stagnant upon their lips betokened too well the agony which they had suffered.

There were but three women in the number, and their dress seemed to indicate that they belonged to the middle walk of life. Their faces were distorted beyond power of description.

Among the men, there was one whose right side was nearly destitute of flesh, and whose limbs were gashed to the bone. There were others who appeared equally as severely mutilated. As they lay in the station, it was painful to witness the eager and anxious faces of those who sought, through these remnants of mankind, in search of some beloved relative or friend. But at the hour of which I write—1, a. m.—there had been no one indentified.

The wounded, fifteen in number, were removed to the houses near by, and those who could bear the journey were taken to the Chelsea Marine Hospital, three miles distant. Their injuries are, for the most part, of a severe, but not dangerous character.

A passenger, who was upon the accommodation train, and escaped without hurt, besides corroborating the particulars given above, states that when he first became charmed, he saw the bright light of the engine seemingly but a very short distance away. He jumped across the track, and the whistle sounded down brakes; but it was scarcely an instant before the telescoping occurred. He remembered nothing thereafter until aroused from a fainting fit by the shrieks of the dying men. He at once bent all his energies to succor the wounded.

The scene of the disaster presents a fearful sight. On the main track lay the charred and still burning fragments of the accommodation train, which is totally destroyed, and the machinery of the engine and large pieces of the baggage car behind it were strewn all about the ground.

No such disaster has ever occurred on an Eastern railroad. It is difficult, and, in fact, impossible at this hour to fix the blame for the calamity upon any single person. Perhaps it might be thought that as the first train had started out of the depot half an hour behind time, and that it had two stops to make before it made a run of seven miles, it was scarcely advisable to admit the departure of an express train only fifteen minutes later. Others might opine that the conductor (Nason) of the accommodation train, acted wrongly in permitting his train to remain so long at a way station.

A Western visitor to Salem, Massachusetts, writes back home to his paper an interesting account of his observations. The old "witch house," a quaint dwelling, erected in 1682, inhabited for a time by Roger Williams, and afterwards the building in which the court which condemned the Salem witches to death held its sessions, he found still in existence, and the apartment used nearly two hundred years since as the court room now occupied as a drug store.

Late Telegrams.

Paris, Sept. 5.

Thiers has written to Garez to withdraw his resignation.

The decree prolonging Thier's powers, provides for a Vice-President of the Council of Ministers to occupy the chair in the absence of Thiers.

In consequence of changes made in the Constitution, the Ministry resigned, but resumed their portfolios at the request of Thiers.

The Communists Court-martialled have been sentenced:—Favre and Lullier to death; imprisonment at hard labor; deportation and confinement in a fortress; simple deportation and six months' imprisonment; and a fine of five hundred francs variously imposed upon twelve others.

The Carlists in Spain have been ordered to report to their leaders on the 8th instant, and to be ready for a rising against King Amadeus two days later.

New York, Sept. 4.

Gold steady at 113. Exchange firm.

Winnipeg dates of Aug. 19, state that the Lieutenant Governor and Commissioner Simpson are at Lake Manitoba, making a treaty with the Indians outside the province.

A magnificent harvest is expected.

Cable, to-day, reports consols 93¼. Liverpool markets firm.

The demonstration in Dublin, on Saturday, in favor of releasing the Fenian prisoners, ended in a riot. Thirty constables and twice as many rioters are injured.

Queen Victoria is still indisposed and confined to the house.

Gladstone, in a speech at Whitby, on Saturday, expressed his joy that Englishmen can now look upon Americans as friends, and said: "We may now indulge in the hope that all controversies between the two peoples are settled."

Cholera is spreading over the Continent.

London, Sept. 4.

A general strike of the coal miners of Northumberland for higher wages is imminent.

A fishing schooner foundered yesterday in Pentland Frith, and five persons were drowned.

The eight rioters arrested in Dublin, yesterday, have been sentenced to three and four months imprisonment.

Ten persons were killed and many injured by a railway accident, in Northern France.

The progress of King Amadeus from Albacete to Valencia was a continuous ovation.

A typhoon visited Hong Kong on Saturday; twelve vessels were driven ashore, and much damage was done on land.

The hurricane at Bahamas, on the 22d ult., wrecked the English vessels *Lady Bird* and *Nellie Morne*, and three American ones; all hands saved.

The disarmament of the National Guards in the cities of Southern France begins on the 15th inst., and, when completed, the state of siege will be raised.

New York, Sept. 5.

Gold 113 to 113¼; exchange 9¼.

There was a large and earnest meeting in New York last evening, in relation to the great and numerous frauds with which the government is charged.

The Tyne and Taylor-Winship crews passed through Boston, to-day, *en route* for Saratoga.

Twenty thousand quarters American wheat reached Liverpool during last three days.

There was a furious riot in Dublin, which continued all last night. Many policemen and rioters were hurt.

Paris is threatened with a demonstration by the Internationals, and sixty thousand troops are now posted in the city.

Strikes took place among the workmen in Sheffield and Bradford.

New York, Sept. 6.

No quotable change in markets.

A memorandum has been picked up in the Gulf of Mexico, signed by three of the crew of the British ship *Lillian*, stating that the ship was lost on the 15th of January, off the coast of Brazil, and that the writers had been six days in an open boat. The paper is signed—John Thomas, second mate, Michael Dooley and John Dieger, seamen.

No new cases of yellow fever are reported at Charleston.

The illness of Queen Victoria continues. She is unable to attend Divine Service.

A case of cholera has appeared at Liverpool.

Mount Vesuvius has recommenced spouting lava.

The cause of the Dublin riot on Monday, is being investigated.

London, Sept. 6.

There were fears last night that the Dublin riot would break out again, but no further news has been received.

Numerous strikes of workingmen in Europe are reported; that at Sheffield has been compromised.

The *Prussian Cross Gazette* says it was decided at Gastein to leave the Roman question entirely to Italy.

The Grand Vizer of Turkey lies at the point of death.

The female incendiaries of Paris were sentenced to-day—four to suffer death; one imprisonment in a fortress, and one to ten years solitary confinement.

The journals say that Thiers and the Italian Minister had an angry discussion over the participation of Italy in the Gastein Conference.

There was angry discussion in the French Assembly yesterday, on the removal of the Capitol.

By the coal mine explosion to-day, at Wigan, Lancashire, 69 lives were lost.

The scenes around the mouth of the mine are heartrending.

Renforth's remains reached Gateshead tonight. Thousands of people followed the coffin to his widow's house. The funeral will be on Sunday.

Fifty imported German miners at Newcastle, struck on the plea of false promise.

Republican committee of England has issued the following programme of principles to-day:—Application of principle of federation to the kingdom; abolition of titles and privileges; suppression of monopolies; abolition of standing armies; compulsory education; State to provide work for laborers who are able to work, and sustenance for those incapacitated from work; nationalization of land; popular legislation and the diffusion of republicanism.

The Grand Vizier of Turkey is dead.

Eighteen thousand emigrants left the Mersey for the United States in the month of August.

Strikes of workmen are increasing in manufacturing districts.

London, Sept. 7.

The North German Bishops have commenced a series of Secret Conferences at Fulda, to consider the question of the dogma of Intallibility.

New York, Sept. 7.

Gold steady at 113¾. Exchange steadier—sixty day bills 8¾.

Democratic convention meets at Rochester, Oct. 4th.

In this city a tremendous fight is organizing against the Tammany Ring.

Goldsmith Maid, yesterday, beat Dexter's best time, doing a mile in 2.17; three heats in 2.20¼, 2.17, and 2.20¾.

New York, Sept. 8.

A coal and cattle train collided on Wednesday, on the Delware Lackawane and Eastern Railroad, Pennsylvania, killing three drovers, wounding five, and slaughtering many cattle.

An injunction has been granted, restraining the Mayor and City Comptroller of New York from paying out money for City and County expenses in excess of appropriation already legally made.

Booth, Republican, has been elected Governor of California, by 5,000 of a majority. Gold 113¼.

New York, Sept. 4.

Gold firm at 113¼. Exchange 9¼.

A Saratoga despatch says that large crowds gathered there to witness the best races.

Pools were selling as follows: Taylor-Winship, $170; Wards, $60; Tyne, $51; Biglin, $31, and the field $15.

A later despatch says that high wind and rough water may compel the postponement of the race.

Paris, Sept. 7.

The report that the negotiations for the evacuation of France met with difficulties is pronounced false. The time for the final withdrawal of German troops has not yet been settled.

London, Sept. 8.

The conference at Salzburg, between Emperor William and Francis Joseph was most friendly on both sides. The people availed themselves of the event to have a gala day.

A grand dinner was given, and also a brilliant illumination.

Emperor William left to-day for Munich.

One hundred and twenty Norwegian engineers have arrived at Newcastle.

There were 1673 cases of foot and mouth disease in Norfolk, England, last week.

Each nation of Europe has been invited to send two officers to observe autumn manœuvres of the British army. Field Marshal von Blumenthal and Count von Alten represent the Germans.

Mahmoud Pacha has been appointed Grand Vizier, to succeed Ali Pacha, deceased.

News was received to-day at the Admiralty, from the crew of H. M. Steam Transport *Megæra*, recently wrecked on the desert island of St Paul, in the Indian Ocean. Eight of them were seriously ill, and the others were prostrate from exposure and want of food.

A National Conference will be held in Birmingham; a session of which will begin on the 28th of November to consider the necessity of reform in the composition and powers of the House of Lords.

Paris, Sept. 8.

Gambetta will defend two members of the Press at Charente Assizes.

After four days excited debate, the Assembly decided to continue the Assembly and Ministerial Departments at Versailles.

London, Sept. 9.

A portion of the Sandwich Islands was devastated on the 5th of August by a terrible hurricane.

The French have suppressed the Insurrection in Algeria.

Ottawa, Sept. 9.

The Governor-General is not expected for some time—not whilst Admiral Fanshawe and General Doyle remain in Quebec.

Advices from Manitoba report everything proceeding satisfactorily since treaty.

The action of the Paris Crew is still denounced on every opportunity. Much misapprehension exists as to the reasons actuating the crew; and the Press gives Halifax side of the story exclusively.

Various rumors of changes in Quebec Government.

The statement of Archibald resigning the Governorship of Manitoba and becoming Governor of Nova Scotia is premature.

Trade everywhere is active, especially in Montreal.

Harvest everywhere is excellent.

The country is preparing for local and provincial exhibitions.

The Premier will be present next week at the opening of Toronto and Nippissing Railways. Public explanations are expected respecting the Treaty.

Archibald made a satisfactory treaty with the Indians west of Manitoba, whereby Indian titles to the tract three times the size of the Province has been extinguished.

The Herald.

Wednesday, September 13, 1871.

The circulation of the HERALD *amounts, at the present time, to a weekly average of* **1,400** *copies. We beg to call the attention of merchants and others to this fact. An excellent medium is here available for their Advertisements and Business Notices.*

THE HERALD was "premature" in its warning to the Government to beware how they allowed the Carvells and Burpees to participate in Railway Contracts. So said some dear timid friends of our own—guileless men who would neither do evil themselves nor suspect others of doing it. We wonder if these persons still think that the HERALD was premature in its warning? True, neither Carvell nor Burpee appears nominally in the contract or negotiation. Do our guileless friends think, on that account, that the contract is not, to all intents and purposes, theirs? We read the name of "SCHREIBER" in glaring characters over the "concern," and perhaps a person bearing that name may be seen standing behind the counter; but the real owners of the firm—the occupiers of the counting room—are the Carvells, the Mitchells and Burpees. There is no Cabinet Minister in that sacred retreat of course. With all the serenity of a tranquil conscience, these gentlemen survey the thriving business into which they have set their friends; and if it so happen that any of them should receive, from time to time, an anonymous announcement that their Banker's account has been augmented by some hundreds, or even thousands, they will not have the slightest notion whence such luck has come to them, but will set it down to the act of some benevolent individual, who secretly watches to reward political honesty and manly disinterestedness. Innocents!!

The action of the Ministry, in letting the Railway Contract, last week, has left no doubt in any one's mind that a gigantic piece of jobbery has been effected. The only persons who appear convinced of the contrary, are Ministers themselves. They will, no doubt, try their best to impress their convictions upon the public. They will not, we presume, be surprised if they find the undertaking both arduous and exhausting. The popular mind is in no temper to be trifled with. It will admit of no compromise or shuffling. Nothing save irrefragable proof, that the public interests have been economically managed, and the public money not lavishly squandered, will be accepted. Ministers must stand their trial. They will have to justify their more than suspicious treatment of Mr. O'Brien—they indeed prolonged his term for finding sureties; but they, at the same time, threw every obstacle in his way. They will have to explain why the Colonial Secretary, when in Halifax, refused to examine into the worth of the City Railway, when invited to do so by Mr. O'Brien; why that same official, when asked in writing to point out in what the securities were deficient, delayed replying until Mr. O'Brien had started for the Island, and could not possibly receive a communication in time to remedy the deficiencies pointed out. This slight oversight of the Colonial Secretary, caused, we understand, Mr. O'Brien's return to Halifax, to adjust what could have been easily adjusted before starting, had not the dilatoriness of the Colonial Secretary stood in the way. Mr. Havland, however, was active enough in another respect. He would not, at Mr. O'Brien's invitation, go and examine the Books of the City Railway; but he could, nevertheless, inform his associates on the Island that it was not a proper security, and that the Houses of DeWolfe & Co. and Stairs & Co. were not good for twenty thousand pounds each. The consequence of all this was, that when Mr. O'Brien returned to the Island, he found that the gentlemen of the Executive had fully made up their minds to accept of nothing save the £100,000, in hard cash. The simple persual of these facts, will show any one gifted with ordinary understanding, and not in the "Ring," that Mr. O'Brien, was thoroughly in earnest, and exerted himself vigorously to satisfy the Government; and it will also show, that the Government exerted themselves as earnestly, and as vigorously to thwart him. Why did they not say at first, that they would only take cash security? Or why did they not go a step further, and broadly state, that they did not want Mr. O'Brien as their Contractor, that the Carvell's and Burpee's were their men, and none other need apply? This is in fact what the trickery and finessing of Ministers have led to, and their acts tell it as plainly as if they had spoken it in words.

But what ministers will particularly have to clear up, is the benefit which the Colony is to derive from giving the Contract to Mr. Schreiber, for £4,267 10s., rather than to Mr. O'Brien at £4155, all the benefit that Ministers can possibly see, is that the Island will have to pay for 120 miles £13,500 more in one case, than in the other. And we are somewhat dubious, as to whether the people of this Island, will adopt the views of Ministers in this respect—but ministers will have to educate the people to it, if they wish to retain the Government of the Country. Nor is this all; at the very time these gentlemen of the executive, were deliberating on Mr. Schreiber's tender, a telegram was laid before them, from Mr. Duffus of Halifax—a name selected by Ministers, informing them that £100,000 were at Mr. O'Brien's service as security—and ministers chose coolly to ignore the intimation and proceeded to hurry forward the transaction in Schreiber's interest. We do not think, that on this Island, there was ever before perpetrated a more unblushing act of squandering the public funds uselessly, than this. Ministers, in constitutional Governments have been impeached for less. Of what stuff was the consciences of these men formed, who sat round that Council Board, and conducted themselves as we have described? Would they have acted so, in their own business concerns? We are decidedly of opinion, that these gentlemen have shown themselves infinitely more alive to their own, than the people's interests in this transaction. They appear to have formed the opinion, "that the public was a goose," and clever gentlemen of the Executive could pluck it at will. It remains to be seen how the goose will comport itself under such treatment.

It is worth remarking, that negotiations with Mr. O'Brien were never broken off. He arrived here on Friday evening last, and handed Mr. Duffus's letter of security to the Colonial Secretary. Be it also noted, that Mr. M'Brien was compelled by the gentlemen of the Executive to furnish letters from his Sureties. Verbal mention of names would not satisfy these gentlemen of the Executive, so careful were they of the Colony's interest. But these same gentlemen make no such exacting demands from Mr. Schreiber. They are intimately acquainted with him—he is the very man they want—"Give yourself no trouble, Mr. Schreiber," say they, "Our Law Officials will see to the rest; take the Contract—you represent the Burpees and Carvells—we understand each other."

Compare this with the treatment awarded to Mr. O'Brien. He is made to cross and recross to Halifax, coming back to Charlottetown only to find some new obstruction created in his absence. No Government official aids him, and even when one is met on the streets of Halifax, he professes not to be there especially on business. Verily, Mr. Schreiber is a most favored man. We wonder much if the people of the Island will hold Mr. Schreiber in the same estimate in which gentlemen of the Executive hold him? Poor Mr. O'Brien! you have learned, at some cost, what it is not to be connected with the Carvells and the Mitchells and the Burpees, when you would treat with the existing Government of Prince Edward Island.

But here we may be asked, have you not all along supported this Government in their Railway policy? We answer, yes; and we have further repeatedly promised to do so as long as they continued to carry out the Railway Bill *honestly*. We thought there was enough of honest men in the Executive to check any attempt at jobbery. When Mr. Brecken, speaking from the balcony of the Colonial Building, prayed Heaven that the project might be carried through in a spirit of economy and saving, no one said "Amen" more fervently than ourselves. We are still the advocates of a Railway; but we will have it honestly or not at all. The manner in which the Contract has been disposed of gives us sufficient indication of what is yet in reserve for us if this Government holds sway much longer. Strong and energetic action is now needed on the part of the people's representatives, and if it be not forthcoming at this crisis, we give up as lost the independent spirit of our people—they will submit to anything.

We have frequently heard it observed within these past few days, that the gentlemen of the "Ring," need care little, if they obtain the contract, whether the Government stand or fall. They will have, so it is argued, over and above the profits Mr. O'Brien expected to pay, fourteen thousand pounds of clear plunder. Estimating Mr. O'Brien's profits at 10 per cent, there would have to be added to the above, about fifty thousand pounds, making a total of sixty-four thousand pounds, to begin with. But this would be only a beginning. If *left alone*, the "Ring" has the power to treble and even quadruple this amount. Now, supposing that the Ring consists of twenty individuals, every man of them can, as things are now, amass a handsome fortune, and give a despicable road to the Island, when all is done. What need men with such prospects before them care for the paltry emoluments of office? All this is exactly true and precisely what will happen, if the people do not bestir themselves, and force their representatives to do their duty, and prevent the spoliation and impoverishment of the Island. If this be done, and the present Government driven from power—let us see what will be the position of the "Ring." Parliament may, and we suppose will, refuse to vote the 2½ per cent. duty, which is to pay the interest on the debentures. It may also decline to provide a sinking fund to pay off these debentures in thirty years. Meantime, the "Ring" must take the debentures at par; but with Parliament resolutely refusing to abet jobbery, or bestow premiums on trickery, what will these debentures be worth in the money market? Again, Mr. Boyd, the present Engineer of the Government, is not by any means a fixture. Supposing the next Government removes him, and puts in his place, Mr. O'Brien. How will the Gentlemen of the "Ring" regard their new master? Would they not feel that the "King had truly come in the cadger's way"? There would be no flimsey, slipshod work on the Prince Edward Island Railway—the contracting Ring would be made to do their duty efficiently. The powers conferred on Mr. Boyd would be perfectly sufficient for this purpose, without any application to Parliament. If the "Ring" were thus made to carry on its operations in the face of a hostile government, we venture to surmise, that the Gentlemen who compose it would come away from their grand enterprise, fitter for the inside of a work house, than to be the possessors of sumptuous fortunes, acquired by the toil of a betrayed people. Such a fate would be their just retribution; there would be no pity for them. Should the Government persist in their present indefensible policy, this is the trap into which they will put the "ring." We have charitably shown its working before hand,—and with the assistance of the people, we will have the greatest pleasure in springing it.

In the same charitable vein, we will send a copy of the HERALD, with the above little article carefully marked, to Mr. Schreiber. It is to be trusted that he will find in it profitable matter for meditation. It will like, wise, we hope, serve as the HERALD of a weightier document which will be put into his hands in a few days. His Excellency the Lieutenant Governor, will likewise, we trust, have in a short time unmistakeable evidence that his present Advisers do not possess the confidence of the country, which considers the manner in which the Railway contract has been given away, a gross outrage upon the tax-payers, and an unwarrantable piece of Jobbery.

FACTS FOR THE PEOPLE.

UNDER this heading, we are preparing a careful statement of *all* the facts and circumstances connected with the bestowal of the railway contract upon Mr. Collingwood Schreiber. We shall give it to the public in the next number of the *Herald*. From its perusal, the reader can judge for himself how we have been led,—unwillingly, it may well be imagined, but nevertheless irresistibly by the logic of facts and events, to the conclusion:—First, that the Government never intended that the contract should fall into other hands than those of one of a "ring:" second, that Mr. O'Brien was bluffed from the outset by the Government; third, that no loss of time in complying with the *letter* of the Government conditions can be charged against him; fourth, that unwarranted haste was used by the Government in getting rid of three of the tenderers; fifth, that the Government were not justified in accepting Mr. Schreiber's tender, or any other person's tender, pending the negotiations with Mr. O'Brien; and sixth, that by their censurable conduct, *over thirteen thousand pounds* have been unnecessarily added to the cost of the railway, and that much more reckless extravagance and jobbery is likely to be perpetrated if the Government ring is not speedily broken up. Until these facts are placed before the people, we would caution them not to be too credulous in accepting as truth what may appear in papers devoted to the interests of the railway ring. A little truth, with a large admixture of falsehood, nicely covered over and polished, is what these papers will administer to lull the suspicious and deceive the unwary. It cannot, however, succeed for any length of time, as truth, pure and simple, is great and will prevail.

THE RING COMPLETE.

THE St. John, N. B. *Telegraph*, of Monday last, an orthodox Confederate paper, enjoying, without doubt, the confidence of the "ring," gives us the following bit of information:—

"THE P. E. I. RAILWAY.—Attorney General Brecken, of Prince Edward Island, is in the city for the purpose of closing the contract with Messrs. Schreiber and Burpee for building the Railway for that Government."

"Messrs. Schreiber and Burpee," eh? How accommodating on the part of the Government, to despatch the Attorney General in hot haste to hunt up the sureties of these gentlemen and close the contract with them. We hope to hear no more denials of the existence of the ring.

The *Typographic Advertiser*, Philadelphia, for July, has been received.

Also, Dick & Fitzgerald's List of Publications, up to October, 1871. Store—18 Ann Street, N. Y.

Dr. Jenkins, and some other gentlemen of Charlottetown, have extended an invitation, to the St. John and Tyne crews, to row on this harbor, for $1,000, and the championship of the world. Their expenses from St. John will be paid. We hope the invitation will be accepted. All the crews will have "a fair field, and no favor." No better plan could be adopted, to settle the question of championship, now that it is in dispute, and all the crews in the best possible condition for the match.

WHAT OUR NEIGHBORS THINK.

Articles like the following might be multiplied from our Colonial exchanges, to show that the prevailing opinion of the existence of a railway ring, and the Government's connection therewith, is not confined to this Island. The *Eastern Chronicle*, of New Glasgow, N. S., says:—

"It would appear that the Railway "ring" in P. E. Island is not a figment of the imagination, but an active, living, scheming reality. The Government having managed to squeeze Walker & Co., of London, out of the contract, took in hand the next contractor, Mr. O'Brien, of Halifax. They found him a tougher fellow to deal with than they calculated. He planked down at the outset what, in Nova Scotia or New Brunswick, would be considered ample security; but those careful men of the coalition were not satisfied. With the professed desire of showing Mr. O'Brien fair play, they gave him an extension of time to procure more security, which he did on Monday last, by the addition of two first-class business men of Charlottetown, in a large sum. However, the Government managed to show that something was still wrong, and opened up negotiations with the next contractor, Mr. McLeod of St. John, N. B. Mr. O'Brien returned to Nova Scotia in the steamer *St. Lawrence* on Tuesday. We believe he is eminently disgusted and dissatisfied with the treatment he has received at the hands of the Government. Unless Mr. McLeod is an attache or friend of the "Ring," the "squeezing" process will doubtless be successfully applied to him, as well as to James H. Fraser, Esq., of New Glasgow, who stands next to Mr. McLeod. If Messrs. McLeod and Fraser can be disposed of in the same manner as have Messrs. Walker & Co., and O'Brien, it is believed the "Ring" will then have managed the business to their entire satisfaction. It is said, however, that Mr. O'Brien is not done with them yet; in that case, for various reasons that will appear hereafter, the Government will be in tribulation. There was considerable excitement in Charlottetown on Monday. Confederates, outside of the Island, look upon the Railway scheme as designed to inveigle the Island into Confederation with Canada, as we showed in an article in the *Eastern Chronicle* a few months ago. The scheme was contrived while Sir John A. MacDonald was in Charlottetown last summer. This is also the opinion of not a few in Charlottetown, who, while strongly in favor of Confederation, are opposed to the underhanded scheming of the present Government, preferring to wait until Confederation with Canada can be brought about in accordance with the well understood wishes of the people."

The Halifax *Morning Chronicle* remarks:—

"We are beginning to think with the Charlottetown "Patriot" and "Summerside Progress," that there is a government "ring" determined to have the job of building the railway. Messrs. Walker, whose tender was the lowest, failed to comply with the conditions demanded by the Government in making the contract, and Mr. W. D. O'Brien, of the Halifax City Railroad, was awarded the contract. He too has found it impossible to deal with the Government."

The Halifax *Reporter* is no less expresive. It says:—

"We understand that Mr. O'Brien offered as security, the names of three of the soundest mercantile men in Halifax, backed by two other gentlemen in Charlottetown. After this action of the Government of the Island, it will be hard to persuade the people that a Railway Ring does not exist. The government, under such circumstances, is not destined to live out the next session of the legislature. A Government that makes the creatures of a Ring of speculators, is not itself entitled to the confidence of any intelligent body of people, and we mistake very much the temper of the Islanders, if they will let the present coalition to draw the wool over their eyes, in this Railway business."

The Halifax *Mayflower* contains the following:—

"Mr. W. D. O'Brien, of the Halifax City Railroad Company, has failed to satisfy the P. E. Island Government with adequate security for the construction of the railway. The Island papers seem to think that it will be the same as our Intercolonial Road—a Government job. We sympathize with the Islanders, if it is to be. Experience teaches, &c."

The Halifax *Citizen* is still more posisive. It says:—

"The Prince Edward Island Government is evidently anxious to make a job of the projected railway, similar to that which Dr. Tupper managed during the construction of the Picton Railway. The tales of plunder in connection with the latter work have stirred the appetites of the Island kites, like as the soul of Sir Philip Sydney was stirred by the ballad-story of Chevy-Chase. They looked across the straits in the direction of the terminus of that line which contributed so much to the personal property of Dr. Tupper and longed to emulate the skilful appropriations of one who has now become known to fame as the Cumberland Coal Bagger. This unhallowed desire for plunder has evidently resulted in a determination to disagree with all the contractors who have tendered for the building of the line."

The Government will hardly presume to say that all these and other papers that we might quote, are interested opponents of theirs. The public can form their own conclusions.

We can continue the evidence, if the Government and the ring are not satisfied.

WHAT THE GOVERNMENT AND THE "RING" AIM AT.—The Montreal *Daily News*, which has taken much interest in Prince Edward Island, of late, gravely says:—

"It was long doubtful whether Prince Edward Island would enter into our Confederation, but all anxiety is now dispelled. Railway interests are now-a-days paramount in all communities. An Island 145 miles long with a width varying from seven to fourteen miles, absolutely needed facilities of intercommunication. Prince Edward Island has now secured a railway 140 miles long, extending from one extremity to the other of the Island. The Islanders felt that they could not face the cost without raising the Customs duties from two and a half per cent to a figure beyond our standard, and as their hesitation about joining our Confederation was founded on their objection to an advance of duties, they gladly accept a railway, join the Confederation and agree to our tariff. It is impossible to over-estimate the inconveniences that might have arisen had Prince Edward Island held aloof. Licenses issued to American fishermen would have raised disputes as to jurisdiction and authority. We may now look upon that Island as virtually forming a portion of our Dominion. We must not despise our latest acquisition. It is destined to become a favorite sea-side resort."

Doubtlessly, this information was communicated to the *News* by the ring. It is fortunate that the plot has been discovered in time to prevent irreparable mischief being done by *the ring*. The Government and the ring will be held to strict account for their dark scheming and have summary justice dealt out to them. The evidence of their criminality is accumulating on all sides.